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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

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 mass of 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 so substantial. 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 are safe. 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 whisper of suspicion as to the body of loans being carried Gazette, that from Jan. 1 to date 2,796 miles of new road

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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.  |
|--|------------|--------|
| Authorities desirated desirated of authorities desirated annual section and authorities are also as desirated annual section and annual section an | Miles.     | Miles. |
| July 7   | 249        | 143    |
| "14  | 343        | 282    |
| " 21   | 342        | 197    |
| " 28   | 204        | 70     |
| Aug. 4   | 169        | 103    |
| " 11   | 194        | 3 f    |
| Total six weeks  | .: 1,501   | 829    |
| Aug.18   | 309        |        |
| " 25   | 2002       |        |
| Sept. 1  |            |        |
| " <u>. </u> §  | -124 $272$ |        |
| " 15   |            |        |
| " 22   |            |        |
| 29   |            |        |
| Oct. 6   |            | 1      |
| " 13<br>" 20.  | 4 ( 0      |        |
| " 27.  |            |        |
| 21   |            |        |
| 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 eac's day.

|            | Aug.    | 6. | Aug                | . 7.    | Aug                | . :S. | Aug                | . 9.  | Aug    | . 10.  |
|------------|---------|----|--------------------|---------|--------------------|-------|--------------------|-------|--------|--------|
|            | ]:      |    | Lond'n<br>orices.* | 100.000 | Lond'n<br>prices.* |       | Lond'n<br>prices.* |       | Lond'n |        |
| U.S.4s,c.  | .London |    | 119.19             | 119%    | 119.9              | 119   | 119:19             | 11916 | 119.19 | 1191/8 |
| Crie       | Ĕ       |    | 33.95              | 337/8   | 34.19              | 34    | 33.82              | 33!4  | 32.85  | 3274   |
| 2d con.    | ĭ       |    | 94.76              | 95      | 94:76              | 95 .  | 94.76              | 941%  | 94.16  | 9416   |
| Ill. Cent. | ii.     |    | 131.65             | 13116   | 131.25             | 131   | 131.52             | 131   | 180.91 | 130    |
| V. Y. C    |         |    | 115.23             | 1155%   | 116.16             | 11:04 | 115.77             | 116   | 116.59 | 116    |
| Rading     | 23      |    | 28.081             | 5578    | 28 08+             | 5514  | 27:54+             | 5538  | 27.614 | 5534   |
| Ont.W'n    | 2       |    | 23.50              | 23      | 22.95              | 22 14 | 21.93              | 22    | 20.98  | 211/2  |
| St. Paul   | Holiday |    | 103.31             | 103 4   | 103.53             | 1034  | 103.07             | 103   | 103:58 | 10316  |
| Exch'ge,   | . :     |    |                    |         |                    |       |                    |       |        |        |
| cables.    |         | ,  | 4.8                | 31/2    | 1.88               | 12 .  | 4.9                | 816   | 4.8    | 816    |

\*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.   | Committee of the commit | Shipped by N.Y. Banks. | Net Interior Movement. |
|------------------------------|--|------------------------|------------------------|
| Currency                     | <b>\$1,747,000</b>   | \$660,000              | Gain. \$1,147,000      |
| Gold                         |  | 729,000                | Loss. 720,000          |
| Total gold and legal tenders | \$1,747,000  | <b>\$1,320,000</b>     | Gain. \$127,000        |

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 statement to be issued to-day.

| Week Ending Aug. 10, 1883.   | Into Banks. | Out of Banks             | Net Change in<br>Bank Holdings.    |
|--|-------------|--------------------------|------------------------------------|
| Banks' Interior Movement, as above<br>Sub-Treasury operations, net | *           | \$1,320,000<br>1,533,000 | Gain. \$427,000<br>Loss. 1,533,000 |
| Total gold and legal tenders                                       |             | \$2,853,000              | Loss.*1,108,006                    |

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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. 9     | ), 1883.   | Aug. 10, 1882. |            |  |
|---------------------|------------|------------|----------------|------------|--|
|                     | Gold.      | Silver.    | Gold.          | Silver.    |  |
|                     | £          | £          | £              | £          |  |
| Bank of England     | 22,841,486 |            | 22,065,158     |            |  |
| Bank of France      | 39,533,527 | 41,420,178 | 39,830,535     | 46,293,794 |  |
| Bank of Germany     | 7,611,787  | 22,835,363 | 6,946.250      | 20,838,750 |  |
| Total this week     |            |            | 68,841,943     |            |  |
| Total previous week | 70,131,636 | 64,345,502 | 69,516,655     | 67,315,372 |  |

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.

| Date. |       | .                     | Consisting of— |                 |                 |                           |  |  |
|-------|-------|-----------------------|----------------|-----------------|-----------------|---------------------------|--|--|
|       |       | Duties.               | Gold.          | U. S.<br>Notes. | Gold<br>Certif. | Silver Cer-<br>tificates. |  |  |
| Aug.  | 3     | \$539,721 42          | \$7,000        | \$27,000        | \$391,000       | \$115,000                 |  |  |
| . "   | 4     | 287,363 77            | 7,000          | 26,000          | 1-2,000         | 72.000                    |  |  |
| - 46  | 6     | 591,778 73            | 14,000         | 30,000          | 450,000         | 97,000                    |  |  |
| 46    | 7     | 577,539 59            | 10,600         | 25,000          | 421,000         | 121,000                   |  |  |
| 4.6   | 8     | 477,034 71            | 15,000         | 31,000          | 310,000         | 121,000                   |  |  |
| 66    | 9     | 745,883 43            | 22,000         | 42,000          | 506,000         | 175,000                   |  |  |
| T     | otal. | <b>\$3,219,329 65</b> | \$75,00°       | \$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 JULY.

|                         | Gr        | Mile      | Mileage.                 |           |       |
|-------------------------|-----------|-----------|--------------------------|-----------|-------|
| Name of road.           |           |           | Increase or<br>Decrease. | 1883.     | 1882  |
|                         |           | \$        | \$                       |           |       |
| 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    | +9,335                   | 401       | 276   |
| Central Pacific         | 2 023,000 | 2,076,64- | -53,648                  | 3,053     | 3.080 |
| Chesapeake & Ohio       | 336,475   | 316 787   | +19,688                  | 512       | 504   |
| Eliz. Lex. & Big San.   | 60,237    | 51,666    |                          | 130       | 130   |
| Chicago & Alton         | 715,956   | 702,635   | +13.321                  | 817       | 847   |
| Chic. & Eastern Ill     | 126.354   | 151.763   | -25,409                  | 240       | 240   |
| Chic. & Gr. Trunk'      | 200,36-   | 135,882   | +64,486                  | 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   | 185,39    | 217,19-   |                          | 363       | 363   |
| Cleve. Ak. & Col        | 43.985    | 39.457    | +4.530                   | 144       | 144   |
| Deny. & Rio Grande.     | 552.300   | 449,400   | +62,900'                 | 1,231     | 1,066 |
| Des Moines & Ft. D.     | 17,141    | 15,994    | +1.147                   | 143       | 87    |
| Detroit Lans'g & No     | 121,255   | 122. 94   | -1.6.9                   | $225^{1}$ | 225   |

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

|                                      | Gross Earnings.                                  |  |                          |              | Mileage.    |  |
|--------------------------------------|--|--|--------------------------|--------------|-------------|--|
| Name of road.                        | 1883.  | 1882.  | Increase or<br>Decrease. | 1883.        | 1882.       |  |
| East Tenn.Va. & Ga                   | \$<br>298,134                                    | *<br>236,339                                     | \$<br>+61.795            | 1,100        | 900         |  |
| Evansv. & T. Haute*.                 | 33.086   | 81,614   | -43,558                  | 146          | 146         |  |
| Flint & Pere Marq                    | 184,427  | 14-,503  | +35,924                  | 347          | 347         |  |
| Flor. Tran. & Penin*.                | 20,961   | 19.290   | +1,671                   | 243          | 243         |  |
| Grand Trunk of Can.;                 | 1,300,803  | 1,241,870  | +58,933                  | 2,322        | 2,225       |  |
| Gr. Bay Win. & St. P.                | 26,343   | 26,792   | _449                     | 225          | 219         |  |
| Gulf Col. & Santa Fe.                | 166,555  | 93,732   | +72,823                  | 534          | 429         |  |
| Hannibal & St. Jos                   | 179,959  | 192,240  | -12,281                  | 292          | 292         |  |
| Illinois Central (Ill.)              | 519,758  | 616,782  | -97,024                  | 928          | 919         |  |
| Do (Iowa lines)                      | 147,495  | 140,052  | +7,443                   | 402<br>578   | 402<br>578  |  |
| Do (South, biy.)                     | 240,625  | 222,659  | +17,966                  |              | 684         |  |
| Ind. Bloom. & West                   | 217,618  | 205,072  | +12,546 $-27,953$        | 385          | 385         |  |
| Lake Erie & Western.                 | 77,913 $30,661$                                  | $\begin{array}{c} 105,866 \\ 27,358 \end{array}$ | +3.303                   | 103          | 168         |  |
| Little Rock & Ft. S                  | 24,003   | 17,755   | +6.248                   | 170          | 154         |  |
| Little Rk. M. R.&Tex.<br>Long Island | 366,944  | 352,413  | +14,531                  | 352          | 352         |  |
| Louisville & Nashy                   | 1,139,300  | 1,063,765  | +75,535                  | 2,071        | 2,028       |  |
| Marq. Hough. & On*.                  | 91,121   | 128,333  | -37.212                  | 103          | 103         |  |
| Memphis & Char'ton.                  | 89,615   | 68,311   | +21,304                  | 330          | 330         |  |
| Milw. L. Sh. & West                  | 81,835   | 68,993   |                          | 326          | 276         |  |
| Missouri Pacific                     | 704,434  | 734,008  | -29,574                  | 996          | 996         |  |
| Central Branch                       | 93,852   | 57,960   | +35.892                  | 385          | 388         |  |
| Intern'l & Gt. No                    | 269,052  | 223,256  | +45,796                  | 825          | 775         |  |
| Mo. Kan. & Texas                     | 590,649  | 482,334  | +108,315                 |              | 1,296       |  |
| St. L. Iron Mt. & So.                | 585,890  |  | +70.371                  | 905          | 795         |  |
| Texas & Pacific                      | 537,743  | 379,451  |                          | 1,487        | 1,412       |  |
| Mobile & Ohio                        | 136,836  | 135,173  | +1.663                   |              | 528<br>394  |  |
| N. Y. & New Englind.                 | 309,288  | 298,441  | +10,847<br>+12,153       | 394<br>502   | 428         |  |
| Norfolk & Western*                   | $\begin{array}{r} 128,901 \\ 74,376 \end{array}$ | $116,748 \\ 45,556$                              |                          | 239          | 239         |  |
| Shenandoah Valley.                   | 841,000  | 694,068  | +146.932                 | 1,701        | 1,298       |  |
| Northern Pacific                     | 84,730   | 85,572   | -342                     |              | 212         |  |
| Ohio Central<br>Ohio Southern        | 29,254   | 27,494   |                          |              | 128         |  |
| Peo'ia Dec. Evansv                   | 45.820   | 73,741   | -27,921                  | 254          | 254         |  |
| Rich. & Danville*                    | 45,820<br>†118,700                               | 1100,200   | +18,500                  | 757          | 757         |  |
| Char. Col. & Aug.                    | †15,334  | †14,683  | +651                     | 337          | 303         |  |
| Columbia & Gr'y*                     | +12,272  | 11,2 1   |                          | 294          | 291         |  |
| Virginia Midland*                    | 151,139  | †42.004  | +9.135                   | 353          | 353         |  |
| West. No. Carolina*                  | 19,179   | †5,979   |                          |              | 190         |  |
| St. L. A.& T.H. m.line.              | 99,422   | 130.986  |                          |              | 195         |  |
| Do do (branches).                    | 54,720   | 73,619   | -18.920                  |              | 121         |  |
| St. Louis & Cairc*                   | 20,813   | 25,456   | 1.613                    |              | 146         |  |
| St. Louis & San Fran.                | 280,020  | 318,613  | -38.593                  |              | 661         |  |
| St. Paul & Duluth                    | 137,973  | 96,699   | +41,274                  |              | 194         |  |
| St. Paul Minn. & Man.                | 612,766  | 853,296  | -240,530                 | 1,250<br>132 | 912<br>132• |  |
| Scioto Valley                        | 47,526   | 45,462   | +2.064 $-32.00$          |              | 3,720       |  |
| SUnion Pacific                       | 2,268,000  | 2,300,000  | -32.00 $-202.42$         |              | 3,348       |  |
| Wab. St. Louis & Pac.                | 1,216,409  | 1,418,837  | -202,42                  | 0,010        | 0,013       |  |
| Total                                | 24 397 368                                       | 23,254,881                                       | +1,142,487               | 54.041       | 49,393      |  |
| Oregon R'way & Nav.                  | 461,350  | 432,327  |                          |              |             |  |
|                                      |  |  |                          |              |             |  |
| Grand total                          | 24,858,718                                       | 23,637.208                                       | +1,171,510               |              | l           |  |

\* Three weeks only of July in each year.

t Freight earnings only.
For the four weeks ended July 28.
Figures of this road are approximate and unofficial.

Northwestern roads again make the most marked this time a sharper distinction must gains, but 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 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. 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 quantity especially in the great wheat belt, embracing Illinois, Indiana, and Ohio-and was, moreover, a very early 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

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,<br>bush. | Oats,<br>bush. | Barley,<br>bush. | Rye,    |
|--------------|--------------|--------------|----------------|----------------|------------------|---------|
| Chicago-     |              |              |                |                | -                |         |
| 1883         | 148.757      | 493,756      | 5,197,454      | 2,592,493      | 40,108           | 190,528 |
| 1882         | 135,746      | 2,866,284    | 3,951,655      | 1,188,022      | 11,716           | 55,901  |
| Milw'kee-    |              | -,000,-01    | 0,002,000      | -,100,022      | 11,,10           | 00,001  |
| 1883         | 233,768      | 322,417      | 343,980        | 305.156        | 41,795           | 31,820  |
| 1882         | 154,527      | 590,748      | 138,450        |                | 38,050           |         |
| St. Louis-   | ,            | 000,120      | 200,100        | 102,002        | 0.0,000          | 0,000   |
| 1883         | 80,843       | 1,016,456    | 593,515        | 420,358        | 5,400            | 4.962   |
| 1882         | 117,323      | 3,657,017    | 572,626        | 794,655        | 1,744            |         |
| Toledo-      | ,020         | 0,001,011    | 012,020        | 104,000        | 1,711            | 10,701  |
| 1883         | 8,085        | 346,654      | 418,500        | 19.385         |                  | 8,244   |
| 1882         | 3,102        | 1,584,574    | 158,276        | 20,907         |                  | 115     |
| Detroit-     | 0,102        | 2,002,012    | 100,210        | 20,307         | •••••            | 113     |
| 1883         | 4.786        | 81,013       | 15,382         | 52,921         | 1,067            |         |
| 1882         | 7.531        | 227,100      | 51,282         | 63,794         | 1,007            |         |
| Clevel'd-    | 1,001        | -21,100      | 01,202         | 03,774         | •••••            | ******* |
| 1883         | 9,206        | 96,041       | 44.810         | 75,300         |                  |         |
| 1882         | 8,717        | 5(5,474      | 31,450         | 90,400         | 2,550            | 420     |
| Peoria-      | 0,.1.        | 0(0,111      | 31,430         | 30,400         | 2,000            | 420     |
| 1883         | 3.730        | 9.600        | 355,300        | 603,725        | 15.000           | 24 200  |
| 1882         | 4,673        | 31,000       | 469,600        | 369,825        | 21,550           | 34,300  |
| Duluth-      | 1,010        | 01,000       | 100,000        | 303,320        | 21,000           | 16,850  |
| 1883         | 66,500       | 94,993       | 22,147         |                |                  |         |
| 1852         | 38,900       | 65,858       | 22,147         | •••••          | ••••             |         |
| 2002         | 00,000       | 00,000       | •••••          | • • • • • • •  | ******           |         |
| Total of all |              |              |                |                |                  |         |
| 1883         | 555,675      | 2,460:930    | 6,996,088      | 1.074.341      | 103,370          | 200 024 |
| 1882         | 470.519      | 9,531,055    | 5,373,339      |                |                  |         |
|              | 641.393      | 5,089,248    | 13 373 079     | 2 165 620      | 75,610           |         |
| *301 · · · · | 041,000      | 0,000,240    | 13,573.072     | 0,100.038      | 07,480           | 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

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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 favorable 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 pre. vious 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. |
|-------------------|--------|--------|-------------|
| Galvestonbales.   | 12,072 | 852    | Inc 11,220  |
| Indianola, &c     | 81     | 42     | Inc 39      |
| New Orleans       | 14.507 | 3,962  | Inc 10,545  |
| Mobile            | 572    | 1,515  | Dec 913     |
| Florida           | 21     | 4      | Inc 17      |
| Savannah          | 2,377  | 1,523  | Inc 854     |
| Brunswick, &c     |        |        |             |
| Charleston        | 864    | 2,761  | Dec 1,897   |
| Port Royal, &c    | 8      | 124    | Dec 116     |
| Wilmington        | 112    | 157    | Dec 45      |
| Morehead City, &c | 55     | 25     | Inc 30      |
| Norfolk.          | 2,740  | 4.854  | Dec 2.114   |
| West Point, &c    | 660    | 3,079  | Dec 2,419   |
| Total             | 31,069 | 18,893 | 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 top

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.

1382.

1883.

Name of Road.

| \$   \$   \$   \$   \$   \$   \$   \$   \$   \$   | 1 | Name of Road.             | 1883.       | 1552.                                   | Increase.  | Decrease.                               |
|---|---|---------------------------|-------------|---|------------|---|
| Barl. Cedar Ran. & No.   1.476,845   1.459,676   1.755,259   1.585,853   1.5  | 1 |                           | æ.          | Ф                                       | 2          | 4                                       |
| Central Pacific   | 1 | Bunt Coden Ben & No       |             |   | Φ.         |   |
| Central Powin.   G78,797   G37,738   41,039   711.720   Chicaspenke & Ohio.   2,134,334   1,232,619   1,715,906   125,727   | 1 |                           |             |   | 1 585 853  |   |
| Central Pacific   |   |                           |             |   |            |   |
| Chicsapeake & Olio  | 1 |                           | 13 590 800  |   | 21,000     | 711 720                                 |
| Eliz. Lex. & Big Sandy   376,864   4,136,755   379,817   50,696   Chicago & Alton   19,495   1,113,958   416,587   1,136,908   1,113,958   416,587   1,136,908   1,136,908   1,136,958   1,136,968   1,136,958   1,136,968   1,136,948   1,136,948   1,136,948   1,136,948   1,136,948   1,136,948  | - |                           | 2 13 ( 33 1 | 1 715 906                               | 417 428    |   |
| Chicago & Alton   Chicago & Gar Trunkt   Chicago & Gr. Trunkt   Chicago & Gr. Trunkt   Chicago & Wilv. & St. Paul   Chicago & Wost Mich   Chicago & Wost  |   |                           |             |   |            |   |
| Chicago & Gr. Trunkt.   1590,545   1,113,958   1,146,587   1,143,958   1,143  | - |                           |             | 4 138 750                               |            |   |
| Chicago & Gr. Trunkt.   1,590,545   1,113,958   446,587   Chicago & Worthwest.   12,2519,000   10,602,156   1,916,841   Chicago & West Mich.   12,2519,000   12,006,751   Chicago & West Mich.   2,761,838   2,588,129   17,715     55,379   Chicago & West Mich.   13,54,274   1,409,653   19,406   50,309     55,379   Chicago & West Mich.   13,54,274   1,409,653   19,406   19,408   19,40  |   |                           |             | 964 121                                 | 0,0,527    | 50.696                                  |
| Chicago Milw, & St. Paul   Chicago & Worthwest.   Chic.St.P.Minn.&Omaha   Chicago & Worthmest.   Chicago & Chi  |   |                           |             |   | 446 587    |   |
| Chicago & Northwest.   12.976.335   12.675.198   301,137   Chicago & West Mich.   2.761.838   2.588.123   173.715     Chicago & West Mich.   871,917   831,587   40,230   55,379   Cleve. & R. & Col.     354,274   274,916   19,495   55,379   Des Molines & Ft. Dodge'   153,548   188,051   34,503   34,503   20,600   20,600   21,000,670   242,416   272,663   279,921   44,742   272,663   279,921   272  |   |                           |             |   |            | 1                                       |
| Chic.St.P.Minn.&Omaha   Chicago & West Mich.   Chic. Ind. St. L. & Chic.   Chic.   Chic. Ind. St. L. & Chic.   C  |   |                           |             |   |            |   |
| Chicago & West Mich.   S71, S17   Clin. Ind. St. L. & Chnc.   1,354,274   1,409,653   |   |                           |             |   |            | 100000000000000000000000000000000000000 |
| Clin. Ind. 8t. L. & Chie.   1,354,274   2,409,653   19,498   5,099   Des Moines & Ft. Dodge   153,548   188,051   34,503   34,503   2134,424   274,916   19,498   3,601,599   188,051   34,503   2134,424   274,9307   242,416   272,663   227,921   44,742   272,663   272,921   44,742   272,663   272,921   44,742   272,663   272,921   44,742   272,663   272,921   44,742   272,663   272,921   44,742   272,663   272,921   44,742   272,663   272,921   44,742   272,663   272,921   42,133   213,601   |   |                           |             |   |            |   |
| Cleve. AR, & Col.   294,414   274,916   19,495   5,099     Denver & Rio Grande.   3,596,500   3,601,599   183,503     Detroit Lansing & No.   264,655   899,910   33,205     East Tenn. Ya. & Ga.   2,134,424   1,646,232   488,192   72,905     Flint & Pere Marquette.   1,413,096   1,200,670   242,416     Florida Tran. & Penin*   676,492   419,397   72,905     Flint & Pere Marquette.   1,413,096   1,200,670   242,416     Florida Tran. & Penin*   9,745,789   8,976,375   769,405   11,723     Grand Tr. of Canadat   9,745,789   8,976,375   769,405   11,723   11,723   11,723   11,723   11,723   11,723   11,723   11,723   11,723   11,723   11,723   11,723   11,723   11,723   11,723   11,724   11,723   11,724   11,723   11,724   11  |   |                           | 1 354 274   |   |            | 55.379                                  |
| Denver & Rio Grande   |   |                           | 291 414     |   | 19.498     | 00,010                                  |
| Des Moines & Ft. Dodge   Detroit Lansing & No.   Sed. 6355   Sed  |   |                           |             |   |            | 5.099                                   |
| Detroit Lansing & No.   Sel. 655   Sep. 910   Cast Tenn. Va. & Ga.   2,134,424   419,397   1,200,670   212,416   T2,905   T2,905   T2,901   T2,905   T2,905   T2,901   T2,905   T2,905   T2,901   T2,905   T2,905   T2,901   T2,905   T2,905   T2,901   T2,905   T2,905   T2,905   T2,901   T2,905   T2,90  |   |                           |             |   |            |   |
| East Tenn. Va. & Ga.   2,134,424   1,646,232   488,192   72,905   Fluit & Pere Marquette.   1,413,086   1,200,670   212,416   72,905   Fluit & Pere Marquette.   1,413,086   2,72,663   227,921   44,742   72,905   Green Bay Win. & St. P.   218,210   206,487   11,723   Green Bay Win. & St. P.   218,210   206,487   11,723   421,336   Hannibal & St. Joseph.   1,348,401   1,134,800   213,601   213,601   Ill. Central (Iil. line).   3,552,657   3,787,131   23,922   344,474   221,357   56,127   21,83,877   1,779,005   404,572   1,779,005   404,572   1,774,81   221,357   56,127   201,462   1,337,78   21,357,78   1,378,78   1,337,78   1,378,78   1,337,78   1,33  |   |                           |             | 899 910                                 |            |   |
| Evansv. & T. Haute*   S76,492   |   |                           |             | 1 646 232                               | 488.192    | 03,20.3                                 |
| Flint & Pere Marquette   Florida Tran. & Penin*   272,663   222,921   44,742   376,780   376,780   376,780   378,737   769,405   378,781   378,7  |   |                           |             | 419 397                                 | 200,202    | 72.905                                  |
| Florida Tran. & Penin*   Grand Tr. of Canada;   9,745,780   8,976,375   769,405   11,723   11,003,255   551,919   421,336   12,336   134,401   134,800   134,8401   134,801   |   |                           |             |   | 242.416    |   |
| Grand Tr. of Canadat   Green Bay Win. & St. P   218,210   206.487   11,723   1,003,255   581,919   421,336   11,131,800   |   |                           |             | 207,921                                 |            |   |
| Green Bay Win. & St. P.   Call St. P.   Call Col. & Santa Fe.   1,003,255   58,919   421,336   213,661   213,661   213,661   213,661   213,661   234,474   204,872   1,077,937   1,054,015   23,922   2,183,877   1,054,015   23,922   2,183,877   1,054,015   23,922   2,183,877   1,054,015   23,922   2,183,877   1,054,015   23,922   2,183,877   1,054,015   23,922   2,183,877   1,054,015   23,922   2,183,877   1,054,015   23,922   2,183,877   1,054,015   23,922   2,183,877   1,054,015   23,922   2,183,877   1,054,015   23,922   2,183,877   1,054,015   2,183,778   1,335,785   1,335,785   1,293,46   1,330,965   115,939   1,246,904   1,330,965   115,939   1,246,904   1,330,965   115,939   1,246,904   1,330,965   1,293,96   1,293,96   1,293,96   1,293,97   1,294,146   1,293,146   1,2  |   |                           | 9 715 780   | 8 976 375                               |            |   |
| Gulf Col. & Santa Fe.   |   |                           |             |   |            |   |
| Hannibal & St. Joseph   1.348/401   1.134/800   213,601   234,474   20  |   |                           |             |   |            |   |
| Ill. Central (Iil. line)  | í |                           |             |   | 213,601    |   |
| Do (Ia. leased lines)   Southern Division   |   |                           |             |   |            | 234.474                                 |
| Southern Division   | 1 |                           |             |   | 23.922     |   |
| Indiana Rloom. & West.   17,605,130   1,355,781   219,346   Little Rock & Fort Smith Little Rk. M. R. & Tex.   204,362   133,778   70,584     133,778   70,584     133,778   70,584     133,778   70,584     133,778   70,584     133,778   70,584     133,778   70,584     133,778   70,584     133,778   70,584     133,778   70,584     133,778   70,584     133,778   70,584     133,778   70,584     133,778   70,584     133,778   70,584     133,778   70,584     133,778   70,584     146,904     1330,965   115,939     156,911   92,178     146,904     146,536   70,614     146,536   |   |                           |             |   | 404.872    |   |
| Little Rock & Fort Smith   Little Rk. M. R. & Tex.   Long Island.   1.446.904   1.330,965   115,939   11  | 1 |                           |             |   |            | -                                       |
| Little Rk. M. R. & Tex. Long Island. Lonisville & Nashville. Marq. Houghton & Out.* Memphis & Charleston. Milw. L. Shore & West'n. Missouri Pacific. Central Branch. Int. & Gt. North. Mo. Kansas & Texas. St. L. Iron Mt. & So. Texas & Pacific. Norfolk & Western.* Norfolk & Western.* Norfolk & Western.* Ohio Central. Oregon Railway & Nav. Peoria Dec. & Evansville. Richmond & Danville* Charl. Col. & Aug.* Col. & Greenville* Virginat Midland.* West. Nor. Carolina.* St. L. A. & T. H. main line Do do Oranches) St. Louis & S. Francisco St. Paul & Duluth Scioto Valley Total.  Louis & S. Francisco St. Paul & Duluth Scioto Valley Total.  204,362 1,336,765 115,939 1  |   |                           |             | 221.357                                 |            |   |
| Louis yille & Nashville   Marq   Houghton & Ont.*   Marq   Houghton & Ont.*   Missouri Pacific   St.   Licon Mt. & Mostle & Ohio   Licon Mt. & Mostle &  |   |                           |             | 133,778                                 |            |   |
| Louisville & Nashville   Marq   Houghton & Ont.*   Associated by Marq   Houghton & O  |   |                           |             | 1.330.965                               | 115.939    |   |
| Marq. Houghton & Ont.*   Memphis & Charleston.   633,119   560,941   70,614   |   |                           |             |   | 612:790    |   |
| Memphis & Charleston         653,119         560,941         92,178           Milw. L. Shore & West'n.         476,536         70,614           Missouri Pacific.         4,877,291         3,949,587         927,767           Central Branch         766,247         410,272         325,975           Int. & Gt. North         2,036,139         1,714,161         321,975           Mo. Kansas & Texas         3,993,081         3,129,660         778,421           St. L. Iron Mt. & So.         4,064,290         3716,822         317,468           Texas & Pacine.         3,374,297         2,512,639         861,658           Mobile & Ohio.         1,02,215         1,014,121         88,094           Norfolk & Western*         1,338,335         1,144,707         196,625           Northern Pacific         4,316,758         3,353,384         963,374           Ohio Central         222,010         197,186         24,524           Oregon Railway & Nav.         2,785,148         2,726,299         58,819           Peoria Dec. & Evansville.         1,833,506         11,774,518         108,988           Charl. Col. & Aug.*         1,537,576         440,903         29,531           Virginia Midland*         1789,396         16   |   | Mara, Houghton & Out.*    | 332.712     |   |            | 245.205                                 |
| Milw. L. Shore & West'n   Missouri Pacific   4,577,291   3,949,587   927,767   11   |   |                           | 653,119     | 560.941                                 | 92,178     |   |
| Missouri Pacifie  |   |                           |             | 476,536                                 |            |   |
| Central Branch  |   | Missouri Pacific          |             |   | 927,707    |   |
| Int. & Gt. North   2.036,133   1.714.161   321,975   Mo. Kansas & Texas   3.908,081   3,129,660   778,421   317,468   2.512,669   861,658   Mobile & Ohio   1,102,215   1,014,121   88,094   1,069,663   1,338,335   1,141,707   106,963   1,338,335   1,141,707   106,963   1,338,335   1,141,707   106,963   1,338,335   1,141,707   106,963   1,338,335   1,141,707   106,963   1,338,335   1,141,707   106,963   1,338,335   1,141,707   106,963   1,338,335   1,411,707   106,963   1,338,335   1,411,707   106,963   1,338,335   1,411,707   106,963   1,338,335   1,411,707   106,963   1,346,608   281,500   197,186   245,24   2726,299   58,849   2726,299   58,849   106,963   1,774,518   108,988   1,378,506   1,774,518   108,988   1,378,506   1,774,518   108,988   1,774,518   108,988   1,774,518   108,988   1,774,518   108,988   1,774,518   |   |                           | 766.247     | 410,272                                 |            |   |
| Mo, Kansas & Texas       3,998,081       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       1,014,121       88,094         N. Y. & New England       1,937,856       4,330,923       106,963         Northern Pacific       4,316,758       3,353,384       963,374         Ohio Central       571,527       543,377       28,150         Ohio Southern       222,010       197,486       24,524         Oregon Railway & Nav       2,785,148       2,726,299       58,849         Peoria Dec. & Evansville       71,833,506       1,774,518       108,988         Charl. Col. & Aug.*       1409,113       1347,502       61,611         Col. & Greenville*       147,745,18       108,988       29,531         Virgima Midland*       1780,396       1690,765       89,631         West. Nor. Carolina*       199,365       195,476       3,889         St. Louis & S. Francisco       1976,992       1,332,462       144,53°         St. Paul & Duluth       4,525,308       4,181,329       40,979         Scioto Valley       2  |   | Int. & Gt. North          |             |   | 321,975    |   |
| St. L. Iron Mt. & So.         4,064,290         3,746,822         317,468           Texas & Pacine.         3,374,297         2,512,639         861,658           Mobile & Ohio.         1,102,215         1,014,121         88,094           N. Y. & New England.         1,338,335         1,141,707         196,628           Northern Pacific.         4,316,758         3,353,384         963,374           Ohio Central.         571,527         543,377         28,150           Ohio Southern.         222,010         197,186         24,524           Oregon Railway & Nav.         2,785,148         2,726,290         58,840           Peoria Dec. & Evansville.         377,876         440,903         106,963           Richmond & Danville*.         409,113         5317,502         61,611           Col. & Greenville*.         1780,396         108,988         29,531           Virginia Midland*.         1780,396         109,765         89,631           St. LA.&T. H. main line.         754,446         742,085         12,361           St. Paul & Duluth.         4,525,308         4,181,329         144,539           St. Paul & Duluth.         4,525,308         4,181,329         3,933           West. Nor. Carolina*.         1   |   |                           |             |   | 778,421    |   |
| Texas & Pacific   |   |                           |             |   |            |   |
| Mobile & Ohio.         1,102,215         1,014,121         88,094           N. Y. & New England.         1,937,856         1,830,923         106,963           Northern Pacific.         4,316,758         3,353,384         963,374           Ohio Central.         571,527         543,377         28,150           Oregon Railway & Nav.         222,010         197,486         24,524           Oregon Railway & Nav.         2785,148         2,726,299         58,849           Peoria Dec. & Evansville.         377,876         440,903         108,988           Charl. Col. & Aug.*         1409,113         1349,608         29,531           Charl. Col. & Aug.*         155,543         101,502         61,611           Virginia Midland*         1780,396         1690,765         89,631           West. Nor. Carolina*         155,543         101,502         51,041           St. Louis & S. Francisco         1,976,992         1,332,462         12,361           St. Paul & Duluth         4,525,308         4,481,329         40,979           Scioto Valley         289,941         15,680,969         16,080,224         399,264           Total         159,125,468         146,018,334         15,052,006         1944,872  |   |                           | 3.374.297   | 2,512,639                               | 861,658    |   |
| Norfolk & Western*   1,337.836   1,330.923   106,905   1,338.335   1,141,707   196,628   1,338.335   1,141,707   196,628   1,338.335   1,141,707   196,628   1,338.335   1,141,707   196,628   1,338.335   1,411,707   196,628   1,338.335   1,411,707   196,628   1,431,757   196,628   1,431,757   196,628   1,431,757   1,431,757   1,440.903   1  |   |                           | 1,102,215   |   | 88,094     |   |
| Norfolk & Western*   1,338.335   1,141,707   196,628   963,374   963,027  | 1 |                           | 1,937,886   |   | 106,963    |   |
| Ohio Central.         571,527         543,377         28,150           Ohio Southern.         222,010         197,486         24,524           Oregon Railway & Nav.         2785,148         2,726,299         58,849           Peoria Dec. & Evansville.         377,876         440,903         63,027           Richmond & Danville*.         18,83,506         440,903         108,988           Charl. Col. & Aug.*         1409,113         317,502         61,611           Virginta Midland*         1780,396         1690,765         89,631           West. Nor. Carolina*         155,543         1101,502         54,041           St. LA.&T. H. main line         439,361         463,875         12,361           St. Louis & Cairo*         199,365         195,476         3,889           St. Paul & Duluth         4,525,308         4,481,329         40,979           Scioto Valley         289,944         285,961         3,933           Union Pacific         159,125,468         146,018,334         15,052,006         1944,872  | 1 |                           | 1,338.335   | 1,141,707                               |            |   |
| Ohio Central.         571,527         543,377         28,150           Ohio Southern.         222,010         197,486         24,524           Oregon Railway & Nav.         2785,148         2,726,299         58,849           Peoria Dec. & Evansville.         377,876         440,903         58,849           Richmond & Danville*.         \$18,835,506         \$1,774,518         108,988           Charl. Col. & Aug.*.         \$409,113         \$347,502         61,611           Col. & Greenville*.         \$180,396         \$690,765         89,631           Virginta Midland*.         \$155,543         \$101,502         54,041           St. L.A.&T. H. main line         439,361         463,875         54,041           Do do (branches).         199,365         195,476         3,889           St. Louis & S. Francisco         1,976,992         1,332,462         144,530           St. Paul & Duluth         4,525,308         4,481,329         40,979           Scioto Valley         289,944         285,961         3,933           Union Pacific         159,125,468         146,018,334         15,052,006         1944,872   |   |                           | 4,316,758   |   |            |   |
| Ohio Southern         222,010         197,186         24,524           Oregon Railway & Nav.         377,876         440,903         58,849           Riehmond & Danville*         440,903         108,988           Charl. Col. & Aug.*         1409,113         347,502         61,611           Col. & Greenville*         1379,139         1349,608         29,531           Virginta Midland*         155,543         1101,502         54,041           St. L.A.&T. H. main line         439,361         463,875         12,361           St. Louis & Cairo*         199,365         195,476         3,889           St. Paul & Duluth         4,525,308         4,481,329         40,979           Scioto Valley         289,941         289,941         16,080,224         399,264           Total         159,125,468         146,018,334         15,052,006         1944,872   |   |                           |             |   |            |   |
| Oregon Railway & Nav. Peoria Dec. & Evansville.         2,785,148   377,876   440,903   440,903   440,903   63,027   440,903   63,027   64,611   63,027   64,611   63,027   64,611   63,027   64,611   63,027   64,611   63,027   64,611   63,027   64,611   63,027   64,611   63,027   64,611   63,027   64,611   64,018  |   |                           | 222,010     | 197,186                                 | 24,524     |   |
| Peoria Dec. & Evansville.         377,876         440,903         63,027           Richmond & Danville*.         \$1,833,506         \$1,774,518         108,988           Charl. Col. & Aug.*         \$1409,113         \$147,502         61,611           Col. & Greenville*         \$1780,396         \$690,765         89,631           Virgima Midland*         \$155,543         \$101,502         51,041           St.L.A.&T. H. main line         754,446         742,085         12,361           St. Lõuis & Cairo*         199,361         195,476         3,889           St. Paul & Duluth         663,197         517,203         144,53           St. Paul & Duluth         663,197         517,203         145,994           Scioto Valley         289,944         285,961         3,933           Union Pacific         159,125,468         146,018,334         15,052,006         1944,872  | - | Oregon Railway & Nav      | 2.785.148   | 2,726,299                               | 58,849     | -22-1-2                                 |
| Charl. Col. & Aug.*   \$409,113   \$317,502   \$61,611   \$29,531   \$1379,139   \$1349,608   \$29,531   \$155,543   \$101,502   \$51,041   \$155,543   \$101,502   \$51,041   \$155,543   \$101,502   \$51,041   \$155,543   \$101,502   \$51,041   \$155,543   \$101,502   \$51,041   \$155,543   \$101,502   \$51,041   \$155,543   \$101,502   \$51,041   \$155,543   \$155,543   \$12,361   \$12,361   \$155,543   \$155,476 |   | Peoria Dec. & Evansville. | 377,576     |   |            | 63,027                                  |
| Charl. Col. & Aug.*   \$409,113   \$317,502   \$61,611   \$29,531   \$1379,139   \$1349,608   \$29,531   \$155,543   \$101,502   \$51,041   \$155,543   \$101,502   \$51,041   \$155,543   \$101,502   \$51,041   \$155,543   \$101,502   \$51,041   \$155,543   \$101,502   \$51,041   \$155,543   \$101,502   \$51,041   \$155,543   \$101,502   \$51,041   \$155,543   \$155,543   \$12,361   \$12,361   \$155,543   \$155,476 | - | Richmond & Danville*      | 11.833,506  | <del>11,774.518</del>                   |            |   |
| Virginia Midland*         1780,396         1690,765         89,631           West. Nor. Carolina*         155,543         1101,502         51,041           St. L.A.&T. H. main line         754,446         742,085         12,361           St. Löuis & Cairo*         199,365         195,476         3,889           St. Paul & Duluth         663,197         517,203         144,53           St. Paul Minn. & Man         4,525,308         4,481,329         40,979           Scioto Valley         289,941         285,961         3,933           Union Pacific         159,125,468         146,018,334         15,052,006         1944,872   |   |                           | †409,113    |   |            |   |
| West. Nor. Carolina*       †155,543       †101,502       51,041         St. L.A.&T. H. main line       754,446       742,085       12,361         Do do (branches).       439,361       463,875       24,514         St. Löuis & Cairo*       199,365       195,476       3,889         St. Paul & Duluth       663,197       517,203       144,53         St. Paul Minn. & Mau       4,525,308       4,481,329       40,979         Scioto Valley       289,944       285,961       3,933         Union Pacific       159,125,468       146,018,334       15,052,006       1944,872  |   | Col. & Greenville*        | †379,139    |   |            |   |
| St. L.A.& T. H. main line       754,446       742,085       12,361       24,514         Do do (branches)       439,361       463,875       3,889       24,514         St. Louis & Cairo*       1,976,992       1,332,462       144,53         St. Paul & Duluth       663,197       517,203       145,994         St. Paul Minn. & Man       4,525,308       4,181,329       40,979         Scioto Valley       289,944       285,961       3,933         Union Pacific       15,680,969       16,080,224       399,254         Total       159,125,463       146,018,334       15,052,006       1944,872   |   | Virginia Midland*         | 1780,396    |   |            |   |
| St. Löuis & Cairo*         439,361 199,363 195,476         463,875 195,476         3,889 145,504           St. Louis & S. Francisco         1,976,992 1,332,462         144,530 145,994           St. Paul & Duluth         663,197 517,203 145,994         4,181,329 40,979           Scioto Valley         289,944 255,308 289,944         285,961 3,933 393           Union Pacific         159,125,463 146,018,334 15,052,006 1944,872  | 1 | West. Nor. Carolina*      |             |   |            |   |
| St. Lôuis & Cairo*       199,365       195,476       3,889         St. Louis & S. Francisco       1,976,992       1,332,492       144,539         St. Paul & Duluth       663,197       517,203       145,994         Scioto Valley       289,944       285,961       3,933         Union Pacific       156,80,969       16,080,224       399,264         Total       159,125,468       146,018,334       15,052,006       1944,872   | 1 | St.L.A.& T. H. main line  |             |   | 12,361     |   |
| St. Louis & S. Francisco       1,976,992       1,332,482       144,539         St. Paul & Duluth       663,197       517,203       145,994         St. Paul Minn. & Man       4,525,308       4,481,329       40,979         Scioto Valley       289,944       285,961       3,933         Union Pacific       159,125,468       146,018,334       15,052,006       1944,872  |   | Do do (branches)          |             |   |            | 24,514                                  |
| St. Paul & Duluth       663,197       517,203       145,994         St. Paul Minn. & Mau       4,525,308       4,181,329       40,979         Scioto Valley       289,944       285,961       3,933         Union Pacific       15,680,969       16,080,224       399,264         Total       159,125,468,146,018,334       15,052,006       1944,872   |   |                           |             |   |            |   |
| St. Paul Minn. & Man       4,525,308 289,941 285,961 15,680,960 15,680,960 159,125,468 146,018,331 15,052,006 1944,872       40,979 3,933 3,933 3,933 15,052,006 1944,872   |   |                           |             |   |            |   |
| Scioto Valley     289.941     285,961     3,933       Union Pacific     15,680,969     16,080,224     399,264       Total     159,125,468     146,018,334     15,052,006     1944,872   | 1 | St. Paul & Duluth         |             |   |            |   |
| Union Pacific     15,680,960     16,080,224     399,264       Total     159,125,468 146,018,334 15,052,006 1944,872   |   |                           |             |   |            |   |
| Total. 159,125,463 146,018,334 15.052,006 1944,872  |   |                           |             |   |            | 200 204                                 |
|   | 1 | Union Pacific             | 15,630,969  | 16,080,224                              | •••••      | 393,254                                 |
|   | 1 | m + 1                     | 150 107 105 | 110 010 001                             | 15.050.000 | 1041 970                                |
| Net increase  | 1 |                           |             |   | 12 107 124 | 1011,514                                |
|   | į | Net increase              |             | • | 10.107.104 |   |

\* Three weeks only of July in each year.

† Includes freight earnings only in July each year. ; January 1 to July 28.

Net earnings for June and the first six months of the year present an encouraging exhibit. The Pennsylvania statement for June, as our readers know, was unfavorable, but with this, and one or two minor exceptions, all the roads in our list have improved upon 1882. The Atchison

Digitized or FRASER

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 & West-The following gives the returns of all roads that will furnish monthly exhibits for publication.

GROSS AND NET EARNINGS TO LATEST DATES.

| OROSS AND                                  | WILL MARKET                  | 11100 117                |                          | ALLIG.                       |                         |
|--|------------------------------|--------------------------|--------------------------|------------------------------|-------------------------|
|  | l                            | $\boldsymbol{J}une.$     |                          | Jan. 1 to                    | June 30.                |
| NAME.                                      | Gross<br>Earnings            | Operating<br>Expenses.   | Net<br>Earnings          | Gross<br>Earnings            | Net<br>Earnings         |
| Atch. Top. & Santa Fe 1883<br>Do do 1882   | \$<br>1,146,107<br>1,153,479 | \$<br>490,522<br>702,173 |                          | \$<br>6,674,041<br>6,837,348 | \$,353,799<br>2,377,775 |
| Kan. City Law. & So. 1883<br>Do do 18-2    | 114,978<br>97,177            | 60,445<br>49,575         | £4,533                   | 694,951<br>455,687           | 344,861<br>209,796      |
| Burl. Cedar Rap. & No1883<br>Do do 1882    | 216,618<br>211,257           |                          | 57,265<br>70,262         | 1,280,856<br>1,291,400       | 323 744<br>424,148      |
| Central of Georgia1883<br>Do do 1882       | 150, 00<br>128,754           | 156,991                  | def 6.404<br>def 23,840  | 1,422,500<br>1,292,535       | 300,134<br>59,791       |
| Chesapeake & Ohio1883<br>Do do 1882        | 323,845                      | 209,758<br>189,973       | 114,087                  | 1,796,859<br>1,399,119       | 535,768<br>335,228      |
| Chic. Burl. & Quincy 1883<br>Do do 1882    | 1.937.916<br>1,437,154       | 993.228                  | 944,688                  | 11.405,203<br>9,155,415      | 5.381,547<br>3,890,512  |
| Des Moines & Ft. D1883<br>Do do 1882       | 22,669<br>21,350             |                          | 1,854                    | 136,407<br>172,058           | 18,435<br>59,809        |
| Eliz. Lex. & Big Sandy1883<br>Do do 18-2   | 56.022<br>57,402             | 34 780<br>26,383         | 21,242<br>11,019         | 316,627<br>199,471           | ••••                    |
| Houst. E. & W. Texas1883<br>Do do 1882     | 21,683                       | 9,371                    | 12,312                   | 145,4·5<br>122,323           | 87,89                   |
| Nash. Chat. & St. Louis, 1883              | 23,344<br>170,661            |                          | \$3,768                  | 1,101,989                    | 4 -0.752                |
| Do do 1882<br>Norfolk & Western1883        | 136,704<br>203,610           | 85,182<br>119,531        | 51,522<br>84.079         | 981,323<br>1,209,434         | 412.539<br>501,930      |
| Do do 1882<br>Northern Central1853         | 174,843<br>476,164           | 101.991<br>297,920       | 72,852<br>178.244        | 1,024.959<br>2.944,614       | 404,460<br>1,077,554    |
| Do do 1882<br>Oregon & California 1883     |                              | \$96,907<br>*55,205      | 158,912<br>24,368        | 436,212                      | 822 877<br>82,68        |
| Penn. (all lines east of                   | *******                      | •••••                    | ••••••                   |                              | •••••                   |
| Pitts. & Erie)                             | $\frac{4156,871}{4093,756}$  | 2,977,729<br>2,559,423   |                          | 24,352,579<br>22,650,847     | 8,518 826<br>8,190.12;  |
| Phila. & Erie                              | $344,771 \\ 341,614$         | 224,331<br>214 301       | 120.470<br>127,313       | 1,943,238<br>1,725,164       | 692,119<br>573,516      |
| Philadelp'a & Reading+.1853<br>Do do 1882  |                              |                          | 1,210,987<br>773,397     | 10,985 860<br>9,531,496      | 4,627.38:<br>3,814,939  |
| Phila.& Read. C.& Iron. 1883<br>Do do 1882 | 1,548,731<br>1,303,253       | 1,522,456                | 26.275<br>70,778         | 7.171,807<br>6.272,333       | 80,05<br>259,135        |
| Richmond & Danville1883<br>Do do 1882      | 258,691<br>229,982           | 193,339<br>199,367       | 65,352<br>30,617         | 1,764,806<br>1,674,618       | 765,711<br>453,707      |
| Char. Col. & Augusta 1883<br>Do do 1882    | 44,094                       | 40,067                   | - 4.027                  | 393,7°9<br>832,821           | 171,959<br>70,59        |
| Columb. & Greenville, 1883<br>Do do 1882   | 31.755                       | 39,831                   | def. 8,076<br>lef. 9,156 | 346,869<br>335,407           | 123,12:<br>51,710       |
| Virginia Midland1883<br>Do do 18-2         | 131,313<br>1 6,026           | 90.448<br>90.920         | 40.865                   | 729.257<br>648.762           | 263,5 %<br>191,657      |
| West. Nor. Carolina. 1883                  | 23,261                       | 18,948                   | 4,313                    | 146,364                      | 46,116                  |
| Rome Wat. & Ogdensb1883                    |                              |                          | 41,835                   | 95 523                       | 2,420                   |
| Do do 1882<br>Union Pacific                | 2,330,132                    | 113,038<br>1,228,179     | 1,101,953                | 13,412,960                   | 6,255,718               |
| Do do 1882<br>Utah Central1883             | 79,829                       | 1,159,374<br>45,723      | 34,106                   |                              | 5,978,05<br>290,877     |
| Do do 1882<br>West Jersey 1883             | 131,237<br>108,697           | 55,664<br>66,515         | 75,573<br>42,182         |                              | 468,818<br>162,473      |
| Do do 1832                                 | 94,148                       |                          | 39,125                   |                              | 169,587                 |
| NAME.                                      | Gross                        | July.                    | Not                      | Gross                        |                         |
|  | Gross<br>Earnings            | Operating<br>Expenses.   |                          | Gross<br>Earnings.           | Net<br>Earnings         |
| Dregon R'y & Nav. Co .1883<br>Do do 1882   | \$461,35 );<br>432,327       | \$229,500<br>201,979     | \$231,850<br>230,348     | \$2,785,148<br>2,726,299     | \$1,289,03<br>1,255,480 |

\* Not including outlay for new rails, &c. + Includes Central Rai/road of New Jersey carnings in June, 1883.

—"Congested Prices" is the suggestive title of a little book on financial panies, 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 panies must occur periodically. The book discusses the nature of past panies and the elements of the present financial situation which might work out new panie. Among the causes which may produce new panie, the author discusses strikes and corners in grain and provisions. Jansen, McCiurg & Co., Chicago, are the publishers.

# Monetary Commercial English News

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

| EXOHANG       | EATLO   | ONDON-July 28.    | EXOH            | ANGE      | ON LONDON. |  |
|---------------|---------|-------------------|-----------------|-----------|------------|--|
| On-           | Time.   | Rate.             | Latest<br>Date. | Time.     | Rate.      |  |
| Amsterdam .   | 3 mos.  | 12.54 @12.534     | July 28         | Short.    | 12.14      |  |
| Amsterdam.    |         | 12.234 @12.334    |                 |           | •••••      |  |
| Antwerp       | 3 mos.  | 25.55 @25.60      | July 28         | Short.    | 25.32      |  |
| Hamburg       | • • •   | 20.69 @20.72      | July 28         | 66        | 20.52      |  |
| Berlin        | 66      | 20.69 @20.72      | July 28         |           | 20.52      |  |
| Frankfort     | 66      | 20.69 @20.72      | July 28         |           | 20.52      |  |
| Corenhagen.   | "       | 18.44 21848       | 0 100           | 20. 5     | 2002       |  |
| St.Petersb'rg | 66      | 2318723           |                 |           | •••••      |  |
| Paris         | Short.  | 25.2712.225.25    | July 28         | Charle    | 25:3042    |  |
| Paris         |         | 25.4834@25.5334   | July 28         |           | 25.30      |  |
| Vienna        | "       | 12.15 @12.174     |                 |           | 12.00      |  |
| Madrid        | 46      | 464@464           | July 20         | BHOLU.    | 12.00      |  |
| Genoa         | 66      | 25.5712 @ 25.6212 | July 28         | Chant     | 25.25      |  |
| Lisbon        | • 6     | 5178@5134         | July 20         | Short.    | 20.20      |  |
| New York      | l .     | 31.8031.4         |                 |           | *****      |  |
| Alexandria    | ••••    |                   | T1 05           | 0         | 0.27       |  |
|               | 60 d'ys | 10 72-1           | July 25         | 3 mos.    | $967_{8}$  |  |
| Bombay        | 00 a ys |                   | July 23         | tel.trsf. |            |  |
| Calcutta      | 1       | 18 738d.          | July 28         |           |            |  |
| Hong Kong     |         |                   | July 28         |           | 3s. 7.78d. |  |
| thanghai      |         |                   | July 28         | "         | 5s. 03sd.  |  |

[From our own correspondent.]

London, Saturday, July 23, 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 33/4@37/8. The quotation for short loans has been 3@3½ 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:

|         | <i>e.</i> | Open Ma                                | rket Rates.                 |               | Intere          |             |                  |
|---------|-----------|--|-----------------------------|---------------|-----------------|-------------|------------------|
| London  | Rate      | Bank Bills.                            | Trade Bil                   | lls.          | Joint           | Disc'       | t H'ses          |
|         | Bank      | Three Four Six<br>Months Months Months | Three Four<br>Months Months | Six<br>Months | Stock<br>Banks. | At<br>Call. | 7 to 14<br>Days. |
| June 22 | 4         | 316@316 316@ - 376@334                 |                             | 4 @44         | 3               | 3           | 31/4-31/2        |
| 25      | 1         | 336-0316 336 4316 3560                 | 31664 35664                 | 3346.414      | 3               | 3           | 314-31/2         |
| July (  | 3 4       | 314431/8 31/84 - 31/84 31/9            | 312@4 314@414               | 334@114       | 3               | 3           | 314-316          |
| 1       | 4         | 3180 - 3180 - 3160 -                   | 3/2014 334014               | 33400414      | 3 -             | 3           | 314-31/2         |
| 20      | 1         | 3780.4 3780.1 3780.4                   | 4 @414 414@414              | 41/400434     | 3               | 3           | 314-316          |
| " 27    | 4         | 33463378 334694 4 62418                |                             |               | 3               |             | 314-316          |

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: ra-

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1880. 1883. 1882. 1881 **26**,690,890 26,967,105 27.228,360 3,859,186 4,571,166 5,287,002 25,908,180 Public deposits..... 4,659,943 Other deposits ...... Governm't securities 23,246,642 27,462,081 14,349,471 15,885,333 15,545,921 22,713,909 20,105,573 17,506,951 12,403,529 15,039,445 16,774,527 Other securities ..... Res've of notes & coin Coin and bullion in 12,418,306 22,576,486 23,344,419 26,256,550 29,002,887 both departments.. Proport'n of reserve 44.22 3938 4538 5212 to liabilities..... 21<sub>2</sub> p. c. 981<sub>8</sub> 3 p. c. 2<sup>1</sup>4 p. c. 101<sup>1</sup>8 4 p.c. 9934 Bank rate..... Consols.... Eng. wheat, av. price Mid. Upland cotton. 43s. 6d. 49s. 2d. 71<sub>16</sub>d. 10<sup>1</sup>4 l. 46s. 10d. 428. 2d. 611<sub>16</sub>0. 101<sub>2</sub>d. 613<sub>14</sub>d. 11 4d. 9121. No. 40 Mule twist... 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 accummulation 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:

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, £24,000; and the "Lustania." from Australia. Queen," from New Zealand, £21,000; and the "Lustania." 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 Bańk 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 50.7-16d, 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 ob-

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. £54,000 to Bombay and £55,000 to Calcutta.

Mexican Dollars.—The dollars by the French steamer "Ville de St. Nazaire," to which we alluded in our last circular, were sold on 13th inst at 191cd per oz and this price has been maintained since. The

inst. at 49 ad. 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

The quotations for bullion are reported as below:

|                     | Price o  | of Gold. |                      | Price o    | f Silver.  |
|---------------------|----------|----------|----------------------|------------|------------|
|                     | July 26. | July 10. |                      | J. cly 28. | July 19.   |
|                     | s. d.    | s. d.    |                      | d.         | d.         |
| Bar gold, fineoz.   | 77 9     | 77 9     | Bar silver, fineoz.  | 50 5 16    | 50 5-16    |
| Bar gold, contain'g |          | 1 1      | Bar silver, contain- |            |            |
| 20 dwts. silveroz.  | 77 10'5  | 77 1015  | ing 5 grs. gold.oz.  | 59 11-16   | 50 11 - 16 |
| Span. doubloons.oz. | 73 916   | 73 950   | Cake silveroz        | 54 5-16    | 54 5-16    |
| S.Am.doubloons.oz.  | 73 812   | 73 813   | Mexican dolsoz.      | 49%        | 4918       |
| U. S. gold coinoz.  | 76 312   | 76 316   | 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<br>Rate. | Open<br>Market | Bank<br>Rate. | Open<br>Market | Bank<br>Rate. | Open<br>Market | Bank<br>Rate. | Open<br>Market |
| Paris          | 3             | 258            | 3             | 234            | 3             | 256            | 3             | 27/3           |
| Berlin         | 4             | 314            | 4             | 314            | 4             | 278            | 4             | 334            |
| Frankfort      | _             | 31.6           | ·             | 3!4            | _             | 31/2           | _             | 334            |
| Hamburg        |               | 31.5           | _             | 314            |               | 336            |               | 356            |
| Amsterdam      | 315           | 314            | 316           | 314            | 31/2          | 314            | 31/6          | 31/4           |
| Brussels       | 314           | 31/8           | 314           | 31/8           | 31/2          | 3              | 31/2          | 3              |
| Madrid         | 5             | 414            | 5             | 41/6           | 5             | 41/6           | 5 .           | 41/2           |
| Vienna         | 4             | 334            | 4             | 35%            | . 4           | 378            | 4             | 37/8           |
| St. Petersburg | · в           | 6              | 6             | 534            | 6.            | 534            | 6             | 534            |

The following new companies and minor loans have been advertised: Blumberg & Co., limited, capital, £100,000; the Granalite 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, £200,000 4½ 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:

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, 342 per cent; Northeastern, 734 per cent; London Chatham & Dover arbitration preferences, £1 17s. 6d. for the half-year; North Staffordshire, 342 per cent; London & Southwestern, 444 per cent; Brazilian Imperial Central Bahia, 7 per cent; Long Island, 4 per cent.

BANKS.—Imperial Ottoman, 15 per cent per annum; London & Han seatic, 5 per cent; Alliance, 7 per cent; Anglo-Foreign 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; Lancashire & Yorkshire, 8s per share; Liverpook Commercial, 19 per cent; Liverpook Union, 10 per cent; London Joint

Imperial, S per cent; Lancashire & Yorkshire, 8s per share; Liverpo L. Commercial, 19 per cent; Liverpool Union, 10 per cent; London Joint Stock, 15 per cent; London & Westminster, 16 per cent; London & Yorkshire, 5 per cent; National of Australasia, 14 per cent; North and South Wales, 10s, per share, and bonus of 7s. 6d.; North Western, 8 per cent; Union of London, 15 per cent; Bank of Madras, 8 per cent; Birmingham, Dudley & Dishiel, 12½ per cent; Birmingham & Midland, 16 per cent; Capital & Counties, 18 per cent; Canfral of London, 10 per cent; Consolidated, 10 per cent; Halifax Joint Stock, 12½ per cent; Imperial, 8 per cent; London & Southwestern, 6 per cent; Manchester Joint Stock, 114 per cent; Provincial of Ireland, 12 per cent; Union of Spain and 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, 124 per cent; Loadon & Provincial, 124 per cent; Manchester & County, 15 per cent; National, 11 per cent; National of New Zealand, 7 per cent; Union of Australia, 18 per cent per annum.

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 64 per cent; the number of book packets and circulars, 288,206,400, an increase of 63 per cent; and the number of newspapers, 149,682,600, 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 3 3 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 7,930,328 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 Sussex, 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:

Digitized for FRASER

|             | IMI         | PORTS.     |            |            |
|-------------|-------------|------------|------------|------------|
|             | 1882-3.     | 1881-2.    | 1880-1.    | 1879-80.   |
| Wheatcwt    | .60,575,053 | 53,832,334 | 52,530,066 | 52,586,273 |
| Barley      | .15,091,756 | 12,297,802 | 10,341,313 | 12,026,741 |
| Oats        | .13,789,001 | 9,944,905  | 9,617,945  | 13,266,527 |
| Peas        | . 1,953,030 | 2,043,996  | 2,229,620  | 1,933,810  |
| Beans       | . 2,850,351 | 1,891,724  | 2,269,750  | 2,545,745  |
| Indian corn |             | 21,240,744 | 32,661,681 | 26,658,103 |
| Flour       | .15,237,574 | 9,103,439  | 11,397,640 | 9,319,873  |
| SUPPLIES AV | AILABLE FOR | CONSUMPTIO | ON-47 WEEF | KS.        |
|             | 1000 2      | 10010      | 1000 1     | 1070 00    |

Imports of wheat.ewt.60,575,053 53,832,334 52,530,066 Imports of flour......15,237,574 9,103,439 11,397,040 Imports of flour......15,237,574
Sales of home-grown 9,319,873 produce......41,766,000 31,296,000 27,133,300 22,304,000 94,231,773 91,050,406 84,210,146

wheat for season grs. 41s. 9d. Visible supply of wheat in the U. 8... bush 18,200,000 Supply of wheat and 46s. 9d. 43s. 5d. 46s. 2d. 8,900,000 15,600,000 11,000,000 flour afloat to U. K. 1,641,000 1,963,000 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:

|   |                 | SAL     | ES.                                |              | ,  |          |                          |   |   |
|---|-----------------|---------|------------------------------------|--------------|--|----------|--------------------------|---|---|
| Wheatqrs. 2,409<br>Barley1,942<br>Oats278 | ,56°<br>172     | 7 1 2 1 | 1881-2. $805,52$ $634,66$ $217,61$ | 9            | 1880-1<br>1,564,86<br>1,180,16<br>167.08 | 04<br>64 | 1879<br>1,286,<br>1,379, | $\frac{772}{831}$                               | 2 |
| AVERAGE PRI                               | ces<br>188      |         | ,                                  | ASON<br>1-2. | (per qr<br>188                           | .).      | 1879                     | -80   |   |
| Barley                                    | $\frac{41}{32}$ | 9       | 46<br>31<br>21                     | 9 4 8        | 43<br>32<br>23                           | 5        | 3:                       | $\begin{array}{ccc} 6 & 2 \\ 5 & 0 \end{array}$ | ) |

Converting qrs. into cwts., the totals for wheat for the whole kingdom are as follows:

1880-81. 27,123,300 1879-30. 1881-62. Wheat.....cwt. 41,766,000 31,296,000 22,304,000

#### English Market Reports-Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending August 10:

| London.  | Sat.   | Mon.     | Tues.  | Wed.  | Thurs.   | Fri.   |
|--|--|----------|--|---|--|--|
| Silver, per ozd.   | 50716  | : '      | 50716  | 50716   | 50716  | 50716  |
| Consols for money  | 991118   | •        | 991516   | 100116  | 991516   | 991516   |
| Consols for account  | 991516   |          | 10018  | 10014   | 100116   | 100116   |
| Fr'ch rentes (in Paris) fr.  | 80.15  |          |  |   | 80.50  | 80.15  |
| U. S. 4 <sup>1</sup> 28 of 1891  | 11549  | .:       | 11558  | 1154  | 11558  | 11558  |
| U. S. 48 of 1907   | 122  | ay       | 122  | 122   | 122  | 122  |
| Chic. Mil. & St. Paul  | 10612  | Holiday. | 106  | 10534   | 10512  | 10534  |
| Erie, common stock   | 100-2  | 1 13     | 3458   | 35  | 3458   | 3358   |
| Illinois Central.  |  | Ĕ        | 1343   | 1344  | 13334  | 1314   |
| N. Y. Ontario & West'n.  | 2458   | · · · ·  | 2334   | 2358  | 224  | 101-4  |
|  | 5934   | :        |  | 5958  |  |  |
| Pennsylvania   |  | :        | 5912   |   | 5912   | 001  |
| Philadelphia & Reading.  |  | :        | 2858   | 283   | 2858   | 2812   |
| New York Central   | i1834  | <u> </u> | 11834  | 119   | 11834  | 1  |
|  | 1  | 1 :      |  | ,   |  |  |
| and the second s |  |          | _  |   |  |  |
| Liverpool.   | Sat.   | Mon.     | Tues.  | Wed.  | Thurs.   | Fri.   |
| Liverpool.   |  | Mon.     |  |   |  |  |
|  | s. d.  | Mon.     | s. d.  | s. d.   | s. d.  | s. d.  |
| Flour (ex. State)100 lb.   | s. d.<br>12 0  | Mon.     | <b>s. d.</b> 12 0  | s. d.<br>12 0   | s. d.<br>12 0  | s. d.  |
| Flour (ex. State)100 lb.<br>Wheat, No. 1, wh. "  | s. d.<br>12 0<br>8 6   | Mon.     | 8. d.<br>12 0<br>8 6   | s. d.<br>12 0<br>8 7  | s. d.<br>12 0<br>8 7   | s. d.<br>12 0<br>8 8   |
| Flour (ex. State)100 lb.<br>Wheat, No. 1, wh. "<br>Spring, No. 2, n. "   | 8. d.<br>12 0<br>8 6<br>9 0  |          | 8. d.<br>12 0<br>8 6<br>9 0  | s. d.<br>12 0<br>8 7<br>9 0   | s. d.<br>12 0<br>8 7<br>8 11   | s. d.<br>12 0<br>8 8<br>8 11   |
| Flour (ex. State)100 lb.<br>W heat, No. 1, wh. "<br>Spring, No. 2, n. "<br>Winter, West., n"   | s. d.<br>12 0<br>8 6<br>9 0<br>8 1 12  |          | 8. d.<br>12 0<br>8 6<br>9 0<br>8 1 1 <sub>2</sub>  | s. d.<br>12 0<br>8 7<br>9 0   | s. d.<br>12 0<br>8 7<br>8 11<br>9 0  | 8. d.<br>12 0<br>8 8<br>8 11<br>9 3  |
| Flour (ex. State)100 lb.<br>W heat, No. 1, wh. "<br>Spring, No. 2, n. "<br>Winter, West., n "<br>Cal., No. 1"  | s. d.<br>12 0<br>8 6<br>9 0<br>8 1 1 <sub>2</sub><br>9 3   |          | <b>s.</b> d.<br>12 0<br>8 6<br>9 0<br>8 1 1 <sub>2</sub><br>9 3                                | s. d.<br>12 0<br>8 7<br>9 0<br>9 0<br>9 3   | s. d.<br>12 0<br>8 7<br>8 11<br>9 0<br>9 5   | 8. d.<br>12. 0<br>8. 8<br>8.11<br>9. 3<br>9. 6   |
| Flour (ex. State)100 lb. Wheat, No. 1, wh. "Spring, No. 2, n. "Winter, West., n "Cal., No. 1 "Cal., No. 2 "  | s. d.<br>12 0<br>8 6<br>9 0<br>8 1 1 <sub>2</sub><br>9 3<br>9 0  |          | <b>s.</b> d.<br>12 0<br>8 6<br>9 0<br>8 1 1 <sub>2</sub><br>9 3                                | s. d.<br>12 0<br>8 7<br>9 0<br>9 3<br>9 0   | s. d.<br>12 0<br>8 7<br>8 11<br>9 0<br>9 5<br>9 1  | 8. d.<br>12. 0<br>8. 8<br>8.11<br>9. 3<br>9. 6   |
| Flour (ex. State)100 lb. Wheat, No. 1, wh. " Spring, No. 2, n. " Winter, West., n " Cal., No. 1 " Cal., No. 2 " Corn, mix., West, n. "   | 8. d.<br>12 0<br>8 6<br>9 0<br>8 1 1 <sub>2</sub><br>9 3<br>9 0<br>5 3   |          | <b>s. d.</b><br>12 0<br>8 6<br>9 0<br>8 1 1 <sub>2</sub><br>9 3<br>9 0<br>5 3 <sub>12</sub>    | s. d.<br>12 0<br>8 7<br>9 0<br>9 3<br>9 0<br>5 41 <sub>2</sub>                            | 8. d.<br>12 0<br>8 7<br>8 11<br>9 0<br>9 5<br>9 1<br>5 5½  | s. d.<br>12 0<br>8 8<br>8 11<br>9 3<br>9 6<br>9 2<br>5 5                                 |
| Flour (ex. State)100 lb. Wheat, No. 1, wh. " Spring, No. 2, n. " Winter, West., n " Cal., No. 1 " Cal., No. 2. " Corn, mix., West, n. " Pork, West. mess. # bbl.   | s. d.   12 0   8 6   9 0   8 1 12 9 3   9 0   5 3   76 0   | Mon.     | <b>s. d.</b><br>12 0<br>8 6<br>9 0<br>8 1 12<br>9 3<br>9 0<br>5 31 <sub>2</sub><br>76 0        | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$                                     | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | s. d.<br>12 0<br>8 8<br>8 11<br>9 3<br>9 6<br>9 2<br>5 5<br>76 0                         |
| Flour (ex. State)100 lb. Wheat, No. 1, wh. "Spring, No. 2, n. "Winter, West., n "Cal., No. 1 "Cal., No. 2 "Corn, mix., West, n. "Pork, West. mess #bbl. Bacon, long clear, new   | <b>s. d.</b> 12 0 8 6 9 0 8 1 1 <sub>2</sub> 9 3 9 0 5 3 76 0 40 0   |          | s. d.<br>  12 0<br>  8 6<br>  9 0<br>  8 1 12<br>  9 3<br>  9 0<br>  5 312<br>  76 0<br>  40 0 | <b>s. d.</b><br>12 0<br>8 7<br>9 0<br>9 3<br>9 0<br>5 4 <sup>1</sup> <sub>2</sub><br>76 0 | s. d.<br>12 0<br>8 7<br>8 11<br>9 0<br>9 5<br>9 1<br>5 5 <sup>1</sup> <sub>2</sub><br>76 0<br>40 0         | s. d.<br>12 0<br>8 8<br>8 11<br>9 3<br>9 6<br>9 2<br>5 5<br>76 0<br>40 0                 |
| Flour (ex. State)100 lb. Wheat, No. 1, wh. "Spring, No. 2, n. "Winter, West., n. "Cal., No. 1" Can, No. 2" Corn, mix., West. n. "Pork, West. mess Bbbl. Bacon, long clear, new Beef, pr. mess, new, 3te.   | s. d.<br>  12 0<br>  8 6<br>  9 0<br>  8 1 1 <sub>2</sub><br>  9 3<br>  9 0<br>  5 3<br>  76 0<br>  40 0<br>  78 0 |          | <b>s. d.</b><br>12 0<br>8 6<br>9 0<br>8 1 2<br>9 3<br>9 0<br>5 3 2<br>76 0<br>40 0<br>78 0     |   | s. d.<br>12 0<br>8 7<br>8 11<br>9 0<br>9 5<br>9 1<br>5 5 <sup>1</sup> <sub>2</sub><br>76 0<br>40 0<br>78 0 | s. d.<br>12 0<br>8 8<br>8 11<br>9 3<br>9 6<br>9 2<br>5 5<br>76 0<br>78 0                 |
| Flour (ex. State)100 lb. Wheat, No. 1, wh. "Spring, No. 2, n. "Winter, West., n "Cal., No. 1" (Corn, mix., West, n. "Pork, West. mess # bbl. Bacon, long clear, new Beef, pr. mess, new. # btc. Lard, prime West. # cwt.   | s. d.   12 0   8 6   9 0   8 1 12   9 3   9 0   5 3   76 0   40 0   78 0   45 6                                    |          | 8. d.<br>12 0<br>8 6<br>9 0<br>8 1 2<br>9 3<br>9 0<br>5 3 2<br>76 0<br>40 0<br>78 0<br>45 0    | <b>s. d.</b> 12 0 8 7 9 0 9 3 9 0 5 4 <sup>1</sup> <sub>2</sub> 76 0 40 0 78 0            | s. d.<br>12 0<br>8 7<br>8 11<br>9 0<br>9 5<br>9 1<br>5 5 5 5<br>6 0<br>10 0<br>78 0<br>45 6                | 8. d.<br>12 0<br>8 8<br>8 11<br>9 3<br>9 6<br>9 2<br>5 5<br>76 0<br>40 0<br>78 0<br>45 6 |
| Flour (ex. State)100 lb. Wheat, No. 1, wh. "Spring, No. 2, n. "Winter, West., n. "Cal., No. 1" Cal., No. 2" Corn, mix., West, n. "Pork, West. mess Bbbl. Bacon, long clear, new Beef, pr. mess, new. #2te.   | s. d.   12 0   8 6   9 0   8 1 12   9 3   9 0   5 3   76 0   40 0   78 0   45 6                                    |          | <b>s. d.</b><br>12 0<br>8 6<br>9 0<br>8 1 2<br>9 3<br>9 0<br>5 3 2<br>76 0<br>40 0<br>78 0     |   | s. d.<br>12 0<br>8 7<br>8 11<br>9 0<br>9 5<br>9 1<br>5 5 <sup>1</sup> <sub>2</sub><br>76 0<br>40 0<br>78 0 | s. d.<br>12 0<br>8 8<br>8 11<br>9 3<br>9 6<br>9 2<br>5 5<br>76 0<br>78 0                 |

### Commercial and Miscellaneous News

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

3,021-The First National Bank of Independence, Kansas. Capital

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<br>Gen'l mer'dise | \$3,564,485<br>6,852,293    |               |                             | \$3,103,116<br>7,576,863    |
| Total<br>Since Jan. 1.      | \$10,416,778                | \$ 11,752,759 | \$9,498,712                 | \$10,679,979                |
| Dry goods<br>Gen'l mer'dise | \$78,985,027<br>225,024,553 |               | \$80,476,787<br>223,162,741 | \$75,387,925<br>201,873,637 |
| Total 31 wooks              | #201 A00 500                | \$259,537,173 | \$303 639 <b>5</b> 28       | \$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<br>Prev. reported |               |               |                      | \$7,682,849<br>202,591,153 |
| Total 31 weeks                 | \$241,948,973 | \$229,374,009 | <b>\$196,316,349</b> | \$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 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

| Cold   | Exp       | orts.        | Imp       | ports.       |
|--|-----------|--------------|-----------|--------------|
| Gold.  | Week.     | Since Jan.1. | Week.     | Sinee Jan.1. |
| Great Britain  |           | \$9,300      | \$        | \$1,955,779  |
| France   |           |              |           | 104,220      |
| Germany  |           |              |           | 2,066,007    |
| West Indies  |           | 20,080       | 3,373     | 736,726      |
| Mexico   |           | 20,000       | 0,010     | 77,335       |
| South America  | 2,000     | 140,693      | 3,465     | 146,835      |
| All other countries  | _,,       | 89,785       | 0,100     | 18,236       |
| The state of the s |           | 00,100       |           | 10,200       |
| Tetal 1883   | \$2,000   | \$259.768    | \$6.838   | \$5,105,138  |
| Total 1882   | 500,000   |              | 9,200     |              |
| Total 1881   | 0,000     | 310,800      | 214,887   |              |
|  |           | 0.0,000      |           | 20,000,020   |
| Si!ver.  |           |              |           |              |
| Great Entain   | \$312,000 | \$7,698,159  | \$        | \$           |
| France   | 4022,000  | 392,974      | 996       | 1.508        |
| German/  |           | 002,012      | . 000     | 246,230      |
| West Indies  | •••••     | 43,276       | 13,600    | 250,420      |
| Mexico.  |           | 20,210       | 116,305   | 1,995,902    |
| South America  | 30        | 5.750        | 1,346     | 94,965       |
| All other countries  |           | 3,711        |           | 5,538        |
| an other countries   |           | 0,711        |           | 0,000        |
| Total 1883   | \$312,030 | \$8,143,903  | \$132,247 | \$2,594,563  |
| Total 1882   | 1,089,025 |              | 126,223   | 1,587,367    |
| Total 1881   | 186,000   |              |           |              |
| TOTAL 100 ()   | 190,000   | 0,001,720    | 33,253    | 1,101,411    |

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:

|        |              |               | Balan          | ces.         |
|--------|--------------|---------------|----------------|--------------|
| Date.  | Receipts.    | Payments.     | Coin.          | Ourrency.    |
|        | \$           |               |                | *            |
| Aug. 4 | 779,093 31   |               | 116,904,006 97 | 7,085.721 86 |
| " 6    | 2,963,958 94 |               | 116,978,251 44 | 7,220,545 51 |
| " 7    | 1,149,178 93 |               | 117,108,989 94 | 7,055,021 00 |
| " 8    | 2,101,525 19 | 2,330,272 24  | 117,165,102 52 | 6,770,161 37 |
| . " 9  | 1,387,698 32 | 1.018,394 54  | 117,689,958 57 | 6,614,609 10 |
| " 10   | 895,633 82   | 855,281 86    | 117,060,633 96 | 6,684,235 67 |
| Total  | 9,277,088 51 | *9,089,892 16 | ,              |              |

 $^{\ast}$  Above payments include \$328,000 gold certificates taken out of cash, and sent to Washington.

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

| snares.   | ı |
|---|---|
| 400 Brooklyn City RR. Co 215  | ١ |
| 60 Continental Ins. Co.229@2354   | ١ |
| 50 Gt. Western (Mar.) Ins. Co. 50   | ١ |
| 140 Howard Insurance Co 52  |   |
| 140 Howard Insurance Co 52<br>50 Butchers' & Droyers' Bk.153 <sup>1</sup> 2 | ١ |
| m (1) 11 T (1) 1 T (1)  | ٩ |

7 Sterling Fire Ins Co.... 5112 100 Safe Deposit Co. of N. Y. 109 120 Rutgers Fire Ins. Co....115

Shares. 14 Peter Cooper Ins. Co.....159 10 Patterson Stationery Co., (Limited)..... 5

## 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 secu rities, 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 orders.

Government Bends 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.

n)

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# The Pankers' Gazette.

The following dividends have recently been announced:

| Name of Company.                         | Per<br>Cent.  | When Payable. |                                       |
|--|---------------|---------------|---------------------------------------|
| Railroads.                               | 134           | Sent 1        | Aug. 11 to                            |
| Cleveland & Pitts. (quar.)               | 312           | Aug. 15       | Aug. 11 to<br>Aug. 7 to<br>Aug. 7 to  |
| Det. Lan. & No, pref                     |               | aug. 10       | Aug. 7 to                             |
| Do do com                                | 3             | Aug. 10       | Aug. 7 to ———                         |
| Pacific (quar.)                          | $2^{1}\!_{2}$ | On dem.       |                                       |
| Insurance.                               |               |               |                                       |
|  | 5             | Aug. 13       |                                       |
| City Fire                                | 5<br>1        | On dem.       | · · · · · · · · · · · · · · · · · · · |
| Miscellaneous. 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 a 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 commodities. 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  $5\frac{1}{2}$  to 6 for single names.

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.

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 443% per cent to 453% 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.<br>Aug. 4.                        |                      | r'nces fr'm<br>ious week.                            |   | 1881.<br>Aug. 6.          |
|---|---|----------------------|--|---|---------------------------|
| Loans and dis. Specie Circulation Net deposits Legal tenders. | 63.188,400<br>15,640,900<br>323,632,900 | Inc.<br>Inc.<br>Inc. | \$429,300<br>58,400<br>262,300<br>117,000<br>122,500 | 58,660,500<br>18,259,900<br>320,083,900 | 19,360,600<br>347,342,700 |
| Legal reserve.<br>Reserve held.                               | \$80,923,225                            | Inc.                 | \$29,250<br>64,100                                   | \$80,020.975                            | \$86.835,675              |
| 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 83¼@4 83¾; demand, 4 87@4 87¼; cables, 4 88; commercial bills, 4 82@4 82½.

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) | $egin{array}{cccccccccccccccccccccccccccccccccccc$ | 4 87    |  |  |

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. 6 | Aug. 7. | 8. 8.  | Aug.   | Aug.   |
|----------------------|----------|--------|--------|---------|--------|--------|--------|
| 5s, continued at 3½  | QFeb.    |        |        |         |        |        |        |
| 4128, 1891 reg.      | QMar.    |        | *112   | 112     | 112    | 11218  | 11216  |
| 4128, 1891 coup.     | QMar.    | *113.  | *113   | 11278   |        |        | 11348  |
| 4s, 1907 reg.        | QJan.    | *11918 | 11948  | *11918  | *119   | 11948  | *11948 |
| 48, 1907 coup.       | QJan.    | *11918 | *11918 | 149     | *119   | 11948  |        |
| 3s, option U.Sreg.   | QFeb.    | *103   | *103   | 103     | 103    | 10318  | 10318  |
| 6s, cur'cy, 1895reg. | J. & J.  | ~127   | *127   |         | *128   | *128   | *128   |
| 6s, cur'cy, 1896reg. | J. & J.  | *129   | *129   |         | *129   | *129   | +129   |
| 6s, cur'cy, 1897reg. | J. & J.  | *130   | *130   |         | *130   |        | *130   |
| 6s, cur'cy, 1898reg. | J. & J.  | *131   | *132   | *132    | *132   | *132   | *132   |
| 6s. cur'cy. 1899reg. | J. & J.  | *132   | *13212 | *13212  | *13212 | *13242 | *13212 |

\* 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 2¼ 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. 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. Notwithstanding the support the market has received, the general decline has been important, ranging from 34 to 534 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, 534; Northern Pacific common, 378, and the preferred 338; Oregon Railway & Navigation, 4; Central Pacific,  $4\frac{5}{8}$ ; Canada, Southern, 4; Reading,  $3\frac{5}{8}$ ; Wabash, 5 and  $3\frac{3}{4}$ ; Lackawanna,  $3\frac{3}{8}$ ; Northwestern,  $3\frac{1}{4}$ ; Erie, Kansas & Texas and Ohio & Mississippi each  $3\frac{1}{8}$ ; Denver and Texas & Pacific, each 3; Omaha and Pacific Mail, 23/4 each; Jersey Central and Missouri Pacific, 25% each; Louisville & Nashville and Michigan Central 17% each; Western Union, Union Pacific and St. Paul each 11/2; Canada Pacific, 13%; Burlington & Quincy, Illinois Central and Lake Shore, each

1. The smallest declines were New York Central,  $\frac{5}{8}$  and Manitoba  $\frac{3}{4}$ . Among the specialties, Alton & Terre Haute declined 10 per cent; Lake Erie & Western, 4; Manhattan Beach,  $\frac{31}{4}$ ; New York & New England and Pullman Palace Car,  $\frac{31}{2}$  each; Peoria Decatur & Evansville,  $\frac{23}{4}$ ; Rochester & Pittsburg,  $\frac{13}{4}$ ; and Long Island  $\frac{11}{2}$ .

Digitized for FRASER

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

|   |   | DAILY HIG  | HEST AN   | D LOWES   | r PRICES.  |  | Sales of   | Range Since  | Jan. 1, 1883.  | For Year  |  |
|---|---|--|---|---|--|--|--|--|--|---|--|
| STOCKS.   | Saturday,<br>Aug. 4.  | Monday,<br>Aug. 6.   | Tuesday,<br>Aug. 7.   | Wednesday,<br>Aug. 8.   | Thursday,<br>Aug. 9.   | Friday,<br>Aug. 10.  | the Week<br>(Shares)   | Lowest.  | Highest.   | Low.  | High   |
| Boston & N. Y. Air-L., pref Burl. Cedar Rap. & Northern. Canadian Pacific Canada Southern. Central of New Jersey Central Pacific. Chesapeake & Ohio  Do 1st pref Do 2d, pref                                    | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | 5558 5614<br>544 5134<br>864 8678<br>7042 7034<br>16 16<br>*2842<br>194 194  | $80^{7}8$ $81^{1}4$ $55^{2}8$ $55^{7}8$ $58^{1}2$ $56^{3}4$ $85^{1}2$ $86^{3}4$ $^{*}16^{3}4$ $^{*}10^{3}4$ $^{*}16^{1}2$ $^{2}6$ $^{*}10^{1}2$ $^{2}1$ $^{*}136^{1}2$                          | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | $85^{3}_{8}$ $86^{1}_{4}$ $69^{1}_{8}$ $69^{3}_{4}$  | 55 5578<br>51 5378<br>84 8 666<br>6652 69 9<br>*1534 17<br>25 25<br>*19 20<br>135 135  | 27,305<br>30,934<br>690<br>730<br>109  | 78 Mar. 28<br>80 Mar. 28<br>54 4 July 19<br>51 Aug. 10<br>68 4 Jan 8<br>66 2 Aug. 10<br>16 July 11<br>25 Aug. 10   | 89 June 15<br>88 Jan. 5<br>2334 Jan. 20<br>35 12 Jan. 20<br>27 Jan. 22   | $\begin{bmatrix} 60 \\ 67 \\ 44 \\ 63 \\ 14 \\ 82 \\ 38 \\ 19 \\ 19 \\ 27 \\ 14 \\ 21 \end{bmatrix}$              | 97 <sup>1</sup> 8<br>27<br>41 <sup>1</sup> 2<br>29   |
| Chicago Burlington & Quincy. Chicago Milwaukee & St. Paul Do pref. Chicago & Northwestern pref. Chicago Rock Island & Pacific Chicago St. Louis & Pittsburg   | $^{*135}_{123}$ $^{137}_{1233_4}$ $^{103}_{103_5}$ $^{5}_{104}$ $^{118_{34}}_{128_{34}}$ $^{128_{34}}_{128_{34}}$ $^{122}_{123}$ $^{14_{32}}_{14_{32}}$ $^{123}_{14_{32}}$  | $\begin{array}{c} 118 \frac{1}{2} 118 \frac{1}{2} \\ 127 \frac{1}{2} 127 \frac{7}{8} \\ 144  145 \\ \hline *14 \frac{1}{2}  15 \\ \end{array}$   | $122\frac{1}{4} 123\frac{1}{4} \\ 102\frac{3}{4} 103\frac{1}{2} \\ 118 118\frac{1}{2}$  | $egin{array}{c} 122 rac{5}{8} 123 rac{1}{8} \\ 102 rac{7}{8} 103 rac{3}{8} \\ 118 & 118 \\ 127 & 127 rac{1}{2} \\ 143 rac{3}{4} 144 rac{1}{8} \\ 121 rac{1}{2} 121 rac{1}{2} \\ \end{array}$ | $egin{array}{cccccccccccccccccccccccccccccccccccc$   | $122 \ 123 \ 102 \ 8 \ 103 \ 9 \ 118 \ 124 \ 4 \ 127 \ 142 \ 145 \ 4$  | $egin{array}{c} 4,914 \\ 48,600 \\ 610 \\ 20,000 \\ 2,540 \\ \hline \end{array}$ | 115 <sup>3</sup> 4 Feb. 20<br>197 <sup>7</sup> 8 Feb. 20<br>116 <sup>3</sup> 8 Feb. 7<br>124 <sup>3</sup> 4 Aug. 10<br>142 Aug. 10                                       | 129% Apr. 13<br>108½ Jan. 20<br>122 Jan. 9<br>140% Apr. 13<br>157 Apr. 13  | $egin{array}{c} 120^{1}_{2} \\ 96^{1}_{2} \\ 114^{1}_{2} \\ 124 \\ 136 \\ 122 \\ \end{array}$                     | 141<br>128 <sup>1</sup> 4<br>141 <sup>1</sup> 4<br>150 <sup>3</sup> 4<br>175<br>140 <sup>1</sup> 4   |
| Chicago St. Paul Minn. & Om. Do pref. Cleveland Col. Cinn. & Ind Cleveland & Pittsburg, guar. Delaware Lackawanna & West. Denver & Rio Grande.  East Tennesseo Va. & Ga   | $\begin{smallmatrix} *45 & 47 \\ 45 & 45 & 45 \\ 104 & 2104 & 2 \\ 68 & 68 & 2 \\ 125 & 8 & 125 & 3 \\ 36 & 37 & 4 \\ 8 & 8 & 8 & 4 \\ *17 & 17 & 17 & 2 \\ \end{smallmatrix}$  | $^{45}_{44}$ $^{48}_{45}$ $^{45}_{46}$ $^{103}_{4}$ $^{104}_{673}$ $^{107}_{4}$ $^{124}_{673}$ $^{124}_{3638}$ $^{134}_{81}$ $^{136}_{17}$ $^{17}_{17}$  | $\begin{bmatrix} \frac{44}{44} & \frac{47}{45} \\ 103 & 104 \\ 65 & 70 \end{bmatrix}$ $\frac{123\frac{3}{4}}{33\frac{1}{2}} \frac{124\frac{3}{4}}{35\frac{5}{8}}$ $\frac{8}{16} & \frac{8}{16}$ | $\begin{vmatrix} 44 & 45 \\ 103 & 103 \\ 65 & 65 \end{vmatrix}$ $124 \\ {}^{1}_{8} \\ 124 \\ {}^{5}_{8}$  | $\begin{array}{cccc} 44 & 44  {}^{1}_{2} \\ 103 & 103 \\ 64 & 65 \\ \hline 123  {}^{7}_{8}  124  {}^{5}_{8} \\ \end{array}$  | $\begin{array}{c} 43 & 4438 \\ 102 \cdot_2 & 10234 \\ 64 & 64 \\ \hline 122 & 124 \cdot_2 \\ 33 \cdot_8 & 35 \\ 8 & 8 \cdot_4 \\ 16 & 16 \\ \end{array}$ | 4,720<br>3,975<br>1,950  | 4234 July 19<br>10112 July 19  | 55 Jan. 18<br>113 4 Jan. 5<br>84 Jan. 5<br>142 Jan. 26<br>131 1 <sub>2</sub> Apr. 13<br>51 1 <sub>2</sub> May 3<br>11 4 Apr. 13  | $ \begin{array}{c c}  & 29^{3}_{4} \\  & 97^{1}_{2} \\  & 65^{1}_{2} \\  & 133 \end{array} $                      | $117 \\ 923_{4} \\ 140 \\ 1504_{4} \\ 745_{8} \\ 16$   |
| Green Bay Winona & St. Paul Hannibal & St. Joseph  Do pref Harlem   | *7 7 8<br>*67 70<br>13134 13134   | $\begin{array}{c} -6 & -6 \\ * & -40 \\ *92 \cdot 2 & 95 \\ \hline -65 & -69 \\ *12 \vartheta & -132 \\ \hline -26 \cdot 2 & 26 \cdot 2 \\ \end{array}$  | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$   | *190 197<br>*190 197<br>*130 132<br>*26 26  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | $\begin{array}{cccc} * & 6 & 6 \\ *92 \frac{1}{2} & 95 \\ \hline & 130 & 180 \\ & 78 & 78 \\ & 23 \frac{1}{2} & 25 \frac{1}{8} \end{array}$              | 3,290  | 5 Feb. 9<br>38 Mar, 6<br>72 Jan, 3<br>194 Apr, 13<br>67 June 28<br>‡12934 July 19<br>77 Feb. 17<br>23 b Aug, 10  | 107 <sub>8</sub> Apr. 12<br>45 <sup>3</sup> 4 Jan. 17<br>97 <sup>3</sup> 4 May 5<br>200 Jan. 29<br>82 <sup>1</sup> 2 Apr. 5<br>148 June 14<br>81 Jan. 22<br>35 <sup>1</sup> 2 Apr. 9 | $\begin{bmatrix} 6 \\ 45 \\ 72 \\ 196 \\ 61 \\ 1273 \\ 30 \end{bmatrix}$  | 16<br>110<br>11114<br>208<br>9213<br>15012   |
| Lake Erie & Western   | $\begin{array}{c} 25 \frac{1}{4} & 25 \frac{1}{2} \\ 107 \frac{1}{8} & 107 \frac{5}{8} \\ 80 \frac{3}{4} & 80 \frac{3}{4} \\ 50 \frac{1}{8} & 50 \frac{5}{8} \\ \\ *45 & 47 \\ \end{array}$   | $\begin{array}{c} 25 \frac{1}{2} & 25 \frac{1}{2} \\ 107 & 107 \frac{1}{4} \\ 49 \frac{1}{2} & 50 \\ \hline 45 & 45 \\ *83 \frac{1}{2} & 86 \\ *45 & 47 \\ \end{array}$                                | $25 \ 10634 \ 10742 \ 7942 \ 80 \ 49 \ 5048 \ *45 \ 47 \ 83 \ 83 \ *45 \ 47 \ $   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | $22\frac{1}{2}$ $24$ $106\frac{3}{4}$ $107\frac{1}{4}$ $75\frac{3}{4}$ $73$ $48\frac{7}{8}$ $49\frac{1}{2}$ $\frac{42\frac{1}{2}}{2}$ $45$ $*83\frac{1}{2}$ $85$ $*42\frac{1}{2}$ $45$ | 21 ½ 23<br>106 k 107 k<br>79 79<br>48 ¼ 49 7 <sub>8</sub><br>*44 45<br>*83 ½ 85<br>*44 45  | 3,9 · 0<br>36,415<br>2,250<br>47,200<br>100<br>30                                | 21½ Aug. 10<br>105% July 19<br>60 Jan. 2<br>47% May 21<br>39½ June 20<br>40 Mar. 21<br>81½ Apr. 5<br>44½ May 2   | 33 ¼ Jún. 18<br>114 78 Jún. 18<br>86 ¾ Júne 30<br>55 ½ Ján. 20<br>68 Ján. 5<br>53 78 Feb. 9<br>90 Ján. 18<br>53 Feb. 10  | 49 1 <sub>2</sub><br>46 1 <sub>2</sub><br>57<br>40<br>82<br>40  | 100 <sup>3</sup> 4<br>78<br>60 <sup>1</sup> 8<br>98 <sup>1</sup> 2<br>56   |
| Manhattan Beach Co  | *89 90<br>875 <sub>8</sub> 875 <sub>8</sub><br>*431 <sub>2</sub> 41<br>*231 <sub>2</sub> 25<br>*50 511 <sub>2</sub>   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | 59 50   | 20 ½ 22<br>*55 40<br>89 89<br>87 87<br>*72 28<br>50 ¼ 50 ½<br>25 26 ¼   |  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | 1,400<br>1,200<br>400<br>6,372<br>500<br>272<br>850<br>29,935                    | 15 Feb. 21<br>35½ Aug. 10<br>76 May 17<br>85½ July 19<br>10 June 11<br>41 Aug. 10<br>22½ Fuly 28<br>50 July 17<br>24½ Aug. 7   | 93 June 21<br>100 le Jan. 19<br>18 Jan. 4  | 15<br>4214<br>77<br>77<br>13<br>4134<br>19<br>59<br>2638  | 37<br>82 <sup>3</sup> 8<br>93<br>105<br>21<br>58 <sup>1</sup> 4<br>36 <sup>3</sup> 4<br>77<br>42 <sup>1</sup> 2                                      |
| Nashville Chattanooga & St. L.<br>New York Central & Hudson.<br>New York Chie & St. Louis.<br>Do pref.  | $^{*122}$ $^{*54}$ $^{57}_{2}$ $^{115}_{2}$ $^{116}$ $^{10}_{8}$ $^{10}_{4}$  | 15 15  | $egin{array}{cccccccccccccccccccccccccccccccccccc$  | $egin{array}{cccccccccccccccccccccccccccccccccccc$  | $\begin{array}{c} 96{}^{7}8 & 97{}^{7}8 \\ *13{}^{4}2 & 15 \\ *122{}^{4}2124{}^{4}2 \\ *53 & 57 \\ 115{}^{5}8116{}^{4}4 \\ *10{}^{4}8 & 10{}^{4}2 \end{array}$                         | $96\frac{5}{8}$ $97\frac{7}{8}$ $12\frac{1}{4}$ $12\frac{1}{2}$ *123 $124\frac{3}{4}$ $52$ $53\frac{1}{2}$ $115\frac{1}{4}$ , $116$                      | $\begin{array}{r} 47,420 \\ 600 \\ 150 \\ 400 \\ 53,503 \end{array}$             | 96 <sup>5</sup> 8 Aug. 8<br>12 <sup>1</sup> 4 Aug. 10<br>120 Feb. 15<br>50 <sup>1</sup> 2 May 17<br>113 <sup>5</sup> 8 July 19<br>10 Feb. 2<br>20 <sup>1</sup> 2 Aug. 10 | 1067 <sub>8</sub> Apr. 9<br>19½ Jan. 5<br>129¼ June 11<br>647 <sub>8</sub> Jan. 22<br>129⅓ Mar. 10<br>15½ Jan. 5   | $\begin{bmatrix} 86  {}^{5}8 \\ 12 \\ 119  {}^{3}4 \\ 47 \\ 123  {}^{5}8 \\ 10  {}^{1}2 \\ 27 \end{bmatrix}$      | $112\frac{1}{3}$ $35\frac{3}{4}$ $128$ $87\frac{1}{2}$ $138$   |
| New York Elevated   | $^{*95}_{^{8}85}$ $^{108}_{^{8}85}$ $^{12}_{^{8}86}$ $^{12}_{^{9}}$ $^{31}_{^{8}}$ $^{31}_{^{4}}$ $^{26}$ $^{26}$ $^{23}_{^{34}}$ $^{24}$ $^{*6}$ $^{63}_{4}$ $^{*16}$ $^{18}_{18}$ $^{18}_{18}$  | 33°8 34 '8<br>73°8 76<br>24 '8 24 '2<br>23 '4 23 '4  |   | $\begin{array}{c} 335_8 & 34 \\ 754_4 & 754_4 \\ 204_2 & 224_4 \\ 1744_2 & 175 \\ 22 & 223_4 \\ *6 & 63_4 \end{array}$  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | $   \begin{array}{rrr}     86 & 86 & 86 & 86 & 86 & 86 & 86 & $  | $\begin{array}{c} 200 \\ 82,650 \\ 1,400 \\ 4,512 \\ 20 \\ 9,145 \end{array}$    | 85½ Mar. 1<br>31 Aug. 10<br>75 Feb. 19<br>20½ Aug. 8<br>169 Jan 16<br>21% Aug. 10<br>6% May 18   | 89½ Mar. 5<br>40¾ Jan. 48<br>83 Jan. 5<br>52¼ Jan. 9<br>183 May 28<br>29% Apr. 14  | $\begin{array}{c} 33  {}^{1}_{4} \\ 67 \\ 45 \\ 168 \\ 20  {}^{1}_{2} \end{array}$                                | $433_{4}$ $881_{4}$ $601_{2}$  |
| Norfolk & Western, pref.  Northern Pacific.  Do pref. Ohio Central Ohio & Mississippi Do pref. Ohio Southern. Oregon & Trans-Continental.   | *35 39<br>48½ 49<br>88¼ 88¾<br>8 8<br>32 32   | $\begin{bmatrix} 37 \frac{1}{2} & 37 \frac{3}{4} \\ 48 & 48 \frac{1}{2} \\ 8 & \frac{1}{2} & 83 \\ 8 & 8 \frac{1}{4} \\ 31 & 31 \frac{1}{2} \\ 9 \frac{1}{8} & 9 \frac{1}{2} \\ 75 & 76 \end{bmatrix}$ | 377s 38<br>46½ 433<br>86% 874<br>8 8<br>30 31½  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | 38 38<br>45 45 4678<br>85 869<br>74 8  |  | 5,110<br>3,000   | 37½ Feb. 26<br>  41% Aug. 10<br>  79% Feb. 20<br>  7 Aug. 10<br>  28½ Aug. 10<br>  96 Feb. 16<br>  7 July 24   | 4934 Jan. 20<br>5348 June 14<br>9058 June 14<br>1444 Apr. 13<br>3634 Apr. 13<br>11245 June 13<br>1434 Apr. 24<br>89 Jan. 19  | $\begin{vmatrix} 41^{1}4 \\ 28^{3}4 \\ 66^{3}4 \\ 11^{3}8 \\ 27 \\ 90^{3}4 \\ 11 \\ 60 \end{vmatrix}$             | $     \begin{array}{r}       54^{3}8 \\       100^{3}8 \\       25^{5}8 \\       42 \\       112 \\       23^{1}2 \\       98^{3}4     \end{array} $ |
| Peoria Decatur & Evansville Philadelphia & Reading. Pittsburg Ft. Wayne & Chic Rich. & Allegh., st ck trust.ctfs. Richmond & Danville Richmond & West Point Rochester & Pittsburg St. Louis Alton & Terre Haute | $\begin{array}{c} 15 \cdot \frac{1}{4} \cdot 15 \cdot \frac{7}{8} \\ 56 \cdot \frac{1}{2} \cdot 56 \cdot \frac{1}{8} \\ \hline \\ 68 \cdot \frac{1}{2} \cdot 68 \cdot \frac{1}{2} \\ 33  33 \cdot \frac{1}{2} \\ 17 \cdot \frac{1}{4} \cdot 17 \cdot \frac{1}{4} \end{array}$ | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 13½ 11¼<br>55% 55¼<br>2 6½ 68<br>2 62¼ 32¼  | 55 4 55 8<br>  |  | 3,103<br>3,950<br>6,220<br>2,200   | 4958 Feb. 20<br>130 May 31<br>5 June 27  | 23 Apr. 4<br>-85 June 19   | $ \begin{array}{c} 46^{3}4 \\ 130 \\ 13 \\ 52 \\ 23 \\ 17^{1}2 \\ 20^{1}2 \end{array} $                           | 50   |
| Do pref. St. Louis & San Francisco  Do pref. Do 1st pref. St. Paul & Duluth Do pref St. Paul Minneap, & Manitoba South Carolina   | *89   95<br>  *29   30<br>  *50   51 \(^1_2\)<br>  *93   96<br>  *35   38<br>  *92 \(^1_2\) 95<br>  109 \(^1_4\) 111  | *28 31   | 88 85<br>29, 20<br>*49 50!<br>92 92<br>*35!2 38   | 23 23<br>*14 59<br>*91 2 93<br>94 94<br>110 8 111   | 83. 884<br>*28 39<br>*43 4949<br>*9149 93<br>*35 35<br>9449 9449<br>1104 111   | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$  | 350<br>100<br>121<br>300<br>24<br>9,075  | 47 Aug. 10<br>89 Feb. 28<br>34 2 July 12   | 36 4 May 31<br>59 ½ June 2<br>100 ½ Jan. 11<br>40 % Jan. 9<br>97 ¾ June 16<br>169 ½ Apr. 16<br>27 ½ Apr. 5   | $\begin{bmatrix} 31 \\ 43 \\ 79^{3} \\ 26 \\ 68 \\ 108^{1} \\ 22 \end{bmatrix}$                                   | 33   |
| Texas & Pacific. Texas & St. Louis in Texas Do in Mo. and Ark. Union Pacific Wabash St. Louis & Pacific Do pref. MISCELLANEOUS. American Tel. & Cable Co  | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | $ \begin{vmatrix}\\ 92^{1}_{8} & 92^{5}_{8}\\ 22^{3}_{4} & 24^{1}_{4}\\ 36 & 37^{7}_{8} \end{vmatrix} $  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | 2078 2178<br>8 3578 3612<br>. 3618 6618   | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | 20 to 21 to 31 to 35 to  | 92,371<br>21,490<br>61,663   | 91 <sup>1</sup> 4 Feb. 7<br>19 Aug. 7<br>31 <sup>1</sup> 2 Aug. 10<br>64 <sup>3</sup> 6 Feb. 26  | 27 ts June 14<br>24 34 June 29<br>104 34 Jan. 18<br>36 t4 Jan. 18<br>57 t2 Jan. 18<br>69 52 June 15  | 98 <sup>1</sup> 4<br>23 <sup>5</sup> 8<br>45 <sup>7</sup> 8   | 71 58<br>74  |
| Colorado Coal & Iron Delaware & Hudson Canal Mutual Union Telegraph New Central Coal New York & Texas Land Co. Oregon Improvement Co. Oregon Railway & Nav. Co. Pacific Mail                                    | *126<br>87 <sup>7</sup> 8 87 <sup>7</sup> 8<br>37 37  | $\begin{bmatrix} 108\frac{1}{2} & 108\frac{1}{2} \\ 18\frac{1}{2} & 18\frac{1}{2} \\ 10 & 10 \\ *125 \\ 88\frac{1}{2} & 88\frac{1}{2} \\ 138 & 138 \\ 35\frac{1}{2} & 36 \end{bmatrix}$                | $egin{array}{cccccccccccccccccccccccccccccccccccc$  | *125<br>  85   87<br>  136   138<br>  35   35   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | 87 87<br>136 +136<br>34 4 35   | 1,52 J<br>1,100<br>5,605   | 10538 Feb. 13<br>174 Aug. 8<br>10 Aug. 6<br>55 Mar. 13<br>78 May 26<br>132 Feb. 20<br>344 Aug. 10  | 39% Apr. 16<br>1124 Apr. 14<br>25° Jan. 17<br>14 Jan. 4<br>125° July 20<br>914 Mar. 5<br>150° June 14<br>443° Apr. 9<br>131° Lupe 13   | 10234<br>1978<br>1312<br>37<br>128<br>3234  | 30 ¼<br>23<br>55<br>163 ⅙  |
| Pullman Palace Car. Quicksilver Mining Do pref. Western Union Telegraph EXPRESS. Adams. American United States  | 131 131 s<br>79 2 80 4<br>*135 137<br>*88 89<br>*60 63  | $\begin{vmatrix} *7^{1}_{2} & 8\\ *34 & 37\\ 78^{3}_{4} & 79^{3}_{4}\\ *135 & 137\\ 89 & 89\\ *60 & 63 \end{vmatrix}$  | *133 137<br>89 1 <sub>2</sub> 89 1<br>*60 63  | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | *35 38<br>78 <sup>3</sup> 4 79 <sup>1</sup> 4<br>*135 137<br>*88 89<br>*59 62  | <b>:</b>   | 62,162   | 7 ½ June 14<br>37 ½ Jan. 26<br>77 ¾ July 19<br>126 ½ May 5<br>88 Mar. 16   | 46 ½ Mar. 6<br>88 ¼ June 14<br>135 Jan. 5<br>94 ¼ June 9<br>65 ½ Jan. 6  | 133<br>90<br>62   | $\frac{14^{1}4}{62^{1}4}$  |
| COAL AND MINING. Consolidation Coal Homestake Mining Co. Little Pittsburg Mining Mariposa Land and Mining. Maryland Coal. O starto Silver Mining  | *23 25  |  |   | *23 214   |  | 24 24<br>18 18   | 300  | 24 May 18<br>15 Mar. 6<br>45 Apr. 13<br>13 Feb. 10<br>270 Feb. 2   | 27 <sup>5</sup> 8 Jan. 19<br>19 Jan. 19<br>17 Jan. 15<br>35 <sup>1</sup> 2 Jan. 8<br>280 <sup>3</sup> 4 July 21  | $\begin{bmatrix} 27\frac{1}{2} \\ 15\frac{5}{8} \\ 1\frac{1}{8} \\ 1\frac{1}{4} \\ 13 \\ 33 \\ 240 \end{bmatrix}$ | 3678<br>1934   |
| Pennsylvania Coal Concron Coal Control Arizona Mining Deadwood Mining Excelsior Mining Robinson Mining Silver Cliff Mining Standard Consol, Mining Stormont Mining  |   |  |   |   |  |  |  | 14 Feb. 27<br>14 Mar. 26   | 18 Jan. 3<br>1 <sub>2</sub> Jan. 12  | 18<br>4<br>14<br>1<br>2<br>41 <sub>2</sub>  | $ \begin{array}{c c} 37\frac{1}{4} \\ 158 \\ 634 \\ 278 \\ 4 \\ 234 \\ 1934 \end{array} $  |

<sup>\*</sup> These are the prices bid and asked; no sale was made at the Board.

<sup>†</sup> Ex-privileg).

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

|   |      | ,    | 1  |      | 1    | (  |          | 1     |  | 1        | 1     |
|---|------|------|--|------|------|--|----------|-------|--|----------|-------|
| SECURITIES.   | Bid. | Ask. | SECURITIES.                                  | Bid. | Ask. | SECURITIES.                                      | Bid.     | Ask.  | SECURITIES.  | Bid.     | Ask.  |
|   | !    | !    |  |      |      |  |          |       |  |          |       |
| Alabama—  |      | 823. | Louisiana—Continued—<br>Ex-matured coupon    | 57   | 60   | N. Carolina—Continued—<br>No Carolina RR., J.&J† |          |       | South Carolina—<br>6s, Act Mar. 23, 1869)            |          | _     |
| Class A, 3 to 5, small                              | 83 . |      | Michigan-                                    |      |      | Do A.&O  | 160      |       | non-fundable, 1888.                                  | 3        | 5     |
| Class B, 5s, 1906                                   | 100  | 102  | 7s, 1890                                     | 116  |      | Do 7 coup's off, J.&J.                           |          |       | Brown consol'n 6s, 1893<br>Tennessee—6s, old, 1892-8 |          | 103 4 |
| Class C, 4s, 1906                                   | 107  | 83   | Missouri—<br>6s, due 1886                    | 106  |      | Funding act, 1866-1900                           | 10       | 12    | 6s, new, 1892-8-1900                                 |          | 39    |
| Arkansas-   |      |      | 6s, due 1887                                 | 107  |      | Do 1868-1898                                     | 10       | 12    | 6s, new series, 1914                                 |          | 39    |
| 6s, funded, 1899-1900<br>7s, L. Rock & Ft, S. iss.  |      |      | 6s, due 1888<br>6s, due 1889 or 1890         | 110  |      | New bonds, J.&J., '92-8'<br>Do A.&O              | 16<br>16 |       | C'mp'mise,3-4-5-6s,1912<br>Virginia—6s, old          | 36       | 45    |
| 7s, Memp. & L. Rock RR                              |      |      | Asyl'm or Univ., due'92                      | 112  |      | Chatham RR                                       | 3        | 6 - 1 | 6s, new, 1866  | 36       |       |
| 7s, L. R.P.B. & N.O. RR<br>7s, Miss. O. & R. R. RR. |      |      | Funding, 1894-95<br>Hannibal & St. Jo., '86. | 117  |      | Special tax, class 1, '98-9<br>Do class 2        | 4        | 7     | 6s, new, 1867  | 36<br>69 |       |
| 7s, Arkansas Cent. RR.                              | 15   | 25   | Do do '87                                    | 109  |      | Do to W. N. C. RR.                               | 4        |       | 6s, ex-matured coupon.                               | 36       |       |
| Connecticut—6s, 1833-4                              | 100  |      | New York—<br>6s, gold, reg., 1887            | 102  |      | Do Western RR<br>Do Wil.C.&Ru.R.                 | 4        | 6     | 6s, consol., 2d series                               | 50       | 10    |
| Georgia - 6s, 1886<br>7s. new. 1886                 |      |      | 6s, gold, coup., 1887                        | 108. |      |  | 4        | 6     | District of Columbia-                                | -:       |       |
| 7s, endorsed, 1886                                  | 104  |      | 6s. loan, 1891                               | 112  |      | Consol. 4s, 1910                                 | 77.12    |       | 3-65s, 1924  |          | ••••  |
| 7s, gold, 1890<br>Louisiana—                        | 113  |      | 6s, loan, 1892<br>6s, loan, 1893             | 117  |      | Ohio-  | 76.      |       | Small bonds  |          | ••••• |
| 7s, consol., 1914                                   |      |      | N. Carolina-6s, old, J.&J.                   | 30   | 33   | 6s, 1886   | 107      |       | Funding 5s, 1899                                     |          |       |
| 7a, small   | 60   |      | 6s, old, A.& O                               | 30   | 32 2 | Rhode Island—<br>6s, coupon, 1893-99             |          |       | Do small<br>Do registered                            | •••••    | ••••• |
|   |      |      |  |      |      | on, compart, 1000-to                             |          |       | 20 10 10 10 10 10 10 10 10 10 10 10 10 10            | •••••    |       |

| 7s, new, 1886  | 6s, gold, coup., 1887  | 108   | Do W'n. & Tar R.   | 4 6  | District of Columbia—<br>3-65s, 1924   |
|--|--|---|--|--|--|
| 7s, gold, 1890   |  | 115   |  | 76.  | Small bonds  |
| 7s, consol., 1914 65<br>7s, small 60   | N. Carolina—6s, old, J.&J.   | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | Rhode Island—  |  | Funding 5s, 1899   |
|  |  | 1 1   | 6s, coupon, 1893-99  | !  | Do registered  |
|  | Del. & H.—Continued  | KAILISUA  | D BONDS.  Mich. Cent.—Continued—   | - 1 3  | Rome W.&Og1st,7s,'91 109   |
| Railroad Bonds. (Stock Exchange Prices.)   | 11 let est 7a 1801   | 118   | Jack Lan & Sag _6s '91   |  | Con 1st ex 5s 1922 65 66   |
| Ala. Central—1st, 6s, 1918<br>Alleg'y Cen.—1st, 6s, 1922   | 1 let De Die en 74 1917  | I   | Mil. & No.—1st, 6s, 1910.<br>Mil. L.S. & W.—1st, 6s, 1921<br>Minn. & St. L.—1st, 7s, 1927  | * 1111140  | Rich & Dany Cons v 68   90 % 97  |
| Atch. T.&. S.Fe-412,1920   | Alb. & Susq.—1st, 7s<br>2d. 7s. 1885                                       | *105  | 10wa Ext1st, 7s, 1909<br>2d. 7s. 1891  | 118  | Debenture 6s, 1927   |
| Atl. & Pac.—1st, 6s, 1910 97  Ralt & O.—1st 6s, Prk. Br. 114   | 1st,cons.,guar.7s,1906<br>1st cons., 6s, 1906                              | 12312   | S'thw.Ext.—1st,7s,1910<br>Pac. Ext.—1st, 6s, 1921  | $110^{1}_{8}$ $110^{3}_{8}$ $101^{4}_{4}$              | Incomes, 1900  |
| Bost. Hartf. & E.—1st, 7s 21 21  | Rens. & Sar.—1st, coup.<br>1st, reg., 1921                                 | *134 2  | S'thw.Ext.—1st,7s,1910<br>Pac. Ext.—1st, 6s, 1921<br>Mo.K.&T.—Gen.,6s, 1920<br>Cons. 7s, 1904-5-6.<br>Cons. 2d, income, 1911.<br>H. & Cent. Mo.—1st,'90                    | $80\frac{1}{2}$ $81\frac{1}{2}$ $106\frac{5}{8}$       | St. L. & Iron Mt.—1st, 7s 110 107  |
| Bur.C.Rap. & No.—1st,58 101 2<br>Minn.&St.L.—1st,78,gu   |  |   |  |  |  |
| Iowa C. & West.—1st, 7s 1131 <sub>2</sub><br>C. Rap. Ia. F. & N.—1st, 6s *1041 <sub>2</sub>  | Denv.So.P.&Pac.—1st,7s.<br>Den.& RioG. West1st,6s                          | 7412 7518   | Mobile & Ohio.—New, 6s.<br>Collat. Trust, 6s, 1892.  | 106  | Cairo Ark. & T.—1st, 7s 106 106 2 Gen. ry&l. gr., 5s, 1931 75 2                                |
| Iowa C. & West.—1st, 7s<br>C. Rap. Ia F. & N.—1st, 6s<br>1st, 5s, 1921———————————————————————————————————  | Det.Mac. & Marq.—1st,6s<br>Land grant, 3 <sup>1</sup> 2s, S. A.            | 117   | Morgan's La.& T.—1st, 6s<br>Nash.Chat.&St.L.—1st,7s  | *115 117   | St. L. Alton & T. H.—1st.  2d, pref., 7s, 1894*110   |
| Central Iowa—1st, 7s, 79 100 2 101 2 East. Div.—1st, 6s, 1912 *  | 1st, cons., 5s, 1930   | 724 7334  | N. Y. Central—6s. 1887   | *105 4   | 2d, income, 7s, 1894 *103<br>Bellev & S. Ill.—1st, 8s *115<br>St.P.Minn.&Man.—1st,7s 107 10812 |
| Ches. Coli. & Aug.—181,78  | Eliz.C.& N.—S.f.,deb.c.6s  | * 80<br>* 85  | N.Y.C. & H.—1st, ep.,7s  | *127 128   | 2d, 6s, 1909. 109 Dakota Ext.—6s, 1910. 1084   |
| 68, gold, series B, 1908. 91 2 92 8  | Eliz. Lex. & Big S.—6s<br>Erie—1st, extended, 7s                           | 123   | Huds. R.—7s, 2d,s.f., '85<br>Can. So —1st int g'ar 5s  | 104 5<br>9538 96                                       | Ist consol. 6s, 1933 10178 102<br>Min's Un.—1st,6s,1922.                                       |
| Chicago & Alton-1st. 7s. 121   | 2d, extended, 5s, 1919   | *10734<br>*10812                                      | Harlem-1st, 7s, coup<br>N. Y. Elev'd-1st, 7s, 1906<br>N. Y. Pa. & OPr. l'n. 6s, '95  | $^{*127}_{116}$ $^{128}_{116}$ $^{12}_{116}$           | St. P. & Dul.—1st,5s,1931<br>So. Car. Ry.—1st,6s,1920 *103 104                                 |
| La. & Mo. Riv.—1st, 7s. * 118  | 5th, 7s, 1888  | 14072   | N. 1. C. CN. — Gen. 68. 1910   |  | 1103.000181.8.178.1303 100 2   |
| St I. lack & Chie -1st 118   | Reorg 1st lien 6s 1908   |   | N.Y. & New Eng.—1st. 7s  | 102  | Tol. Del. & Bur.—Main.6s 52  |
| 1st, guar. (564), 78, 94 110   |  |   |  | 10918 10014  | 1st, Dayt. Div., 6s, 1910<br>1st, Ter'l trust, 6s, 1910  |
| 2d, guar. (188),7s,'98.  Miss. R. Br'ge—1st,s.f.6s   | N.Y.L.E.&WNew2d 6<br>Buf.&S.WM. 6s, 1908                                   | *06   | N.Y.W.Sh.& Buff.—Cp.5s   | 7312 7378  | Va. Mid.—M. inc.,6s, 1927 58<br>Wab. St. L. & P.—Gen'l,6s 65 6978<br>Chic. Div.—5s, 1910 77    |
| 58, sinking fund, 1901*102   | Mt. Vern.—1st, 6s, 1923  | *110 111  | Debenture, 6s, 1897  | * 70   | Hav. Div.—6s, 1910   |
| Miss. R. Br'ge — 18t, 8.1.08<br>C.B.&Q.—Consol. 78, 1993   126   126   2<br>58, sinking fund, 1901   *102   58, debentures, 1913   91   93   102   8. F., 48, 1919   87   83   2   102   102   102   102   103   1 | Gal. Har.&S. Ant.—1st,6s   | *103  | N.Y.N.H.& H 8t, g., 4s<br>Nevada Cent — 1st 64   | 104 106  | Iowa Div.—6s, 1921   |
| Denver Div.—4s, 1922   | Mex. & Pac.—1st, 5s  | 9112  | N. Pac.—G. l. g., 1st,cp.6s,<br>Registered, 6s, 1921   | 103<br>103 1033;                                       | Detroit Div.—6s, 1921  |
| C. R. I. & P.—6s, ep., 1917 12212 124<br>6s, reg., 1917 12212 124  | Gulf Col. & & Fo. 7g 1909  | 10314 110   | Registered, 6s, 1921<br>N.O. Pac.—1st, 6s, g.,1920<br>Norf. & W.—G'l, 6s, 1931.  | 10.,   | Wabash-M., 7s, 1909. 388 95<br>Tol. & W.—1st, ext., 7s 1033 104 2                              |
| Wen or Dea M _1st 59 101% 100  | Han & St. Log _Se conv   | 1 111/  | New Riv'r-1st,6s, 1932<br>Ohio & Miss,—Consol, s, f,<br>Consolidated 7s, 1898  | 11840  | 1st, St. L. Div., 7s, '89<br>2d, ext., 7s, 1893 *98 <sup>1</sup> 2 *98 <sup>1</sup> 2          |
| Central of N. J.—1st, '90  | Hous.& T.C.—1st, M.L.,7s<br>1st, West. Div., 7s                            | $107\frac{1}{4}108$<br>$105\frac{1}{2}$               | Consolidated 7s, 1898 2d consolidated 7s, 1911   | $^{114}_{123}$ $^{116}_{2129}$                         | Fanin Mds 75 1992  |
| Adjustment, 78, 1903 104 105<br>Leh & W. B.—Con.g'd.as 10434 105   | 1st, Waco & N., 7s<br>2d consol., main line, 8s                            | *112014   | Consolidated 78, 1838 2d consolidated 78, 1911 1st, Springfield Div., 78 Ohio Central—1st,68, 1920 1st Ter'l Tr., 68, 1920 1st Min'l Div., 68, 1921 Ohio So.—1st, 68, 1921 | 79 99  | Gt. West.—1st, 7s, '88   103 4   104 4 2   |
| Am. D'k&Imp 58,1921   30   31   C.M. & St. P 18t. 8s. P. D. 128  | 2d, Waco & No.,8s,1915<br>General, 6s, 1921                                | *98   | 1st Ter'l Tr., 6s, 1920<br>1st Min'l Div., 6s, 1921.   | 80   | Q. & T.—1st, 7s, 1890. 102   |
| 1st. 7s. \$ g., R. D., 1902. 123 125   | 2d, 6s, 1913   | 1842 80   | Oreg'n&Cal,-1st,6s,1921  |  | St. L. R. C. & N R. e. 78 102 2 107  |
| 1st, I. & M., 7s, 1897 117   | Ill.Cent.—Sp. Div.—Cp. 6s<br>Middle Div.—Reg., 5s                          |   | Or.& Trans'l—6s, 82-1922<br>Oreg. Imp. Co.—1st, 6s<br>Panama—S.f., sub, 6s, 1910   | 92 93  | Clar'da Br.—6s,1919<br>St. Chas, Br.—1st,6s  |
| 1st, I. & D., 7s, 1899 117<br>1st, C. & M., 7s, 1903 118<br>Consol. 7s, 1905 118 2 120   | C.St.L.&N.O.—Ten.l.,7s<br>1st consol., 7s, 1897<br>2d, 6s, 1907            | 1117  | Peoria Dec.& Ev.—1st, 6s.<br>Evans. Div., 1st, 6s, 1920  | 96   | No. Missouri—1st, 7s. 119 q<br>West. Un. Tel.—1900, cp. 114 s                                  |
| 2d, 7s, 1884 *102 ½<br>1st, 7s, 1.&D. Ext., 1908 117   | Gold, 58, 1951   | 105   | Peoria & Pek. U'n-1st,6s<br>Pac. RRsCen. PG.,6s  | *   99 '9'   | 1900, reg  |
| S. W. Div., 1st, 6s, 1909, 106<br>1st, 5s, LaC, & Day, 1919, 90 95   | 2d Div., 7s, 1894<br>Ced. F. & Minn.—1st. 7s<br>Ind. Bl. & W.—1st prf. 7s  |   | San Joaquin Branch   | 101  | Mut. Un.T.—S.F.,68,1911 8438 8458 Oregon RR. & N.—1st, 68 107 2 108 8                          |
| 1st, S. Minn. Div. 6s, 1910 1063 1063 1063 1063 1063 1063 1063 10  | 1st, 4-5-6s, 1909<br>2d, 4-5-6s, 1909                                      | 82 85 72  | State Aid bds., 7s, '84<br>Land grant bonds. 6s.   |  | INCOME BONDS. (Interest payable if earned.)  |
| Ch. & Pac. Div.,68,1910  | East'n Div.—6s, 1921<br>Indianap.D.&Spr.—1st,7s                            | *89 90  | West. Pac.—Bonds, 6s<br>So. Pac. of Cal.—1st, 6s.  | 107   109   10434   105                                | Alleg'y Cent.—Inc., 1912.  |
| Min'l Pt. Div., 5s, 1910 90 <sup>1</sup> 4 91 <sup>1</sup> 2 C.& L. Sup. Div., 5s, 1921  | 2d, 5s, 1911   | 107 108   | Union Pacific—1st, 6s<br>Land grants, 7s, '87-9.   |  | Atl. & Pac.—Inc., 1910   |
| Wis. & Min. D., 5s, 1921 90 <sup>1</sup> 4<br>C. & N'west.—S.fd, 7s, '85 103 103 1091  | Kent'ky CenM.,68,1911  |   | Sinking funds, 8s, '93.<br>Registered 8s, 1893   |  | Cent. Ia.—Coup.debt ctfs.<br>Ch.St.P.&M.—L.g. inc., 68   |
| Interest bonds, 7s, 1883 102 102 ½<br>Consol, bonds, 7s, 1915 133 ½  | Cleve. & TolSink. fd.  | 103 2   | Collateral Trust, 6s<br>do 5s, 1907<br>Kans. Pac.—1st, 6s, '95   |  | Chic. & E. III.—Inc., 1907<br>DesM.&Ft.D.—1st,inc.,6s<br>Det. Mac. & Marq.—Inc.                |
| Extens'n bonds, 7s, '85. 18t, 7s, 1885. 103'4 Coupon, gold, 7s, 1902. 122 123  | New bonds, 7s, 1886<br>Cleve. P. & Ash.—7s<br>Buff. & Erie—New bds.        | *111  | 1st, 6s, 1896  | 10712  | E.T. V.&GaInc.,6s,1931 3334<br>El.C. & No2d, inc.,1970   |
| Reg., gold, 7s, 1902*122<br>Sinking fund, 6s, 1929 109 11042   | Kal. & W. Pigeon-1st.<br>Det. M. &T1st.78.1906                             |   | 1st consol., 6s, 1919.<br>C.Br.U.P.—F.c., 7s, '95  | 98 2 99 4  | G. Bay W. & St. P.—2d, inc 25<br>Ind. Bl. & W.—Inc 1919 * 40                                   |
| Sinking fund, 5s, 1929. 1034 97  | Lake Shore—Div. bonds<br>Consol., coup., 1st, 7s.                          | * 123   | At.C.&P.—1st,6s,1905<br>At. J.Co. &W.—1st, 6s  | 2 91   | Consol., Inc., 6s, 1921  |
| Sinking fund, reg  | Consol., reg., 1st, 7s<br>Consol., coup., 2d, 7s.                          | *120 121 2  | Oreg. Short L.—1st,6s<br>Ut. So.—Gen.,7s,1909  | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | Trust Co. certificates. Leh. & Wilkesb. Coal—'88   |
| Des M. & Min's—1st, 7s<br>Iowa Midland—1st, 8s. 125  | Consol., reg., 2d, 7s<br>Long Isl. R.—1st,7s, 1898                         | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ |  | 103 104 2  | Lake E. & W.—Inc.7s, '99 24 33<br>Sand'ky Div.—Inc., 1920 22<br>Laf. Bl. & Mun.—Inc.7s, '99 24 |
| Peninsula—1st,conv. 7s 120<br>Chicago & Mil.—1st, 7s 120 2   | Louisv. & NCons.78,'98   |   | 3d, 7s, 1906.<br>Pacific of Mo.—1st, 6s  |  | Mil. L. S. & Wincomes *77  |
| Win.& St. P.—1st,7s,'87 105 12 124 1s<br>2d, 7s, 1907 124 1s<br>Mil.& Mad.—1st,6s,1905 1112  | 2d,7s, gold, 1883<br>Cecilian Br'ch—7s, 1907                               | 101<br>102<br>* 9012                                  | 2d, 7s, 1891<br>St. L.& S.F.—2d,6s,cl.A<br>3-6s, class C, 1906   | *110<br>98<br>971 <sub>2</sub> 98                      | 2d pref. debentures 48   |
| Mil, & Mad. —1st, 6s, 1905   | N.O.&Mob.—1st,6s1930<br>E. H. & N.—1st,6s,1919<br>General, 6s, 1930        |   | 3-6s, class C, 1906<br>1st, 6s, Peirce C.& O   | 9712 98  | 4th pref. debentures   |
| C.St.P.M.&O.—Consol.,6s 1109 12 110<br>C.St.P.&M1st,6s,1918 113 4 114 12   | Pensac'la Div68,1920   |   | Equipment, 7s, 1895<br>Gen. mort., 6s, 1931  |  | N. Y.P.&O.—1st inc.ac.,7s * 59<br>Ohio Cent.—Income, 1920 19                                   |
| N. Wis.—1st, 6s, 1930<br>St.P.&S.C.—1st,6s,1919 114 115  | 2d, 3s, 1980   | 56 18<br>* 115 4                                      | So. Pac. of Mo.—1st<br>Tex.& Pac.—1st,6s,1905  | 101  | Min'l Div.—Inc. 7s, 1921 Ohio So.—2d inc., 6s, 1921 24   |
| Chic.&E.Ill.—1st,s.f.,cur. 95<br>Chic.St.L.&P.—1st,con5s * 98  | S.&N.Ala.—S.f.,6s,1910<br>Leban'n-Knox—6s,1931                             | 100   | Consol., 6s, 1905<br>Income & Ld. gr., reg   | *90 93<br>*571 <sub>2</sub> 59                         | Ogdens.&L.C.—Inc., 1920  |
| 1st, con., 5s, reg., 1932.<br>Chic. & Atl.—1st, 6s, 1920   | Louisv.C.& L.—6s, 1931<br>L. Erie & W.—1st, 6s, 1919                       | 95  | 1st, Rio G. Div., 6s, 1930<br>Pennsylvania RR.—  | 77 774   | Evans. Div.—Inc., 1920 * 40<br>Peoria&Pek.Un.—Inc.,68  |
| Col.& Green.—1st,6s,1916 84  | Sandusky Div.—6s,1919<br>Laf. Bl.& M.—1st,6s,1919                          | *70<br>91 2 98  | Pa. Co's gu r. 4 ½s,1st c.<br>Registered, 1921   | 95   | Roch. & Pitts.—Inc, 1921 *40 45 a Rome W. & Og.—Inc., 7s. 35                                   |
| Col. H. Val. & Tol.—1st, 5s   82   82   Del. L. & W.—7s, conv., '92   *112   116   | Louisv.N.Alb.&C1st,6s<br>Manhat.B'chCo7s,1909                              | * 79  | Pitt.C.&St. L.—1st, c.7s<br>1st, reg., 7s, 1900  |  | So. Car.Ry.—Inc.,6s, 1931<br>St.L.&I. M1st,7s, pr.i.a  |
| Mortgage 7s, 1907<br>Syr. Bing. & N. Y 1st, 7s 127<br>Morris & Essey 1st 7s 136  | N.Y.&M.B'h-1st,7s,'97<br>Marietta & Cin.—1st, 7s.                          |   | 2d, 7s, 1913   |  | 2d, 6s, int. accum'lative<br>St'g I. & RySer. B., inc. '94<br>Plain incomes, 6s, 1896. * 39    |
| Morris & Essex.—1st,7s<br>2d, 7s, 1891   | Metr'p'lit'n El.—1st,1908<br>2d, 6s, 1899<br>Mex. Cen.—1st, 7s, 1911.      | 86  |  | 130  | Sterlin z Mt. Ry.—Inc., '95  |
| 78 of 1871, 1901*  | Mich. Cent.—Con.7s, 1911.  Mich. Cent.—Con.7s, 1902  Consolidated 5s, 1902 |   | 4th, sink. fd., 6s, 1892.<br>St. L. V. & T. H. – 1st, g., 7s   | 10712  | Tol. Del. & B.—Inc., 6s, 1910  |
| N.Y.Lack. &W.—1st, 6s 115 116<br>Del. & H.—1st, 7s, 1884 102 1024  | 6s, 1909   |   | 2d, 7s, 1898<br>2d, guar., 7s, 1898  |  | Tex.&St.LL.g.,inc.1920<br>Gen. L. Gr.& Inc.—1931   |
| 78, 1891 *110  | Registered, 58, 1931   |   | Pitts. B.& B.—1st.6s,1911  | 92   | Tex.&St.L. in Mo.&A2d* 28  |

<sup>\*</sup> No price Friday—these are latest quotations made this week.

### New York Local Securities.

|                                      | Inguinos Si                               | took              | Liet          |  |  |  |  |  |  |
|--------------------------------------|---|-------------------|---------------|--|--|--|--|--|--|
| Bank Sto                             | ck Li                                     | st.               |               | Insurance Stock List. [Prices by E. S. Bailey, 7 Pine St.] |  |  |  |  |  |
| COMPANIES.                           | 1   | PRI               | CE.           | 5-   |  | PR                                       | ICE.                                     |  |  |
| Marked thus (*) are not National.    | Par.                                      | Bid.              | Ask.          | COMPANIES.   | Par.                                     | Bid.                                     | Ask                                      |  |  |
| America*                             | 100                                       | 154               | 160           | American   | 50                                       | 145                                      | 155                                      |  |  |
| Amer. Exchange                       | 100                                       |                   |               | Amer. Exchange   | 100                                      | 105                                      | $\frac{111}{163}$                        |  |  |
| Broadway                             | 25  |                   |               | Broadway   | 25<br>25                                 | 155<br>165                               | 175                                      |  |  |
| Butchers' & Drov's'<br>Central       | $\begin{array}{c} 25 \\ 100 \end{array}$  |                   |               | Brooklyn   | 17                                       | 160                                      | 167                                      |  |  |
| Chase                                | 100                                       |                   |               | Citizens'  | 20                                       | 140                                      | 150                                      |  |  |
| Chatham                              | 25  | 2005              |               | City   | $\frac{70}{100}$                         | 115                                      | $\frac{125}{125}$                        |  |  |
| Chemical                             | $\begin{array}{c} 100 \\ 25 \end{array}$  | 2005              |               | Clinton  | 50                                       | 80                                       | 90                                       |  |  |
| Citizens'                            | 100                                       | 250               |               | Continental  | 100                                      | 235                                      | 240                                      |  |  |
| Commerce                             | 100                                       |                   | $156^{1}_{2}$ | Eagle  | 40                                       | 240                                      | 250                                      |  |  |
| Continental                          | $100 \\ 100$                              |                   |               | Empire City  | $\frac{100}{30}$                         | 75                                       | 100                                      |  |  |
| Corn Exchange*<br>East River         | 25  |                   |               | Exchange   | 50                                       | 115                                      | 120                                      |  |  |
| Eleventh Ward*                       | 25  |                   |               | Firemen's  | 17                                       | 75                                       | 85                                       |  |  |
| Fifth                                | 100                                       |                   |               | Firemen's Trust  | $\begin{array}{c} 10 \\ 100 \end{array}$ | 115                                      | $\begin{array}{c} 80 \\ 120 \end{array}$ |  |  |
| Fifth Avenue*                        | $\frac{100}{100}$                         | 800               |               | Franklin & Emp German-American .                           | 100                                      | 195                                      | 210                                      |  |  |
| FirstFourth                          | 100                                       | 130               |               | Germania   | 50                                       | 140                                      | 145                                      |  |  |
| Fulton                               | 30  |                   |               | Globe  | 50                                       | 110                                      | 115                                      |  |  |
| Gallatin                             | 100                                       | 119               |               | Greenwich  | $\begin{array}{c} 25 \\ 100 \end{array}$ | 260<br>60                                | 290<br>65                                |  |  |
| German American*.                    | 75  | 112<br>97         |               | Hamilton   | 15                                       | 110                                      | 115                                      |  |  |
| German Exchange*                     | 100                                       |                   |               | Hanover  | 50                                       | 133                                      | 137                                      |  |  |
| Germania*                            | 100                                       |                   |               | Hoffman  |  | $\begin{array}{c} 75 \\ 140 \end{array}$ | 82<br>145                                |  |  |
| Greenwich*                           | 100                                       |                   |               | Home   | 50                                       | 60                                       | 70                                       |  |  |
| Hanover<br>Imp. & Traders'           | 100                                       |                   |               | Importers'& Trad's'  |  | 85                                       | 90                                       |  |  |
| Irving                               | 50  |                   |               | Irving   | 100                                      | 65                                       | 70                                       |  |  |
| Leather Manuf'rs'                    | 100                                       |                   | •••••         | Jefferson<br>Kings C'nty (Bkn.).                           | $\begin{array}{c} 30 \\ 20 \end{array}$  | $\frac{125}{190}$                        | $  130 \\ 200 $                          |  |  |
| Manhattan*                           | 100                                       |                   |               | Knickerbocker  |  | 75                                       | 85                                       |  |  |
|                                      | 100                                       |                   |               | Lamar  | 100                                      | 65                                       | 70                                       |  |  |
| Market<br>Mechanics'                 | 25<br>25                                  | 100               |               | Long Isl'd (B'klyn)  | $\begin{array}{c} 50 \\ 25 \end{array}$  | 110°<br>55                               | $\begin{array}{c} 115 \\ 65 \end{array}$ |  |  |
| Mechanics'& Trads'<br>Mercantile     | 100                                       | 116               | 118           | Lorillard<br>Manufac. & Build                              | 1  | 100                                      | 112                                      |  |  |
| Merchants'                           |   | 128               |               | Mech. & Traders'   | 25                                       | 114                                      | 120                                      |  |  |
| Merchants' Exch                      | 50  |                   | 100           | Mechanics' (Bklyn)   | 50                                       | 120                                      | 135                                      |  |  |
| Metropolis*                          | 100<br>100                                |                   |               | Mercantile<br>Merchants'                                   | 50                                       | 60<br>95                                 | 100                                      |  |  |
| Metropolitan<br>Murray Hill*         | 100                                       |                   |               | Montauk (Bklyn.)   | 50                                       | 102                                      | 106                                      |  |  |
| Nassau*                              | 100                                       | :::               |               | Nassau (Bklyn.)  | 50                                       | 135                                      | 150                                      |  |  |
| New York                             | 100                                       | 150               |               | National<br>N. Y. Equitable                                | $^{+37}_{-35}$                           | 85<br>145                                | 160                                      |  |  |
| New York County .<br>N. Y. Nat. Exch | 100                                       |                   |               | N. Y. Fire   | 100                                      | 75                                       | 60                                       |  |  |
| Ninth                                | 100                                       |                   |               | N. Y. & Boston   | 100                                      | 4  | 6  |  |  |
| No th America                        |   |                   | 1             | New York City  | $\frac{100}{50}$                         | 140                                      | 10                                       |  |  |
| North River*<br>Oriental*            | $\begin{array}{c} 30 \\ 25 \end{array}$   | 140               |               | Niagara<br>North River                                     | 25                                       | $\frac{140}{103}$                        | 108                                      |  |  |
| Pacific*                             | 50  | 165               |               | Pacific  | 25                                       | 165                                      | 170                                      |  |  |
| Park                                 | 100                                       | 167               | 175           | Park   | 100                                      | 110                                      | 116                                      |  |  |
| People's*                            | 25<br>20                                  | $\frac{130}{103}$ | 106           | Peter Cooper   | 20<br>50                                 | $\frac{150}{110}$                        | 160                                      |  |  |
| Phenix                               |   |                   | 100           | People's   |  | 137                                      | 140                                      |  |  |
| Republic                             | 100                                       |                   | 132           | Relief   | 50                                       | 55                                       | 60                                       |  |  |
| St. Nicholas*                        | 100                                       | 105               |               | Republic   |  | 75<br>  115                              | 120                                      |  |  |
| Seventh Ward                         | 100                                       | 103               |               | Rutger's   |  | 100                                      | 105                                      |  |  |
| Shoe & Leather                       | 100                                       |                   |               | Star   | 100                                      | 60                                       | 70                                       |  |  |
| State of New York*                   | 100                                       |                   |               | Sterling   | 100                                      | 50                                       | 160                                      |  |  |
| Third                                | $\begin{vmatrix} 100 \\ 40 \end{vmatrix}$ |                   |               | Stuyvesant<br>Tradesmen's                                  | 25                                       | $\frac{120}{65}$                         | $\frac{126}{70}$                         |  |  |
| Tradesmen's<br>Union                 | 50  | 160               | 113           | United States  | 25<br>25                                 | 127                                      | 132                                      |  |  |
| United States                        | 100                                       |                   |               | Westchester  | 10                                       | 120                                      | 126                                      |  |  |
| Wall Street                          | 100                                       | 107               |               | Williamsburg City.   | 50                                       | 200                                      | 220                                      |  |  |
| West Side*                           | 100                                       | ļ                 |               | (  |  | 1 .                                      | 1  |  |  |

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

|  |       | )         | 1       | 0           | 1          | 1    | 1     |  |
|--|-------|-----------|---------|-------------|------------|------|-------|--|
| 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  | 1,000 | 315,000   | A. & O. | 312         |            | 105  | 110   |  |
| Harlem   | 50    | 1,850,000 | F. & A  |             |            | 105  |       |  |
| Jersey City & Hoboken                              | 20    | 750,000   | J. & J. | $7^{1}_{2}$ |            | 155  | 165   |  |
| Manhattan  | 50    | 4,000,000 | J. & J. | 5           |            | 230  | 232   |  |
| Metropolitan                                       | 100   | 2,500,000 | M.& S.  | .6          |            | 187  | 189   |  |
| Bonds  | 500   | 750,000   | F. & A. | 3           |            | 105  | 110   |  |
| Mutual (N. Y.)                                     | 100   | 3,500,000 | Quar.   | 212         | July, '83  | 116  | 11712 |  |
| Bonds  | 1,000 | 1,500,000 | M.&N.   | 6           | 1982       | 104  | 106   |  |
| Nassau (Bklyn.)                                    | 25    | 1,000,000 | Var's   | 3           | Sept., '82 |      | 60    |  |
| Scrip  | Var's |           |         |             | May, '83   |      | 95    |  |
| New York   | 100   | 4,000,000 | M.&N.   | 5           |            | 125  | 130   |  |
| People's (Bklyn.)                                  | 10    | 1,000,000 | J. & J. | 312         | Jan., '76  |      | 55    |  |
| Bonds  |       | 375,000   | M.&N.   |             | May, '83   |      | 110   |  |
| Bonds  | Var's | 125,000   | Var's   | 3           | April, '83 |      | 95    |  |
| Central of New York                                | 50    | 466,000   | F. & A. |             | Feb., '83  |      | 90    |  |
| Williamsburg                                       |       | 1,000,000 | Quar.   |             | Feb., '82  |      | 75    |  |
| Bonds  | 1,000 | 1,000,000 | A. & O. | .3          | April, '83 |      | 110   |  |
| Metropolitan (Bklyn.)                              | 100   | 1,000,000 | M.&N.   | 3           | July, '83  |      | 85    |  |
| Municipal  | 100   | 3,000,000 |         | .5          | June. '83  | 182  | 185   |  |
| Bonds  |       | 750,000   | M.&N.   | 6           | 1888       | 106  | 110   |  |
| Fulton Municipal                                   | 100   | 3,000,000 |         |             |            | 75   | 85    |  |
| Bonds  |       | 300,000   | J. & J. | 6           |            | 102  | 104   |  |
| [Quotations by H. L. Grant, Broker, 145 Broadway.] |       |           |         |             |            |      |       |  |
|  |       |           |         |             |            |      |       |  |

| [Quotations by                      | H. L. GRANT, Broker, 145 Broadway.                  | ]  |
|-------------------------------------|---|--|
| Bl'cker St.& Fult.F.—Stk            | 100   900,000 J. & J. 34 July, '83                  | 23 / 26  |
| 1st mort                            | 1,000   694,000 J. & J. 7 July, 1900 10             | $08   112 \frac{1}{2}$                               |
| Br'dway & 7th Av.—St'k.             | 100 2,100,000 QJ. 2 July, '83 1                     | 15 149   |
| 1st mort                            | 1.000 [1.500,000] J. & D. 7 June, '84 10            | 02 103   |
| Brooklyn City-Stock                 | 10 2,000,000 QF. 3 <sup>1</sup> 2 May, '83,2        |  |
| 1st mort                            | 1,000 300,000 M.&N. 7                               | 02 1110  |
| Br'dway (Bkln.)-Stock.              | 100   200,000 QJ. 3 July, '83.19                    |  |
| Bklyn. Crosstown-Stock              | 100   400,000 QJ. 2 July, '83 1                     |  |
| 1st mort, bonds                     |   | 05 1112  |
| Bushw'kAv. (Bkln)-S'k               | 100 500,000 J. & J. 212 July, '83 1                 |  |
| Cent.Pk.N.& E.RivStk                | 100 1,800,000 QJ. 2 July, '83 14                    |  |
| Consol. mort. bonds                 | 1,000 1,200,000 J. & D. 7   Dec., 1902 1            |  |
| Christ'ph'r&10th St-Stk             | 100   650,000 F. & A. 2 \(\frac{1}{2}\) Aug., '83 1 |  |
| Bonds                               |   | 102 1  |
| DryDk.E.B.& Bat'y-Stk               | 100 1,200,000 Q.—F. 4 Aug., '83 20                  |  |
| 1st mort., consol                   | 500&c. 900,000 J. & D. 7 June, 93 1                 | 14 117   |
| Eighth Av.—Stock                    | 100 1,000,000 Q.—J. 3 July, '83 2                   | 10   |
| Let mort                            | 1,000 203,000 J. & J. 7 June, '84 10                | 00 110   |
| 1st mort<br>12d & Gr'rd St.F'ry—Stk |   |  |
| 1st mont                            |   |  |
| 1st mort                            | 1,000   236,000 A. & O. 7   April, '93   1          | 0 1110   |
| Central Crosstown-Stk.              | 100   600,000 J. & J. 3 July, '83 10                | 05 110   |
| 1st mort.                           |   | 03 108   |
| Houst.W.St.&P.F'y-Stk               |   | 00   |
| 1st mort                            | 500 500,000 J. & J. 7 July, '94 1                   |  |
| Second AvStock                      | 100 1,396,500 J. & J. 5 July, '83 20                |  |
| 3d mort                             | 1,000   150,000 A. & O. 7   April, '85 10           | 13   |
| Consol                              | 1,000 1,050,000 M.&N. 7 Nov., '88 10                | 07   108   |
| Sixth Av.—Stock                     | 100   750,000 M.&N. 5   Mch, '83   24               |  |
| 1st mort                            | 1,000   500,000 J. & J. 7 July, '90 11              |  |
| Third Av.—Stock                     |   |  |
| 1st mort                            | 1,000 [2,000,000] J. & J. 7 [July, '90] 1.          |  |
| Twenty-third St.—Stock.             |   |  |
| 1st mort                            | 1,000   250,000 M.&N. 7   May, '93 11               | 10 1113  |
| Third Av.—Stock                     |   | $\begin{vmatrix} 10 & 113 \\ 30 & 170 \end{vmatrix}$ |

<sup>\*</sup>This column shows last dividend on stocks, but date of maturity of bonds.

### Quotations in Boston, Philadelphia and Baltimore.

| 1 | ,  |   |  |   |                          |  |
|---|--|---|--|---|--------------------------|--|
|   | SECURITIES.  | Bid.  | Ask.                                     | SECURITIES.   | Bid.                     | Ask                                      |
| - | BOSTON.  | 11910   |  | Buff.Pitts.& W.—Gen.,6s   |                          |  |
|   | Atch. & Topeka—1st, 7s.<br>Land grant, 7s.                             | 110   | 113                                      | Cam. & Ambov-6s, c.,'89<br>Mort., 6s, 1889  |                          | 110 <sup>1</sup> 2                       |
| 1 | Atlantic & Pacific—6s  | $\begin{array}{c} 95 \\ 24 \end{array} 7_{8}$ | 25                                       | Cam. & Atl.—1st,7s,g.,'93<br>2d, 6s, 1904   | 119                      |  |
| 1 | Boston & Maine—7s<br>Boston & Albany—7s                                |   |  | Cons., 6 p. c<br>Cam. & Burl. Co.—6s, '97.  | 103                      | 112                                      |
| 1 | 6s.<br>Boston & Lowell—7s  |   |  | Catawissa—1st, 7s, con. c. Chat. M., 10s, 1888                                      |                          |  |
|   | 6e   |   |  | New 7s, reg. & coup<br>Chart'rs V.—1st, 7s, 1901                                    | 118½                     |  |
|   | Boston & Providence—7s<br>Burl. & Mo.—Ld. gr., 7s<br>Nebraska, 6s.—Ex. | 116<br>111                                    | -,                                       | Connect's 6s, cp., 1900-04<br>Cor. Couan& Ant., deb. 6s,                            |                          |  |
|   | Nebraska, 68   | 102   | 102 <sup>1</sup> 2                       | Delaware-6s, rg. & cp., V.<br>Del & Bound Br —1st, 7s                               |                          |  |
|   | Nebraska, 4s   |   |  | East Penn.—1st. 7s. 1888  |                          |  |
|   | Connotton Valley-6s  |   |  | Easton&Amb'y-5s, 1920<br>El &Wmsp't-1st,6s, 1910                                    | 115                      |  |
|   | California Southern—6s<br>East'rn, Mass.—6s, new                       |   | $109^{12}$                               | 5s, perpetual.<br>Harrisb'g—1st, 6s, 1883.<br>H.&B.T.—1st, 7s, g., 1890             | 98                       | 9912                                     |
|   | Fort Scott & Gulf-7s<br>K. City Lawr. & So,-5s                         | 112   |  | Cons. 58, 1895  | $\frac{115}{87}$         | $\begin{array}{c} 119 \\ 90 \end{array}$ |
|   | K. City St. Jo. & C. B.—7s<br>Little R. & Ft. S.—7s, 1st               | 113<br>75                                     | 80                                       | Ithaca&Aih.—1st, gld.,7s<br>Junction—1st, 6s, 1882                                  |                          |  |
|   | Mexican Central—7s<br>N. Y. & N. England—6s                            | 59<br>93                                      | 591 <sub>8</sub>                         | 2d, 6s, 1900.<br>Leh.V.—1st,6s,C.&R.,'98  |                          |  |
|   | 7s.<br>N. Mexico & So. Pac.—7s   | 102   | 1024                                     | 2d, 7s, reg., 1910<br>Cons. 6s, C.& R., 1923  | $133\frac{1}{2}$ $123$   | 134                                      |
|   | Oregon Short Line-6s   |   | 9734                                     | N. O. Pac.—18f. 68, 1920.   |                          | 85<br>102 12                             |
|   | Ogdensb.& L.Ch.—Con 6s<br>Income<br>Old Colony—7s.                     |   |  | No. Penn.—1st, 6s, cp., '85<br>2d, 7s, cp. 1896                                     | 119<br>120               |  |
|   | 68   |   |  | 2d, 7s, cp. 1896<br>Gen., 7s, reg., 1903<br>Gen., 7s, cp., 1903                     | 195                      |  |
|   | Pueblo & Ark. Val.—7s<br>Rutland—6s, 1st                               |   | 1012                                     | Norfolk & West.—Gen. 68   |                          |  |
|   | Sonora—78<br>T. Cinn. & St. L—1st, 6s.                                 | 20  | 1013 <sub>4</sub>                        | Oil City & Chic.—1st, 6s<br>Oil Creek—1st, 6s, coup                                 | $105^{1}_{2}$            |  |
|   | Income   |   |  | Pennsylv.—Gen., 6s, reg.<br>Gen., 6s, cp., 1910                                     | 12334                    | $124 \\ 122$                             |
|   | Main lineSTOCKS.   |   |  | Cons., 6s, reg., 1905   | 117                      | 118°                                     |
|   | Atchison & Topeka<br>Boston & Albany                                   |   |  | Cons., 5s. reg., 1919<br>Pa. & N. Y. C.—7s, 1896.                                   |                          | 125                                      |
|   | Boston & Lowell<br>Boston & Maine                                      |   |  | 7, 1906   | $\frac{125}{103}$        | 10314                                    |
|   | Boston & Providence<br>Cheshire, preferred                             | 164   | 165                                      | Phil & Erie-20.78.CD., 88   |                          | 11112                                    |
|   | Chic. & West Michigan<br>Cinn. Sandusky & Cleve.                       | 18  | 50                                       | Cons., 6s, 1920<br>Cons., 5s, 1920<br>Phila. Newt. & N.Y.—1st                       | 10312                    |  |
|   | Concord  |   | 101                                      | Phil & R.—1st. 68, 1910   |                          |  |
|   | Connecticut River<br>Conn. & Passumpsic                                | 2   | 87                                       | 2d, 7s, coup., 1893<br>Cons., 7s, reg., 1911<br>Cons., 7s, coup., 1911              | 124                      |  |
|   | Connocton Valley<br>Eastern, Mass                                      |   |  | Cons., 68, g., 1.R.C.1911   | 124                      |  |
|   | Eastern, New Hampsh<br>Fitchburg<br>Flint & Pere Marquette.            | 122   |  | Imp., 6s, g., coup., 1897   |                          | 9612                                     |
|   | Preferred  | × 2312  | 9912                                     | Income, 7s, coup., 1896   | 101                      | 94                                       |
|   | Fort Scott & Gulf-Pref.  | •••••   |  | Cons. 5s, 1st ser.,c.,1922<br>Cons. 5s, 2d ser.,c.,1933                             |                          | 67                                       |
|   | Iowa Falls & Sioux City.<br>Little Rock & Ft. Smith.                   | 75<br>18                                      | 20                                       | Conv. Adj. Scrip, '85-88<br>Debenture coup., 18934                                  | 90                       |  |
|   | Maine Central  |   |  | Deb. coup. off, 1893  |                          | $\begin{array}{c} 75 \\ 100 \end{array}$ |
|   | Marq. Hought'n & Onton.<br>Preferred                                   | 2978  | 30                                       | Serip, 1882<br>Conv., 7s, R. C., 1893‡  | 71                       | 72                                       |
|   | Nashua & Lowell<br>N. Y. & New England                                 | 2112  | $\begin{array}{c} 147 \\ 22 \end{array}$ | Conv., 7s, R. C., 1893‡<br>Conv. 7s, coup. off, 1893<br>Conv. 7s, cp.off, Jan., '85 | 62                       | 63<br>921 <sub>2</sub>                   |
|   | Northern of N. Hampsh.   | 110   |  | Pitts.Cin. & St.L.—7s, reg  |                          |  |
|   | Norwich & Worcester<br>Ogdensb. & L. Champlain                         | 139   |  | Pitts. Titus. & B7s.cp.<br>Shamokin V. & Potts7s                                    | $\frac{92}{118}$ 12      | 93                                       |
|   | Old Colony   |   | 140                                      | Sunbury & Erie-1st, 7s.<br>Sunb. Haz. & W1st, 5s                                    |                          | 94                                       |
|   | Rutland—Preferred<br>Revere Beach & Lynn                               |   | 1  | 20. 68. 1938  | 20                       | 30                                       |
|   | Verm't & Massachusetts   | 63  | 1 8                                      | Syr.Gen.& Corn.—1st, 7s.<br>Union & Titusv.—1st, 7s.<br>United N. J.—Cons.6s, '94   | 9512                     |  |
|   | Worcester & Nashua<br>Wisconsin Central                                | 16  |  | Cons. 6s. gold, 1901  |                          |  |
|   | Preferred  | 25  | 29                                       | Cons. 6s, gold, 1908<br>Gen., 4s, old, 1923<br>Warren & F.—1st, 7s, '96             | 96                       | 120                                      |
|   | PHILADELPHIA. RAILROAD STOCKS.   |   |  | West Chester-Cons. 7s.<br>W. Jersey-1st, 6s, cp., '96                               | 114                      |  |
|   | Allegheny Valley   |   |  | 1st, 7s, 1899<br>Cons. 6s, 1909   | 11312                    | 114                                      |
|   | Buffalo N.Y. & Phil  | 12<br>24                                      | 1312                                     | W.Jersey&Atl.—1st,6s,C.   | 107                      |  |
|   | Camden & Atlantic  |   | 1  | Western Penn.—6s, coup.<br>6s, P. B., 1896  |                          |  |
| L | Preferred  |   | 27                                       | Gen., 7s, coup., 1901<br>CANAL BONDS.   | 70                       | ,  |
|   | 1st preferred  |   | 5812                                     | Ches. & Del.—1st, 68,1886<br>Lehigh Nav.—6s, reg., 84.                              | 10034                    |  |
|   | Delaware & Bound Brook<br>East Pennsylvania                            | 51  | 137                                      | Mort. RR., reg., 1897<br>Cons., 7s, reg., 1911<br>Greenw'd Tr., 7s, reg             |                          | 12112                                    |
|   | Elmira & Williamsport<br>Preferred                                     | 41  |  | Morris-Boat Loan rg., 85  |                          |  |
|   | Har. P. Mt. Joy & Lanc'r<br>Huntingd'n & Broad Top                     |   |  | Pennsylv.—6s, cp., 1910<br>Schuylk. Nav.—1st,6s,rg.                                 | 10612                    | 85                                       |
|   | Preferred<br>Lehigh Valley   | 7012  |  | 2d, 6s, reg., 1907  | 90                       | • • • • •                                |
|   | Preferred<br>Little Schuylkill   |   | 62                                       | BALTIMORE.  |                          |  |
|   | Minehill & Sch. Haven<br>Nesquehoning Valley                           |   | 6434                                     | RAILR'D STOCKS. Par<br>Baltimore & Ohio100  | 195                      |  |
|   | Norfolk & West'n-Com.<br>Preferred                                     |   |  | 1st pref  | 127<br>125               |  |
|   | Northern Central.<br>North Pennsylvania                                | $\frac{553_{4}}{681_{2}}$                     | $56\frac{1}{4}$<br>$69\frac{1}{2}$       | Parkersburg Br50<br>Northern Central50  | 812                      | 834                                      |
| 3 | Pennsylvania   | 5778  | 58                                       | Western Maryland50  | 1312                     |  |
|   | Allotments<br>Philadelphia & Erie                                      | 1812  |  | Central Ohio—Com50<br>Pittsburg & Connellsville                                     |                          |  |
|   | Phila, Ger. & Norristown<br>Phila, Newtown & N.Y                       |   |  | RAILROAD BONDS.<br>Atlanta & Charl.—1st   | 10634                    | 1074                                     |
|   | Phila, & Reading<br>Phila, & Trenton                                   | 2734  |  | Inc<br>Balt.&Ohio-6s,'85,A.&O   | 104                      | 80                                       |
|   | Phila, Wilm, & Balt<br>Pittsb. Cin.& St. L.—Com.                       | 62  |  | Charl. Col. & Aug.—1st  | 1000                     |  |
|   | West Chester—Cons. pref.   | 191   | 192                                      | Columbia & Greenv.—1818   | 10034                    | 102<br>81 1 <sub>2</sub>                 |
|   | West Jersey  |   | $\frac{49^{1}2}{40}$                     | 2ds.<br>N.W.Va.—3d, guar.,J&J.<br>Pittsb.&Con'ells.—7sJ&J                           | 122                      |  |
|   | West Jersey & Atlantic CANAL STOCKS. Lehigh Navigation                 | 45  | 4518                                     | No.Central-6s, '85, J.&J.   | 102                      |  |
|   | Pennsylvania   | ::::::  |  | 6s, 1900, A. & O<br>6s, gold, 1900, J. & J<br>Cen. Ohio.—6s, 1st, M.&S.             | 10912                    | 11812                                    |
|   | Preferred. RAILROAD BONDS.   | •••••   |  | W.Md.—6s, 1st, g., J. & J.<br>1st, 1890, J. & J.                                    |                          |  |
|   | Allegh. Val.—7 3-10s, '96<br>7s, E. ext., 1910                         | 11912   | 12012                                    | 2d, guar., J. & J<br>2d. pref   | 110                      |  |
|   | Inc. 7s. end., coup., '94<br>Belvid'e Del.—1st,6s,1902                 | 3434  | 38                                       | 2d, guar. by W.Co., J.&J.<br>6s, 3d, guar., J. & J.                                 |                          |  |
|   | 2d, 6s, 1885   | 102   |  | Mar.&Cin.—7s, '91,F.&A.<br>2dM&N  | 140<br>1071 <sub>2</sub> |  |
|   | Bell's (lap—1st, 7s, 1893.<br>1st, 6s, 1905                            | 106   | 97                                       | 8s, 3d, J. & J  | 45                       |  |
|   | Consol., 6s, 1913<br>Buff, N.Y.& Phi!—1st,6s                           |   |  | Canton endorsed<br>Virginia & Tenn.—6s  | 1005                     |  |
|   | 2d. 7s. 1908   |   |  | 88  | 12412                    |  |
|   | Cons. 6s. 1921   |   |  | Wilm, C. & Aug.—6s.<br>Wil. & Weldon—Gold, 7s.                                      | 120                      |  |
| i | * Ex-dividend. † I   | Per sha                                       | ra                                       | ± 11. default. 3 Ex-rig   | hts.                     |  |

\* Ex-dividend.

† Per share.

‡ 11. default.

¿ Ex-rights.

#### RAILROAD EARNINGS.

| RAILROAD EARNINGS.  Latest Eurnings Reported.   Jan. 1 to Latest Date. |                            |  |                           |  |                              |
|--|----------------------------|--|---------------------------|--|------------------------------|
| Roads.   |                            | ,  |                           | Jan. 1 to L  |                              |
|  | Weck or Mo                 |  | 1882.                     | 1883.  | 1882.                        |
| Ala.Gt.Southern  | June                       | \$ 72.176  | \$<br>54,496              | \$<br>474,303  | \$<br>362,546                |
| Atch.Top.&S.Fe<br>Bur.Ced.R.&No.                                       | June                       | 1,146,107<br>61,847                                  | 1,153,479<br>60,535       | 6,674,041<br>1,476,845                                 | 6,837,348<br>1,489,676       |
| Canad'n Pacific<br>Central of Ga                                       | 4th wk J'ly                | 177,000<br>150,500                                   | 88,000                    | 2,761,112<br>1,422,500                                 | 1,175,259                    |
| Central Iowa   | July                       | 100,972  | 91.587                    | 678,797  | 1,292,535<br>637,738         |
| Chesap. & Ohio.  | July                       | 336,475  |                           | 2,133,334  | 14,232,619<br>1,715,906      |
| Chicago & Alton<br>Chic. Bur. & Q.                                     | 4th wk J'ly<br>June        |  | 201,628<br>1,437,164      | 4,507,564<br>11,405,203                                | 4,136,750<br>9,155,615       |
| Chic. & East. Ill.<br>Chic. & Gr. Trunk                                | 4th wk J'lv                | 34,616<br>50,434                                     | 50,460                    | $913,425 \\ 1,590,545$                                 | 964,121<br>1,143,958         |
| Chic. Mil. &St. P.<br>Chic. & Northw.                                  | 1st wk Aug                 | 412,000  | 340,615                   | 12,931,000<br>13,464,635                               | 10,942,771                   |
| Ch.St.P.Min.&O.  | 4th wk J'le                | 143 941  | 130,753                   | 2,761,838  | 13,122,198<br>2,588,123      |
| Chic. & W. Mich.<br>Cin.Ind.St.L.&C.                                   | July                       | $ \begin{array}{c c} 26,128 \\ 185,390 \end{array} $ | 217,198                   | 871,817 $1,354,274$                                    | 831,587 $1,409,653$          |
| Cincinnati South<br>Cin. Wash. & Balt                                  | 4th wkJ'ne                 | 203,826<br>• 41,557                                  | 34,921                    | 1,156,074<br>856,581                                   | 1,180,367 $710,194$          |
| Clev.Akron& Col<br>Clev.Col.C.& Ind                                    | 4th wk J'ly<br>June        | 16,037 $329,156$                                     |                           | 294,414<br>1,874,463                                   | 274,916<br>1,871,190         |
| Connotton Val<br>Danbury & Nor.  | 3 wks July                 | 24,439<br>18,127                                     |                           | 97,802   | 90,270                       |
| Denv. & Rio Gr.<br>Denv. & R.Gr.W.                                     | 1st wk Aug                 | 127,100  | 121,200                   | 3,723,600  | 3,722,799                    |
| Des Mo.& Ft. D.  | 3d wk J'ly                 | 6,951  | 5,591                     | 411,600<br>153,548                                     | 188,051                      |
| Det. Lan. & No<br>Dub. & Sioux C.                                      | 3d wk J'ly                 | 38,492<br>20,360                                     | 39,990<br>18,485          | 864,655<br>564,419                                     | 899,910 $580,991$            |
| EasternE.Tenn.Va.&Ga.  | June<br>July               | 300,637<br>298,134                                   | 284,662<br>236,339        | 1,637,666 $2,134,424$                                  | 1,503 591<br>1,646,232       |
| Eliz. Lex. & B.S.<br>Evansv. & T. H.                                   | July                       | 60,237<br>13,593                                     | 51,666<br>34,369          | 376,864<br>376,492                                     | 251,137<br>449,397           |
| Flint & P. Marq.<br>Flor. Cent. & W.                                   | 4th wk J'ly                | 53,913 $26,512$                                      | 46,956<br>27,486          | 1,443,036 $199,285$                                    | 1,200,670 $200,448$          |
| Flor. Tr. & Pen.   | 3d wk J'ly                 | 6,471  | 5,811                     | 272,663  | 227,921                      |
| Ft.W. & Denver.<br>Grand Trunk   | WKJuly 28                  | 8,500 $319,556$                                      | 304,307                   | 9,745,780  | 8,976,375                    |
| Gr.Bay W.&St.P.<br>Gulf Col&San. Fe                                    | July                       | 7,821<br>166,555                                     | \$,022<br>93,732          | 218,210 $1,003,255$                                    | 206,487 $581,919$            |
| Hannibal & St. Je<br>Hous. E. & W. Tex                                 | 4th wk J'ly<br>June        | 57,805<br>21,683                                     | 57,270<br>23,314          | 1,348,401 $145,495$                                    | 1,134,800 $122,323$          |
| Illinois Cen.(Ill.)  | 4th wk J'ly<br>4th wk J'ly | 149,100<br>46,600                                    | $163,951 \\ 36,451$       | 3,552,637<br>1,077,937                                 | 3,787,131<br>1,054,015       |
| Do So. Div.<br>Ind.Bloom.& W.  | 4th wk J'iv                | 66,400<br>66,663                                     | 55,665                    | 2,183,877<br>1,605,130                                 | 1,779,005<br>1,355,784       |
| K.C.Ft. S. & Gult  | 3d wk J'iv                 | 31,95€   | 68,268<br>31,315          |  |                              |
| K. C. Law. & So.<br>L. Erie & West'n                                   | 4th wk J'ly                | 114,978 $24,911$                                     | 97,777 $40,205$           | 694,951  | 465,687                      |
| L. R. & Ft.Smith<br>L.Rk.M.Riv.&T.                                     | July                       | 30,661<br>24,003                                     | 27.358 $17.755$           | $277,\!484$ $204,\!362$                                | $221,357 \\ 133,778$         |
| Long Island<br>Louisv.& Nashy.   | 4th wk J'ıy                | 96,049<br>335,090                                    | 92,513 $352,325$          | 1,542,953<br>7,514,683                                 | 1,423,478 $6,871,893$        |
| Mar. Hough. & O<br>Memp. & Charl.                                      | 3d wk J'ly                 | 27,830<br>89,615                                     | 46,160<br>68,311          | $352,712 \\ 653.119$                                   | 597,917<br>560,941           |
| Mexican Cent   | 3d wk J'ly<br>3d wk J'ly   | 24,503   |                           | 909,454  |                              |
| Mexican Nat'l  | 3d wk J'ly                 | $\frac{4,601}{11,973}$                               | 15,100                    | 137,112<br>416,861                                     | 401.000                      |
| Mil. L.Sh. & West<br>Minn. & St. Louis                                 | June                       | $20,155 \\ 142,293$                                  | 128.875                   | 567,305<br>785,749                                     | 491,636 $678.814$            |
| Missouri Pacific.<br>Central Br'ch.                                    | 4th wk J'lv                | $251,737 \ 32,677$                                   | 269,605 $22,577$          | 4.877,294<br>766,247                                   | 3,949,587 $440,272$          |
| Int. & Gt. No<br>Mo. Kan. & T  | 4th wk J'lv                | 85,011<br>188,638                                    | 22,577 $77,287$ $159,017$ | 2,036.139<br>3,908.081                                 | 1,714,164 $3,129,660$        |
| St.L.Ir.Mt.&S.<br>Tex. & Pacific.                                      | 4th wk J'lv                | 189,891 $171,482$                                    | $169,380 \\ 117,248$      | 4,064,290 $3,374,297$                                  | 3,746,822<br>2,512.639       |
| Mobile & Ohio  | th wk J'ly                 | 919,437 $136,836$                                    | 815,115<br>135,173        | 19,026,349 $1,102,215$                                 | 15,493,145 $1,014,121$       |
| Nash.Ch.&St.L.<br>N. Y.&N. Engl'd                                      | Inne !                     | 170,661  | 136,704                   | 1,101,989  | 981,323                      |
| N. Y. Susq. & W.   | June                       | $309,288 \\ 88,152$                                  | 298,441 $61,673$          | 1,937,886 $465,495$                                    | 1,830,923 $308,658$          |
| N. Y. Pa. & Ohio<br>Norfolk & West.                                    | 3 wks July                 | 128,901  | 450,555<br>116,748        | 1,333,335  | 1,141,707                    |
| Shenandoah V<br>Northern Cent  | June                       | 74,376 $476,164$                                     | 45,556 $465,819$          | 2,944,614  | 2,587,711                    |
| Northern Pacific<br>Ohio Central                                       | ith wk J'ly                | $284,600 \\ 30,399$                                  | $223,893 \\ 26,917$       | 4,316,758 $571,527$                                    | $3,353,384 \\ 543,377$       |
| Ohio & Miss  | May                        | $319,418 \\ 9,959$                                   | 315,340<br>9,018          | 222,010  | 197,486                      |
| Oregon & Cal<br>Oregon Imp. Co.  | June                       | 79,573   | 267,339                   | 436,212  | 1,229.866                    |
| Oregon R.&N.Co   | July                       | 374,686<br>461,350                                   | 432.327                   | $\begin{bmatrix} 1,459,402 \\ 2,785,148 \end{bmatrix}$ | 2,726,299                    |
| Pennsylvania<br>Peo. Dec. & Eve.                                       | 4th wk J'ly                | 16,106   | 24,781                    | 24,352,579<br>377,876                                  | 410,903                      |
| Philadelp. & Erie .<br>Phila. & Read.*                                 | June                       | $344,771 \\ 2,810,489$                               | 341,614                   | 1,943,238<br>10,965,860                                | 1.725,164 $9,531,496$        |
| Richm.& Dany.  | June                       | 1,548,731<br>†41,700                                 | 1,303,253                 | 7,171,807<br>1,883,506                                 | 6,272,393<br>1,774,518       |
| Ch'l Col.&Aug.   | 3d wk J'ly                 | †6,413<br>†4,245                                     | 15,557                    | 409,113<br>379,139                                     | 347,502<br>349,608           |
| Va. Midland<br>West No. Car.   | 3d wk J'ly                 | †19,936  | †17,420                   | 780,396  | 690,765<br>101,502           |
| Rome Wat. & Og.  | fune                       | †3,481<br>143,206                                    | 138,028                   | 155,543  |                              |
| St. L.Alt. & T.H. Do (brchs.)  | 1th wk J'ly                | $35,264 \\ 18,210$                                   | 40,303<br>26,175          | 751,446 $439,361$                                      | 742,085<br>463,875           |
| St. Louis & Cairo<br>St. L. & San Fran.                                | 1th wk J'ly                | 8,796 $101,146$                                      | 8,684 $112,766$           | 208,160<br>1,976,992                                   | 204,160<br>1,832,462         |
| 8t. Paul & Dul 4<br>8t. P. Minn. & M.                                  | th wk J'ly<br>th wk J'ly   | 43.157 $190,791$                                     | 29,754 $227,080$          | 663,197<br>4,525,308                                   | 517,203<br>4,184,329         |
| So. Pac.Cal. N.D.<br>Do So. Div. ‡.                                    | March                      | 79,769<br>414,436                                    | 80,528<br>302,030         | 238,803<br>994,095                                     | 222,668<br>968.515           |
| Do Arizona !   | March                      | 245,923  | 203,305                   | 587.706  | 660,697                      |
| Do N. Mex :  | July                       | 79,635<br>47,526                                     | 60,234 $45,462$           | 185,555 $289,944$                                      | 149,304 $285,961$            |
| Tol. An Ar. & G.T.   | June<br>June               | 63,250   | 60,574                    | 633,265<br>80,975                                      | $578,322 \\ 72,000$          |
| Union Pacific<br>Utah Central  | July                       | 2,268,000 $79,829$                                   | 2,300,000<br>131,237      | 15,680,980<br>574,480                                  | $16,\!080,\!224$ $774,\!543$ |
| Vicksb'rg& Mer<br>Wab.St.L.& P   | June<br>4th wk J'ly        | 27,882 $417.976$                                     | $26.861 \\ 518.668$       | 232,982  | 214,905                      |
| West Jersey<br>Wisconsin Cent.   | June                       | 108,697<br>70,698                                    | 94,448                    | 477,858  | 415,240                      |
| * Since June 1st   |                            |  |                           | nt DD of N   |                              |

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: Silver 4s and  $\frac{1}{2}$ s. —  $99\frac{3}{4}$ @ par. Five francs..... — 92 @ — 95 Mexican dollars. —  $85\frac{7}{8}$ @ — 86 Do uncommerc'i. — 85 @ — 86 Peruvian soles... — 79 @ — 80 English silver... 4 78 @ 4 84 Prus. silv. thalers. — 68 @ —  $70\frac{1}{2}$  U. S. trade dollars — 85 @ — 87 U. S. silver dollars —  $99\frac{3}{4}$ @ I ar.

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:

|                                  | 1                      |                          | Average amount of-     |                               |                                   |                    |
|----------------------------------|------------------------|--------------------------|------------------------|-------------------------------|-----------------------------------|--------------------|
| Banks.                           | Capital.               | Loans and discounts.     | Specie.                | Legal<br>Tenders.             | Net dep'ts<br>other<br>than U. S. | Circula-           |
| New York                         | 2,000,000              | 9,520,000                | 1 890 000              | \$ 000                        | \$ 000                            | \$ 000             |
| Manhattan Co                     | 2,050,000              | 7,067,000                | 1,680,000<br>1,047,000 | 648,000<br>446,000            | 9,145,000<br>5,701,000            | 495,000            |
| Merchants                        | 2,000,000              | 7,772,500                | 1,467.300              | 679,900                       | 7,373,000                         | 344,600            |
| Mechanics'                       | 2,000,000              | 7,649,500                | 1,087,000              |                               | 7,019,400                         | 011,00             |
| Union.,                          | 1.200,000              | 4,102.500                | 1,121,400              | 1, 68,100<br>169,600          | 3,568,300                         |                    |
| America                          | 3,000,000              | 9,979,500                | 1,159,600<br>702,000   | 573,100                       | 7,011,100                         |                    |
| Phœnix                           | 1,000,600              | 3,184,300<br>7,868,200   | 702,000                | 147,500                       | 2,953,000                         | 265,600            |
| City                             | 1.000,000              | 7,868,200                | 4,549,900              | 503,000                       | 10,499,800                        | 1,100              |
| Tradesmen's                      | 1,000,000              | 3,222,900<br>1,596,900   | 455,800                | 70,500                        | 2,144,200                         | 789,100            |
| Chemical                         | 800,000<br>800,000     | 12,893,530               | 495,800<br>3,434,600   | 86,400<br>505,300             | 1,380,100<br>12,995,900           |                    |
| Merchants' Ex                    | 1,000,000              | 3,269,700                | 282,300                | 411,300                       | 2,775,800                         | 281,700            |
| Gallatin Nat                     | 1,000,000              | 4,450,500                | 628,900                | 170,800                       | 2.576.200                         | 782.200            |
| Butchers'& Dr                    | 300,000                | 1,871,600                | 397,600                | 170,800<br>64,800             | 2,576,200<br>1,695,500            | 782,200<br>252,800 |
| Mechanics' & Tr                  | 200,000                | 973,000                  | 208,000                | 96,000                        | 1,061,000                         | 45,000             |
| Greenwich                        | 200,006                | 993,000                  | 19,400                 | 146,900                       | 915,700<br>2,409,500              | 2,600<br>524,300   |
| Leather Man'f's                  | 600,000                | 3,112,200<br>1,304,300   | 295,000                | 374,600                       | 2,409,500                         | 524,300            |
| Seventh Ward                     | 300,000                | 1,304,300                | 261,300                | 180,800                       | 1,486,400                         | 16,900             |
| State of N. Y                    | 800,000                | 3,682,400                | 583,300                | 171,200                       | 3,522,200                         |                    |
| American Exch.<br>Commerce       | 5,000,000<br>5,000,000 | 12,658,000<br>16,082,100 | 1,645,000<br>3,659,500 | 1,735,000<br>1,639,000        | 11,680,000<br>12,849 100          | 031 800            |
| Broadway                         | 1,000,000              | 5 945 :00                | 883 200                | 285.800                       | 4 702 900                         | 931,800<br>100,000 |
| Mercantile                       | 1,000,000              | 5,945,000<br>6,815,700   | 863,200<br>1,124,400   | 577,800                       | 4,702,900<br>6,845,200            | 701,000            |
| Pacific                          | 422,700                | 2,580,400                | 496,700                | 285,800<br>577,800<br>148,400 | 2,795,300                         | 101,000            |
| Republic                         | 1,500,000              | 4.701.900                | 535,000                | 841,600                       | 3,038,900                         | 360,000            |
| Chatham                          | 450,000                | 3,467,600                | 535,000<br>741,600     | 296,500                       | 3,819,400                         | 45,000             |
| People's                         | 200,000                | 1.594.400                | 66,700                 | 143,000                       | 1,784,900                         | 5,400              |
| North America.                   | 700,000                | 2,990,400<br>8,648,200   | 359,500                | 357,700                       | 3,159,800                         |                    |
| Hanover                          | 1,000,000              | 8,648,200                | 1,473,000              | 1,032,300                     | 9,517,500                         | 90,000             |
| Irving                           | 500,000                | 3,109,700                | 388,000                | 411,900                       | 3,038,000                         | 401,700            |
| Metropolitan                     | 8,000,000              | 13,597,000<br>2,397,600  | 1,793,900              | 413,000                       | 9,287,000                         | 2,119,000          |
| Citizens'<br>Nassau              | 500,000<br>500,000     | 2,263,600                | 462,900<br>150,000     | 219,800<br>172,100            | 2,592,600<br>2,41n,200            | 267,900            |
| Market                           | 500,000                | 2,869,700                | 595,200                | 130,900                       | 2,479,600                         | 595,200            |
| St. Nicholas                     | 500,000                | 2,295,000                | 595,200<br>158,500     | 130,900<br>67,300             | 1,770,600                         | 000,000            |
| Shoe & Leather.                  | 500,000                | 2,673,000                | 610,000                | 207,000                       | 3,215,000                         | 450,000            |
| Corn Exchange                    | 1,000,000              | 4,916,900                | 661,500                | 206,000                       | 3,970,900                         | 4,600              |
| Continental                      | 1,000,000              | 6,080,800                | 1,321,900              | 206,000<br>371,300            | 6,726,300                         | 450,000            |
| Oriental                         | 300,000                | 2,071,100<br>3,500,000   | 101,300                | 297,100                       | 1.951,100                         |                    |
| Marine                           | 400,000                | · 8,504,000              | 719,000                | 334,000                       | 4,073,000                         | 270,000            |
| Importers' & Tr.                 | 1,500,000              | 18,719,400               | 5,3 2,900              | 887,300                       | 22,359,200                        | 1,269 600          |
| Park                             | 2,000,000              | 19,439,30                | 3,859,200<br>313,000   | 1,570.600                     | 23,655,500<br>1,704,600           | 45,000             |
| North River                      | 240,000                | 1,496,000                | 20,000                 | 291,000                       | 1,530,000                         |                    |
| East River                       | 250,000                | 1,186,900                | 125,700                | 84,500                        | 916,600                           | 224,700            |
| Fourth Nat'nal.                  | 3,200,000              | 15,808,900               | 4,991,500              | 1,459,500                     | 18,431,200                        | 380,000            |
| Central Nat                      | 2,000,000              | 7,762,000                | 995,000                | 1,504,000                     | 8,504,000                         | 297,000            |
| Second Nation'l                  | 300,000                | 3,294,000                | 688,000                | 360,000                       | 3,938,000                         | 45,000             |
| Ninth National.                  | 750,000                | 6,297,200                | 869,600                | 629,800                       | 6,304,600                         | 45,000<br>547,700  |
| First National                   | 500,000                | 15,319,000               | 3,150,900              | 742,900                       | 16,179,000                        | 48,300             |
| Third National.                  | 1,000,000              | 5,212,000                | 908,200                | 798,500<br>167,200            | 5,615,400<br>1,167,000            | ani: ***           |
| N.Y. Nat. Exch.                  | 300,000                | 1,446,400                | 149,200                | 167,200                       | 1,167,000                         | 270,000            |
| Bowery Nat'nal.                  | 250,000                | 1,873,400                | 217,300                | 230,200                       | 1,785,100                         | 221,200            |
| N. York County.                  | 200,000                | 1,7:6,100<br>2, 170,600  | 290,100                | 551,800<br>102,300            | 2,101,200                         | 180,000            |
| Germ'n Am'c'n<br>Chase National. | 75 1,000<br>300,000    | 4,261,500                | 1,169,300              | F92 200                       | 2,127,800<br>5,638,000            | 45,000             |
| Fifth Avenue                     | 100,000                | 2,148,000                | 353,200                | 110,300                       | 2,129,600                         |                    |
| German Exch.                     | 200,000                | 1,817,200                | 64 000                 | 230,000                       | 2,033,8 0                         |                    |
| Germania                         | 200,000                | 1,713,200                | 107,800                | 231,300                       | 2,023,400                         |                    |
| U. S. Nat                        | 500,000                | 5,089,400                | 1,012,300              | 281,000                       | 5,360,400                         | 449,900            |
| Lincoln Nat                      | 300,000                | 1,372,400                | 337,700                | 132,100                       | 1,617,200                         | 45,000             |
| Garfield Nat                     | 200,000                | 834,700                  | 49,500                 | - 83,800                      | 633,400                           | 180,000            |
| m-4-1                            | 01 100 700             | 000 000 000              | 00 100 400             | 00 001 000                    | 202 002 002                       | 15 040 000         |
| Total                            | 01,102,700             | 320,822,000              | 03,188,400             | 50,821,200                    | 0008,560,626                      | 19,010,900         |

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: 

\* Including the item " due to other banks." Philadelphia Banks.--The totals of the Philadelphia banks are as follows:

| tare do reale we. |                          | Lawful Money.            | Denneite     | Circulation.           | Ann Clean                |
|-------------------|--------------------------|--------------------------|--------------|------------------------|--------------------------|
| 1883.             | \$                       | <b>3</b>                 | \$           | \$                     | Agg. Occur.              |
| July 23           | 79,712,511<br>79,775,802 | 19,562,090<br>18,766,498 | 56,586,536 S | 9,535,281<br>9,450,256 | 59 715 036<br>51 701 854 |
| Aug. 6            | 79,260,021               | 18, 186, 156             | 55,027,998   | 9,508,956              | 51,101,470               |

### Unlisted Securities.—Following are quoted at 38 New Street: Bid. Asked. Bid. Asked. N. V. W. Sh. & Ruff \_ Stlr

| Am. Railw'y Imp.Co-                 | N.Y.W.Sh.&Buff.—Stk          |              |
|-------------------------------------|------------------------------|--------------|
| Ex bonds and stock                  | del.wh.iss.on old sub 27     | 30           |
| Atl. & Pac.—6s, 1st                 | 58                           |              |
| Incomes 27                          | North Pac. div. bonds. 904   | 92           |
| Blocks 35 per cent                  | No. Riv. Const100p.c 90      | 95           |
| Cent. Branch 90                     | Newb. D'tch & Conn-          |              |
| Am. Bank Note Co \$                 | Incomes                      |              |
| Am. Safe Deposit per-               | Ohio CRiv. Div. 1st. 4712    | 49           |
| petual deb'ure bds                  | Incomes 7                    |              |
| Bost.H.& E.—New st'k <sup>5</sup> 8 | Oregon Sh. Line deliv-       |              |
| Old <sup>1</sup> 4                  | ered when issued             |              |
| Buff. N. Y. & Phila                 | Subs. 90 p. c                |              |
| Preferred                           | Subs. ex-bd. & stk 4412      | 46           |
| Chic & Atl.—Stk 20                  | Pensac. & Atl                |              |
| do beneficiary stk 20               | 1st mort                     |              |
| 1st mort                            | Pitts. & Western             | 13           |
| Contin't'l Cons85p.c. 45            | 1st mort                     |              |
| Den.& R.G.R'y—Cons 8514             | Roch.&Pitts. cons.,1st       |              |
| Denver Rio. G. & West 15 20         | St. Jo. & West               |              |
| 1st mort                            | St. Jo. & Pacific 1st        |              |
| Denver & N. Orleans                 | _do _do _2d                  |              |
| Subsidy scrip                       | Kans. & Neb., 1st            |              |
| Edison Elec. Light 265 290          | do do 2d                     | 25           |
| Ga. Pac. R'y., 1st m 8078           | Tex.&Col.Imp60 p.c           | ź::•         |
| Gal. Har. & S. Ant                  | ex-bd                        | $10^{1}_{2}$ |
| Gal. Houst. & Hen                   | 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.) 1213 | 127          |
| Missouri Pac., Cowdry               | Vicksb'g & Meridian . 3      | 4            |
| Certifs                             | Incomes                      |              |
| Mich.&OSubs.85 p.c 105              | Wisconsin Central            | 20           |
| M.U.St'k Trust Certs 17             | pref                         | · · ory      |
|                                     | 7                            | ••           |

# Luvestments

# STATE, CITY AND CORPORATION FINANCES.

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

## ANNUAL REPORTS.

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. 283 Chicago Division; Indianapolis, Ind., to Hammond, 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 \$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, 10,070,022. Freight moved 1844,661. 10,979,038. Freight moved, 764,661; moved one mile, 103,477,-

| 110 10201  | (288  r)           | niles.) |           |
|--|--------------------|---------|-----------|
| Earnings. From passengers From freight From mail and express. Miscellaneous  | 1,022,292 $59,222$ | Taxes   | \$391,272 |
| TITIO CONTRACTOR OF THE PROPERTY OF THE PROPER |                    | 1       |           |

Total (\$4.800 per mile) \$1,382,974 Total (\$3,505 34 per m.) \$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, 1850, 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, \$64,626 16; other property and assets, \$752,635 96; current accounts, \$155,415 10; cash, \$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 Sloan, New York Cicy, Isaac Caldwell, E D. Standiford, R. S. Veech, 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.

ending Dec. 31, 1882 )

| (For the year ending Dec. 31, 1002)  | miles. |
|--|--------|
| Line of road, Toledo, O., to Pomeroy, O  |        |
| Straitsville: Logan to Straitsville 13:00 Nelsonville: Straitsville to Nelsonville.17:00 |        |
| Branches: Orbiston: M. C. June, to Murray City. 4:50<br>Other branches. 6:50-67:00       | "      |
| (Other Manches   |        |

Consolidation, August 20, 1881, of the Columbus & Hocking Valley RR., the Columbus & Toledo RR, and the Ohio & West

Virginia RR. Operations for year ending December 31, 1882.—Cars run (passenger and baggage, 1,762.883; freight, 33.608.318, 35,371,-201 miles. Total engine service, 2,597.815 miles. Passengers carried, 667,551; carried one mile, 17.495,682. Freight moved, 2,602,232; moved one mile, 252,827,715 tons.

| 2.602,232; moved one   | mile, 202,0                    |  |         |
|--|--------------------------------|--|---------|
| · Pani an  |                                | Expenses.  | 9       |
| From passengers<br>From freight<br>From mail and express.<br>Miscellaneous | 2,270,719<br>43,099<br>116,936 | For maintenance of way, &c.  For rolling stock  For transportation | 313,376 |

\*\*\* Total(\$8,910.30 pr.mile) \$2,886,437 | Total(\$5,405.37 pr.mile) \$1,752,731

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.

|                           |            | Comital atout                    | 10.316.500  |
|---------------------------|------------|----------------------------------|-------------|
| Cost of road\$            | 14.413.799 | Capital stock\$                  | 7 070 000   |
| Cost of road              |            | Funded debt                      | 14,658,000  |
| Equipment                 | 3,101,040  | I dilitative trees or the second | 493,324     |
| Eduthing                  | 315.055    | Bills payable                    |             |
| Real estate and buildi'g  |            | a to counta                      | 314,288     |
| ar I and hands            | 8,009,920  | Current accounts                 |             |
| Stocks and bonds          |            | Other liabilities                | 11,631      |
| Materials and fuel        | 213,557    | ()ther madifices                 |             |
| Materials and ruce        |            | Lease warrants                   | 1,102,617   |
| Docks & terminal prop-    |            | in Athenat acoming               | 133,333     |
| erty, Toledo              | 502,941    | Bond interest accrued.           |             |
| erty, lotedo              |            | coupons not presented            | 8.147       |
| Car & locomotive trusts   | 1,102,617  | Officers more presented          | 000 614     |
| Car & locolitotive of the | 159,165    | Profit and loss                  | 929,614     |
| Bills and accounts        |            | I Tolle and loss.                |             |
| Dillis and the            | 32,260     |                                  |             |
| Cash on hand              | 02,200     |                                  |             |
| · ·                       |            |                                  | 07 007 151  |
| Total assets\$            | UT 067 451 | Total liabilities                | 527,907,40± |
| Total assets              | 21,301,404 | Tour International               |             |
| Totter tessession         |            |                                  |             |

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

| Statement of operations, income, o   | ,             |             |
|--------------------------------------|---------------|-------------|
| -                                    | 1881.         | 1882.       |
|                                      | 322.50        | 324 00      |
| Miles of railroad                    | 16 131 712    | 17,495,682  |
|                                      |               | 2,602,232   |
| Epatonic (Mills) IIIOVOU             |               | 35,371,201  |
| Cool included in fieldIII.           | 1,011,        |             |
|                                      | 82.019.79±    | \$2,886,437 |
| Gross earnings. Operating expenses.  | 1.329,137     | 1,752,734   |
| Operating expenses                   |               |             |
| Net earnings                         | \$1.190.657   | \$1.133,703 |
| Net earnings                         | 0200.007      | \$866,060   |
| Interest on bonds                    | ΨυΞυ, στο     | 27,597      |
| Interest on debt                     |               |             |
| Dividends on stock                   |               | 00 797      |
| Rental                               |               | 22,787      |
| Balance—credit                       | 533,783       | 216,165     |
| Balance-credit                       | 7,813 31      | 8,910 30    |
| Gross earlings per mile              |               | 5.409 67    |
| Grass avnenses ner mile              |               | 3,500 63    |
| Not carnings per mile                | 0,001 00      | 60.72 p. c. |
| Company to parnings                  | 02 11. [1. 0. | 2 60c.      |
| A monogo vote her bassenger ber mile | 20.0          |             |
| Average rate per ton per mile        | 0.81 c.       | 0.89c.      |
| Average rate por ton por             | _             |             |

Of the \$14,500,000 consolidated mortgage bonds authorized, \$6,500,000 are deposited with Central Trust Co. to redeem outstanding 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 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 212.4 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 & Northwest-ern 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 purcha ed 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) \$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.

In addition to the old funded debt in first mortgage and income bonds there are the Toledo Terminal 1st mortgage 6 per cent bonds, due July 1, 1920, \$600,000; car trust certificates, No. 1, 8 per cent, dated Sept. 1, 1880, \$360,000, interest payable March and September, principal in \$20,000 semi-annual instalments; car trust certificates. No. 2, 8 per cent, dated March 1, 1882, interest March and September, principal 10 per cent March 1, 1884, and 10 per cent annually, \$1,750,500.

On the River Div (extending from Corning, O., to Charleston, W. Va., 150 miles), which is not included in the foregoing statements, it being as yet in an incomplete condition, the company has made provision for an issue, on the entire length, of stock to the amount of \$10,000,000. and \$7,000,000 1st mortgage 6 per cent bonds, due March 1, 1922, interest March and September. Of these bonds \$3,000,000 will be used to pay for the bridge over the Ohio River at Point Pleasant and the railroad in W. Va. to Charleston, 57.6 miles, and \$4,000,000 to retire the bonds of the Ohio Central Coal Co.

#### Ohio Southern Railroad.

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

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, Aug. 9, the bridge and connection of the Atlantic & Pacific Raitroad with the Southern Pacific was completed, and the road is complete now as a through route to California.

Bankers & Merchants' Telegraph.—At a meeting of the 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 pusiness 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.

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 Illinois 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 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 Company.

New York & Greenwood Lake.—Surveys are being made on different routes for a branch of this road from Montclair, 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:

|   | New York Central Railroad.               | \$28 020 ALL ** |
|---|--|-----------------|
|   | Boston & Albany Railroad                 | 1 080 414 10    |
|   | Utica & Black River Railroad.            | . 815,172 11    |
|   | New York Central Sleeping Car            | 105 201 07      |
|   | Delaware Lackawanna & Western as lessses | 3,160,032 18    |
|   | Lake Shore Railroad                      | . 1,021,401 75  |
|   | Southern Central Railroad                | . 508.480 14    |
|   | Boston Hoosac Tunnel & Western Railroad  | 210 500 07      |
|   | Manhattan Railroad                       | 319,520 67      |
|   | Buffalo Pittsburg & Western Railroad.    | . 6.245,589 70  |
| Ì | Syracusa R & Nogr Vault Dailmand         | . 511,493 54    |
|   | Syracuse B. & New York Railroad          | . 1,019,602 59  |
|   | Newburg D. & Connecticut.                | . 149,828 30    |
|   | Adams Express Company                    | . 11,738 11     |
|   | Albany Railway.                          | . 132,827 99    |
| ĺ | Few York C. & St. L. Railroad            | . 134,989 45    |
|   |  |                 |

N. Y. 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.

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 companies.

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:

"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, acting 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 agains) the company, one as bondholders and the other as stockholders, and in each case prosecuting for themselves and all others similarly situated 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 secure its 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, with interest. The control of the St. Joseph & Western RR. has been for several years in the lands 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 mortgages, 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., Sidney Dillon, Frederick L. Ames, F. Gordon Dexter, Elisha Harris, and the other directors of the company, with the Farmers' Loan & Trust Co., of this city, as trustees, are also made defendants.

this city, as trustees, are also made defendants.

"In the second of the suits, E. C. Benedict & Co., as stockholders, seek an accounting of the earnings and property of the St. Joseph & Western RR. Co. It is claimed in this suit, to which the same parties are made defendants, that the Union Pacific has so managed the road as to divert the property and legitimate earnings of the St. Joseph Road into the Union Pacific treasury, and that it was so managed as to prevent it from doing a profitable business in order that the other properties of the Union Pacific might be benefitted. It is claimed that although the earnings of the St. Joseph & Western, since it passed under the control of the Union Pacific, have increased from year to year, the operating expenses have increased in larger proportions, until last year they amounted to 98½ per cent of the earnings. A temporary injunction restraining the defendants from exercising adversely to the complainants or to the Farmers' Loan & Trust Co., the trustee, any of the powers given by the mortgagee to a majority of the bondhelders to prevent foreclosure, has been granted by Judge McCrary in the first suit. This has been granted because the minority claim that the majority, who are defendants in the suit, are acting in bad faith toward them. William Strauss, the counsel for E. C. Benedict & Co. in this city, said to a Times reporter yesterday that some of the papers in these suits had already been served, and the defendants would probably have their appearances entered in a few days. The hearing of the motion for the appointment of a receiver of the St. Joseph & Western has been set for the first day of the next term of the Circuit Court for the District of Kansas, before Judge McCrary.

—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, injunction, &c.

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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:

| Gross earnings   | \$9,240,630  |
|--|--------------|
| Total  | \$10,046,227 |
| Operating expenses       \$4,342,992         Taxes       252,062         Interest on bonds       1,265,035 | 86.          |
| Interest on bonds       1,265,035         Dividends       1,724,664  |              |
| Bonds retired (\$750,000)  | - 8,372,255  |
| Surplus  | \$1,673,972  |

It is also stated that the Manitoba has left of its previouslyearned 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 follows:

| From land and stumpage sales From operation of railroad                             | \$245,487            |
|---|----------------------|
| Total net income for year.  Paid equipment trust sinking fund.                      | \$549,732<br>44,362  |
| Paid dividends on preferred stock, January and July, 3½ per cent each = 7 per cent. |                      |
| Balance for year ending June 30, 1883.  Balance of income, June 30, 1882.           | \$149,791<br>163;224 |

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.

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, Iil., 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.

Toledo 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 com-pany 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 Times.

#### 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 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.; the closing figures to-day were steady; August, 8.64@8.66c.; September, 8.70c.; October, 8.75c; December, 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. Bacon was quiet at \$186. 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 1034@11c. for prime and 10½@1034c 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@9¾c. Butter is dull and easy.

Rio coffee has been firm at 94c. 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@7.60c. for October, 7.55@7.65c. for November, 7.60@7.75c. for December and 7.80c. for January. Mild grades have been steady and fairly active. Spices have been quiet and pepper rather weak. Foreign green fruits 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 colong and green, but New Japan has declined; the regular market has been very dull. Rice has been firm for domestic, which is in small supply and in fair demand; moderate sales of foreign have been made at 43/4@47/8c. for Rangoon, 51/2@57/8c. for Java and 5@51/8c. for Patna. Molasses has been quiet and latterly 50-degrees test Cuba has been nominal at 25c. Raw sugar has been quiet and to a great extent nominal; fair refining has been quoted at 65%c.; Muscovado is more steadily held than centrifugal, which is quoted at 79-16c. for 96-degrees test; refined sugar has been doll and declining; crushed 9@91/sc., powdered 87/s@9c., granulated 83/4c., "A" standard 8 3-16@814c.

Kentucky tobacco has been in better request, both for shipment and foreign uses; lugs are steady at 5@61/2c. and leaf at 6½@11½c. Sales 466 hhds. for export and 164 hhds. for consumption. Seed leaf is not active, and the interest in the market is not important; new crop is steady and old descriptions rule easy. 150 cases 1881 crop, Housatonic, private terms; 50 cases 1881 crop, New England Havana, 20c.; 50 cases 1880 crop, Pennsylvania wrappers, 17@22½c.; 400 cases 1882 crop, Wisconsin Havana, 9@12c.; 100 cases 1880 crop, Ohio, 8@9c.; and 150 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 inquiry, and common to good strained cannot be quoted above \$150@ 1 60. Spirits turpentine, on the contrary, has been active and strong, in sympathy with the Southern advices; there have been large sales at 40½@41½c, and to-day there was a liberal business at 41 1/2041 1/2c. Refined petroleum has latterly been easier; freights have been advanced, and the European advices. show a decline. To-day 70 Abel test was quoted at 715c. for the first half of September, and yet there were a number of re-sales offered for the same time at 7%c. Crude certificates have sagged, and the manipulation upward seems to have been overdone; while the deliveries over runs have been larger, the July report of the United Pipe Line companies shows an actual increase of 400,000 bbls. in stocks at the primary centres. To-day 12,214,000 bbls. changed hands at \$1.09\\$@1.11@1.08\\$@1.08\\$. Ingot copper quiet at 15\\$@15\\$c. for Like.

Ocean freight room has been very active during the week, and all rates have been improved, particularly to the Continental ports. On Wednesday engagements for 700,000 bushels were made, and to-day freight for 544,000 bushels was taken, not including eight steamer charters at 4s. 1013d @5s. per qr. from this port and 4s. 7½d.@4s. 9d@5s. from Baltimore to Cork for orders and United Kingdom; id detail, grain to Liverpool was taken by steamer at 4d.; cheese, 30s.; cotton, 9-64@5-32d.; grain to London, 434@5d.; do. to Giasgow by steamer, 51/4; do. to Avonmouth, 55/8d.; do. to Hamburg, 1.05 marks; do. to Antwerp 6½@7d.; do. to Leith, 6½d; grain to Cork for orders, by sail. 5s. 3d. per qr.; crude petroleum to Dunkirk, 3s. 10½d; do. to Havre, 3s. 7½d; refined do. to Baltic, 4s. 9d.

#### 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   | 67ž   | - 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         |       | ā     |       | 43    | 100    | 29    | 172   |
| Boston           | 191   |       | 5     |       | 31     | 118   | 345   |
| Baltimore        |       |       |       |       |        | 800   | 800   |
| Philadelp'a, &c. | 40    | 114   | 40    |       | 35     |       | 229   |
| Totals this week | 1,298 | 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.

| Danishta ta            | 188           | 32-83.                              | 188           | 31-82.              | Slock.  |         |  |  |
|------------------------|---------------|-------------------------------------|---------------|---------------------|---------|---------|--|--|
| Receipts to August 10. | This<br>Week. | Since Sep.<br>1, 1882.              | This<br>Week. | Since Sep. 1, 1881. | 1893    | 1882.   |  |  |
| Galveston              | 2,321         | 811,134                             | 735           | 428,035             | 5,707   | 1,080   |  |  |
| Indianola,&c.          | 290           | 17,429                              | 317           | 14,179              |         | -,      |  |  |
| New Orleans            | 2,436         | 1,667,333                           | 539           | 1,185,901           | 64,735  | 21,144  |  |  |
| Mobile                 | 104           | 311,342                             | 201           | 263.432             |         | 866     |  |  |
| Florida                | 4             | 18,418                              | 11            | 27,250              |         |         |  |  |
| Savannah               | 1,430         | 812,136                             | 386           |                     | 2,920   | 1,584   |  |  |
| Brunsw'k, &c           |               | 5,508                               |               | 7.026               |         | -,      |  |  |
| Charleston             | 349           | 566,480                             | 257           | 497,715             | 2,985   | 452     |  |  |
| Pt/Royal, &c.          | 23            |                                     |               | 24,516              | -,000   |         |  |  |
| Wilmington             | 85            |                                     | 104           |                     | 1,275   | 368     |  |  |
| M'head C., &c          | 40            | 19,622                              | 6             | 26,586              |         | •       |  |  |
| Norfolk                | 1,063         |                                     | 738           |                     | 0.000   | 1,603   |  |  |
| West Point, &c         | 15            | resource and the state of the       | 96            |                     | 20,007  | 2,000   |  |  |
| New York               | 172           | The same of the same of the same of | 295           |                     | 147,520 | 113,846 |  |  |
| Boston                 | 345           | 191,387                             | 739           | 232,161             | 6,480   | 5,015   |  |  |
| Baltimore              | 800           | 70.068                              |               | 26,109              | 14,903  | 3,894   |  |  |
| Philadelp'a,&c.        | 229           | 112,529                             | 384           | 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      | 2,281    | 984          |
| New Orleans.   | 2,436    | 539      | 3,435    | 814      | 249      |              |
| Mobile         | 104      | 204      | 499      | 297      | 20       |              |
| Savannah       | 1,430    | 3:6      | 1,866    | 1,513    | . 81     | 551          |
| Charl'st'n, &c |          | 257      | 348      | 740      |          |              |
| Wilm'gt'n, &c  | 125      | 110      | 93       | 58       | 15       | 421          |
| Norfolk, &c    | 1,078    | 834      | 1,629    | 1,038    | 200      | 615          |
| All others     | 1,550    | 1,429    | 3,109    | 3,594    | 591      | 950          |
| Tot. this w'k. | 9,706    | 4,811    | 13,062   | 8,691    | 3,462    | 4,657        |
| 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               | Export         | ng Aug.<br>ed to— | 10.         | From Sept. 1, 1882, to Aug. 10, 1888<br>Exported to- |                |   |                 |  |  |
|----------------|------------------|----------------|-------------------|-------------|--|----------------|---|-----------------|--|--|
| from-          | Great<br>Brit'n. | <b>Fra</b> nce | Conti-<br>nent.   | Total Week. | Great<br>Britain.                                    | France         | Conti-<br>nent.                         | Total.          |  |  |
| Galveston      |                  | ••••           |                   | ••••        | 321,455  | 39,325         | 160,593                                 | 521,376         |  |  |
| New Orleans    | 2,022            |                |                   | 2,022       | 859,812  | 292,670        | 441,326                                 | 1,593 808       |  |  |
| Mobile         |                  |                |                   |             | 34,840   | 9,35           | 1,130                                   | 45,290          |  |  |
| Florida        |                  |                |                   |             |  |                | 100                                     |                 |  |  |
| Savannah       |                  |                |                   |             | 110,312  |                | 283,028                                 | 418 993         |  |  |
| Charleston *   |                  |                |                   |             | 131,080  |                | 120000000000000000000000000000000000000 | 101 0.00 000.00 |  |  |
| Wilmington     |                  |                |                   |             | 53,173   |                | 4,590                                   | SA 14 VA 200 S  |  |  |
| Norfolk+       | ·                |                |                   |             | 372,725  | Contraction of | 28,985                                  |                 |  |  |
| New York       | 9,301            | 867            | 2,142             | 12,310      | 539,761  | 31,337         | 162,559                                 |                 |  |  |
| Boston         | 919              |                |                   | 919         |  |                | 543                                     |                 |  |  |
| Baltimore      |                  |                | 200               | 200         | 174 205  | 4,823          | 75.75.85                                |                 |  |  |
| Philadelp's,&c | 246              |                |                   | 246         |  |                | 3,386                                   | 105,303         |  |  |
| Total          | 12,458           | 887            | 2,312             | 15,697      | 2,884,535  | 427,941        | 1,368,309                               | 4,678,785       |  |  |
| Total 1881-82  | 15,633           | 71             | 3,059             | 18,768      | 2,350,635  | 379,040        | 809,442                                 | 3.539.117       |  |  |

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

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

| *            | Or                |            |                  |                 |        |                   |
|--------------|-------------------|------------|------------------|-----------------|--------|-------------------|
| Aug. 10, At- | Great<br>Britain. | France.    | Other<br>Foreign | Coast-<br>wise. | Total. | Leaving<br>Stock. |
| New Orleans  | 2.709             | None.      | None.            | 310             | 3,019  | 61,716            |
| Mobile       | None.             | None.      | None.            | None.           | None.  | 5,269             |
| Caarieston   | None.             | None.      | None.            | 50              | 50     | 2,935             |
| Savannah     | None.             | None.      | None.            | 5 50            | 50     | 2,875             |
| Galveston    | None.             | None.      | None.            | 1,000           | 1,000  | 4,707             |
| Norfolk      | None.             | None.      | None.            | 1,425           | 1,425  | 14,972            |
| New York     | 5,000             | 350        | 650              | None.           | 6,000  | 141,520           |
| Other ports  | 2,000             | None.      | 100              | None.           | 2,100  | 26,849            |
| Total 1883.  | 9,709             | <b>350</b> | 750              | 2,835           | 13,644 | 260,838           |
| Total 1882   | 4,039             | 333        | ·1,300           | 321             | 6,043  | 149,525           |
| Total 1881   | 16,086            | 1,726      | 799              | 294             | 18,905 | 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 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 1.6c. on Saturday, reduced 1-16c. on Wednesday, and revised on Thursday, low grades, including stained. being advanced 3-16c., medium grades 1-16@1/3c. and high grades 1-16c. To-day the market was weak, middling uplands closing at 101/4c.

each day of the past week.

| Aug. 4 to     | U         | PLANI | os.   | NEW    | ORLE  | EANS. |        | TEXAS.    |              |  |  |  |
|---------------|-----------|-------|-------|--------|-------|-------|--------|-----------|--------------|--|--|--|
| Aug. 10.      | Sat.      | Mon   | Tues  | Sat.   | Mon   | Tues  | Sat.   | Mon.      | Tues         |  |  |  |
| Ordin'y. 智動   | 7916      | 7916  | 7916  | 71316  | 71316 | 71316 | 71316  | 71316     | 71316        |  |  |  |
| Strict Ord    | 8         | 8     | 1 8   | 84     | 81,1  | 814   | 814    | 814       | 814          |  |  |  |
| Good Ord      | 81316     | 81316 | 81316 | 9116   | 9116  | 9116  | 9116   | 9116      | 9116         |  |  |  |
| Btr. G'd Ord  | 938       | 933   | 938   | 958    | 958   | 958   | 958    | 958       | 958          |  |  |  |
| Low Midd'g    | 91316     | 91310 | 91310 | 10116  | 10116 | 10116 | 10116  | 10116     | 10116        |  |  |  |
| Str.L'w Mid   | 10118     | 10116 | 10116 | 10516  | 10516 | 10516 | 10516  | 10518     | 10516        |  |  |  |
| Middling      | 1014      | 1014  | 1014  | 1012   | 1012  | 1012  | 1012   | 1012      | 1012         |  |  |  |
| Good Mid      | 105a      | 1058  | 1058  | 1078   | 1078  | 1078  | 1078   | 1078      | 1078         |  |  |  |
| 8tr. G'd Mid  | $107_{8}$ | 1078  | 1078  | 1118   | 1118  | 1118  | 1118   | 1118      | 1118         |  |  |  |
| Midd'g Fair   | 1138      | 1138  | 1138  | 1158   | 1158  | 1158  | 1158   | 1158      | 1158         |  |  |  |
| Fair          | 1218      |       |       | 1238   | 1238  |       | 1238   | 1238      | 1238         |  |  |  |
|               | Wed       | Th.   | Fri.  | Wed    | Th.   | Fri.  | Wed    | Th.       | Pri.         |  |  |  |
| Ordin'y. P To | 712       | 71116 | 71116 | 734    | 71518 | 71516 | 734    | 71516     | 713          |  |  |  |
| Strict Ord    | 71516     | 818   | 818   | 8316   | 838   | 838   | 8316   | 838       | 71516<br>838 |  |  |  |
| Good Ord      | 834       | 81516 | 81516 | 9 16   | 9316  | 9318  | 9 16   | $93_{16}$ | 03.          |  |  |  |
| Str. G'd Ord  | 9516      | 912   | 912   | 9916   | 934   | 934   | 9916   | 931       | 9316<br>931  |  |  |  |
| Low Midd'g    | 934       | 978   | 978   | 10     |       | 1018  | 10     | 1018      | 1018         |  |  |  |
| Str. L'w Mid  | 10        | 10118 | 10116 | 1014   | 10516 |       | 104    | 10516     | 10516        |  |  |  |
| Middling      | 10310     | 1014  | 1014  | 10716  | 1012  | 1012  | 10716  | 1012      | 1042         |  |  |  |
| Good Mid      | 10916     | 1058  | 1058  | 101316 | 1078  | 1078  | 101316 | 1070      | 1078         |  |  |  |
| Str. G'd Mid  | 101310    | 1470  | 1078  | 11116  | 1118  | 1118  | 11116  | 1118      | 1118         |  |  |  |
| Midd'g Fair   | 11510     | 1138  | 1138  | 11916  | 1158  | 1158  | 11916  | 1158      | 1158         |  |  |  |
| Fair          | 19110     | 1916  | 1910  | 195    | 1935  | 1230  | 105    | 1030      | 1035         |  |  |  |

| STAINED.      | Sat.                                 | Mon | Tues | Wed  | Th.                        | Fri.   |
|---------------|--------------------------------------|-----|------|--|----------------------------|--|
| Good Ordinary | 713 <sub>16</sub><br>81 <sub>2</sub> | 842 | 842  | 615 <sub>16</sub><br>73 <sub>4</sub><br>87 <sub>16</sub><br>97 <sub>16</sub> | 718<br>71516<br>858<br>958 | 7 <sup>1</sup> 8<br>7 <sup>15</sup> 16<br>8 <sup>5</sup> 8<br>9 <sup>5</sup> 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.

|       |                          | SAL          | S OF S            | FUTURES. |               |        |         |             |
|-------|--------------------------|--------------|-------------------|----------|---------------|--------|---------|-------------|
|       | CLOSED.                  | Ex-<br>port. | Con-<br>sump.     |          | Tran-<br>sit. | Total. | Sales.  | Deliveries. |
| Sat   | Quiet at 18 adv          |              | 159               | 304      | ••••          | 463    |         |             |
|       | Quiet and steady<br>Weak | 93           | $\frac{316}{364}$ |          |               | 316    | 79,000  |             |
|       | Easy at 118 dec.         |              | 1.003             |          |               |        | 127.700 |             |
| Thurs | Quiet at rev. quo.       | 120          | 413               |          |               | 413    | 91,700  | 1,100       |
| Fri   | Easy                     | 120          | 665               | ••••     |               | 785    | 123,300 | 800         |
| Total |                          | 559          | 2,920             | 304      |               | 3,783  | 026,400 | 11,550      |

The daily deliveres 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 follow ing comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

| _  |  |   |   |  |   |  |   |              |                    |
|--|--|---|---|--|---|--|---|--------------|--------------------|
| Sales since Sep. 1, 82+ 25,239,000 4,176,600 | Total sales this week. Average price, week.    | Friday, Aug. 10— Depressed. Aver10.14 Aver10.15 Aver10.07 Aver10.05 Aver  8alas, total  | Interestay, Aug. 9—       Buoyant. Steady.       Aver10.25 Aver10.22 Aver10.10 Aver10.05 Aver10.05 Prices paid (range) 10.00 210.58 10.23 200.28 10.19 20.25 10.06 210.13 10.00 210.10 10.03 20.25 10.23 20.2 | Wednesd'y, Aug. 8-<br>Bales, total<br>Prices paid (range)<br>Closing   | Fuesday, Aug. 7— Bales, total Prices paid (range) Closing   | Monday, Aug. 6 -       Variable.       Variable.       Aver. 10.32 Aver. 10.13 Aver. 10.09 Aver. 10.15 Aver. 10.15 Aver. 10.15 Aver. 10.15 Aver. 10.16 Aver. 10.16 Aver. 10.17 Aver. 10.17 Aver. 10.18 Aver. 10.18 Aver. 10.18 Aver. 10.18 Aver. 10.19 Aver. 10.10 A | Saturday, Aug. 4- Sales, total Prices paid (range) Closing.   | FUTURES.     | Market, Prices and |
| 25,239,000                                   | 626,400  | Depressed.<br>123,300<br>10.00@10.62<br>Weak.   | Buoyant.<br>91.70<br>10.00210.58<br>Steady.   | Variable,<br>127,700<br>9-91-0-10-57<br>Firmer.  | Declining.<br>111,000<br>9.95.20.64<br>Easy.  | Variable. 79,000 10:04 a 10:75 Irregular.  | Buoyant.<br>93,700<br>9 99 ā 10.62<br>Steady.   | Total Sales. | Market,            |
| 4,176,600                                    | $\begin{array}{c} 22,800 \\ 10.24 \end{array}$ | Aver 10·14<br>2,600<br>10·11@10·22<br>10·15—10·16   | Aver10.25<br>1,800<br>10.23 <b>a</b> 10.28<br>10.26-10.27   | Aver10·13 Aver10·1<br>2.300 40,200<br>10·11@10·18 10·10@10·1<br>10·17—10·18 1··16——  | Aver10-23<br>2,600<br>10-15 a 10-30<br>10-14-10-15  | Aver10.32<br>6,900<br>10.28 a 10.35<br>10.28   | Aver10:34<br>6,600<br>10:34—10:35   | August.      |                    |
| 959,900                                      | 181,000<br>16:21                               | Aver 10·14 Aver 10·15 Aver 10·07 2;600 20,300 20,800 10·11@10·22 10·11@10·21 10·03@10·10 10·15— 10·06—  | Aver10.22<br>21,500<br>10.19 \( \pi \) 10.25<br>10.23 \( -10.24 \)  | Aver .10·14<br>40,200<br>10·10æ10·18<br>1 <sub>0</sub> ·16—  | Declining. Aver10.23 Aver10.20 Aver10.06<br>111,000<br>9.95 & 10.64 10.15 & 10.30 10.13 & 10.01 & 10.01 & 10.17<br>Easy. 10.14-10.15 10.14-10.15 10.61-10.02  | Aver10.28<br>19.800<br>10.23@10.31<br>10.27-10.25  | Aver. 10.33 Aver. 10.25 Aver. 10.11 6.600 33.800 11.000 10.26 \$\alpha\$10.39 10.22 \$\alpha\$10.31 10.07 \$\alpha\$10.15 10.34 - 10.33 10.28 - 10.29 10.14   | September.   |                    |
| 708,400                                      | 88,900<br>10:08                                | Aver10 07<br>20,800<br>10.03 @10.10<br>10.06———   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | Variable, 127,700       Aver. 10·13       Aver. 10·14       Aver. 9·99       Aver. 15, 120, 14,900       15, 120, 120, 120, 120, 120, 120, 120, 120  | Aver 10·23 Aver 10·20 Aver 10·06 Aver 2.600 \$5.300 16.800 1 10·15 \$a10·30 10·13 \$a10·31 10·01 \$a10·17 9·95 10·14-10·15 10·14-10·15 10·01-10·02 9·96   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | Aver10·11<br>11.000<br>10·07æ10·15<br>10·14-  | October.     |                    |
| 564,500                                      | 10.03  | Aver 10.05 Aver 12.600 10.03 æ 10.10.05 10.03 æ 10.05 10.06 -   | Aver10.05<br>9,300<br>10.00 #10.10<br>10.0910.10  |  | Aver 10.01 Aver 15.800 6, 9.95.2010 9.97.2 9.96 9.97  | Aver10.09<br>4.300<br>10.04@10.11<br>10.09-10.10   | Aver10.06 Aver<br>5,700 8.<br>9.99 & 10.11 10.00 &<br>10.07 - 10.08 10.09.  | November.    | DAILY PRICES       |
| 317,200                                      | 56,400<br>10.06                                | Aver 10.07<br>10,500<br>10.03 æ10.09<br>10.06 – 10.07   | Aver 10.07<br>16,000<br>10.03 #10.12<br>10.11-10.12   | 9.94 Aver 9.95<br>300 6.900<br>9.98 9.93 9.98<br>9.98 9.97 — 9.99  | Aver10.05<br>6,000<br>9.97 a 10.12<br>9.97 — 9.98   | Aver10:11<br>8.600<br>10:05@10:13<br>10:11—10:12   | Aver10.08<br>8,400<br>10.00@10.11<br>10.0910.10   | December.    | ICES AND           |
| 148 800                                      | 150,400  | 10.07 Aver10.14<br>500 32.700<br>10.09 10.10@10.17<br>10.07 10.14-10.15   | 10.07 Aver10.15<br>000 24,000<br>10.12 10.11@10.19<br>10.12 10.19 —   | Aver16.04<br>28,700<br>10.01 210.08  | Aver 10·11<br>25,400<br>10·64æ10·20<br>10·04 -10·05   | Aver10-18<br>17,400<br>10-13-210-21<br>10-18-10-19   | Aver10-15<br>22-200<br>10-10-210-20<br>10-17-10-18  | January.     | SALES OF           |
| 71,800                                       | 18,900   | $\begin{array}{c} 10.07 \text{ Aver }10.14 \text{ Aver }10.27 \text{ Aver }10.38 \\ .500 & 32.700 \\ 10.09 & 10.10 \% 10.17 \\ 10.07 & 10.14 - 10.15 \\ \hline \end{array}$ | 10·07 Aver10·15 Aver10·26 Aver10·36 Aver  10·00   | Aver10·14<br>5,800<br>10·12æ10·16<br>10·17———  | Aver10.28<br>1,600<br>10.20 <b>a</b> 10 30<br>10.15-10.16   | Aver. 10.31<br>1.900<br>10.26 d 10.33<br>10.28—10.30   | Aver. 10:15 Aver10:25 Aver10:36<br>22:200<br>10:10:210:20 10:20:210:30 10:32:2010:40<br>10:17-10:15 10:28-10:29 10:39-10:40   | February.    | FUTURES            |
| 108,800                                      | 10.35  | Aver10.27 Aver10.38<br>6,000<br>10.25 a10.28 10.33 a10.41<br>10.25 a10.27 10.36—10.38   | Aver10.36<br>3,200<br>10.33 æ10.41<br>10.40-10.41   | Aver . 10.24<br>6 300<br>10.22 <b>a</b> 10.29<br>10.28-10.29   | Aver 10:38<br>3,600<br>10:23 @10:42<br>10:26-10:28  | Aver10.40<br>3,500<br>10.36@10.44<br>10.39-10.41   | Aver10:36<br>1.000<br>10:32 ø 10:40<br>10:39 – 10:40  | March.       | FOR EACH           |
| 48,800                                       | 10:47  | Aver10.49<br>700<br>10.49 & 10.50<br>10 47 - 10.49  | Aver 10·26 Aver 10·36 Aver 10·45 Aver 10·57<br>2. 900<br>10·23 æ 10·30 10·33 æ 10·41 10·45 æ — 10·57 æ 10·58<br>10·29 — 10·30 10·40 — 10·41 10·50 — 10·52 10·61 — 10·63   | 9.95 Aver. 16.04 Aver. 10.14 Aver. 10.24 Aver. 10.34 Aver. 10.46 Aver. 10.90   28,700   5.800   6.500   6.500   6.500   9.98 10.01 a 10.08 10.12 a 10.16 10.22 a 10.29 10.33 a 10.56 10.44 a 10.50 10.57 a 10.99 10.06— 10.17— 10.28—10.29 10.39—10.40 10.49—10.51 — — | 10.05 Aver10.11 Aver10.28 Aver10.38 Aver10.51 Aver10.59 Aver  25,400 1,600 25,400 1,600 1,600 26,400 1,600 1,600 27,400 1,600 | Aver 10:31 Aver 10:40 Aver 10:50 Aver 10:88 1:900 1:900 10:26 a 10:33 10:36 a 10:44 10:47 a 10:54 10:55 a 10:63 10:28—10:30 10:39—10:41 10:51—10:53 10:62—10:64  | $ \begin{array}{c} 10 \cdot 08  \text{Aver}  10 \cdot 15  \text{Aver}  10 \cdot 25  \text{Aver}  10 \cdot 36  \text{Aver}  10 \cdot 51  \text{Aver}  10 \cdot 60 \\ 400  22 \cdot 200  700  10 \cdot 90  10 \cdot 20  10 \cdot 20  10 \cdot 30  10 \cdot 32  10 \cdot 40  10 \cdot 51  10 \cdot 52  10 \cdot 59  10 \cdot 62 \\ 10 \cdot 10  10 \cdot 10  10 \cdot 15  10 \cdot 28  10 \cdot 29  10 \cdot 39  10 \cdot 40  10 \cdot 50  10 \cdot 52  10 \cdot 61  10 \cdot 63 \\ \hline \end{array} $ | _            | I MONTH.           |
| 26,300                                       | 10.57  | 1,700<br>10.55@10.62<br>10.58—10.60   | Aver10.57<br>6.00<br>10.57.2010.58<br>10.61-10.63   | Aver 10.46<br>600<br>16.44@10.50<br>10.49—10.51  | Aver10-59<br>2,000<br>10-57@10-64<br>10-48—10-50  | Aver . 10.58<br>700<br>10.55@10.63<br>10.62—10.64  | Aver10-60<br>3.000<br>10-59 \$\tilde{a}\$10-62<br>10-61-10-63   | Мау.         |                    |
| 3,000  | 10.63  | Aver :  | 1   :   | 10.57 a -  | 100:59  | Aver10.74 Aver10.39 10.73 @10.75 —   | Aver  | June.        |                    |
| 200  | . 1  | 11  | :: (e   | 9::  | e : :   | Aver10:59  |   | uly.         |                    |

Includes sales 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-February 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, June for June, 2,932,700; September-July for July, 1,319,900.

Transferable Orders—Saturday, 10·35c; Monday, 10·30c.; Tuesday, 10·15c.; Wednesday, 10·20c; Thursday, 10·30c.; Friday, 10·20c.

Short Notices for August—Saturday, 10·25c.; Tuesday, 10·30a 16·18c.; Wednesday, 10·10a 12c.; 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 everage for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

The following exchanges have been made during the week.

·14 pd. to exch. 500 Jan. for Sept. ·02 pd. to exch. 100 Sept. for Aug. 100 Sept. for Aug. even. -03 pd. to exch. 400 Aug. s. n. 8th

for regular. for regular.
500 Sept. for Aug. even.
02 pdf to exch. 300 Aug. s. n. 11th
for regular.
100 January for September—ever.
109 pd. to exch. 100 Dec. for Sept.

·13 pd. to exch. 500 Dec. for Sept. '11 pd. to exch. 500 Oct. for Sept. '01 pd. to exch. 200 Aug. s. n. 11th for regular.

100 August s. n. 14th for regular-

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Aug. 10), we add the item of exports from the United States, including in it the exports of Friday only. 1883. 1882. 1881. 1880. baies. 932,000 669,000 767,000 696,000

| Stock at Liverpoolbales.  | 932,900  | 669,000  | 757,000  | 696,000   |
|---|--|--|--|---|
| Stock at London   | 47,900   | 69,100   | 40,900   | 55,200  |
| m Deltain shock   | 070.000  | <b>500 100</b>   | 207 000  | 751 000   |
| Total Great Britain stock   | 979,900  | 738,100  | 807,900  | 751,200<br>4,500  |
| Stock at Hamburg  | 4,000  | 2,600  | 4,300  |   |
| Stock at Bremen   | 47.700   | 36,600   | 52,600   | 30,800  |
| 3 ock at Amsterdam  | 31,000   | 14,300   | 35,100   | 15,800  |
| Stock at Rotterdam  | 2,100  | 2,000  | 3,900  | 2,880   |
| Stock at Antwerp  | 8,000  | 300  | 2,500  | 981   |
| Stock at Havre  | 108,000  | 124,000  | 203.000  | 69.400  |
| Stock at Marseilles   | 9.900  | 1,100  | 3,800  | 8,130   |
| Stock at Barcelona  | 75,000   | 25,000   | 33,100   | 58,000  |
| Stock at Genoa  | 17,000   | 13,400   | 3,500  | 14,900  |
| Stock at Trieste  | 14,000   | 6,300  | 7,200  | 6,200   |
|   |  |  |  |   |
| Total continental stocks  | 316,700  | 225,600  | 319,000  | 211,591   |
| Total European stocks   | 2919 600   | 963.700  | 1,156,900  | 962,791   |
| India cotton affoat for Europe.   | 210,000  | 300,000  | 231.000  | 181,000   |
| Amer'n cotton afloat for Eur'ps   | 65,000   | 61,000   | 137.000  | 93,000  |
| Egypt, Brazil, &c. afit for E'r'pe  | 22,000   | 10,000   | 23.000   | 14.000  |
| Stock in United States ports  | 274,482  | 155,568  | 227.970  | 151,989   |
| Stock in U. S. interior towns   | 44.578   | 17,125   | 43,365   | 35,473  |
| United States exports to-day.   | 1,800  | 2,100  | 3,800  |   |
| THE BUSINESS OF DOLLS 10-103  | 1,000  | 2,100  | 0,000  |   |
|   |  |  |  |   |
| Total visible supply  | .914.460   | 1,512,493  | 1,823,035  | 1,438,253   |
| Total visible supply  | .914.460   | 1,512,493<br>ther descrip  | 1,823,035<br>ptions are s  | 1,438,253<br>s follov s:  |
| Total visible supply 1 Of the above, the totals of America  | .914.460<br>can and o  | 1,512.493<br>ther descrip  | 1,823,035<br>ptions are s  | 1,438,253<br>s follov s:  |
| Total visible supply 1 Of the above, the totals of America  | .914.460<br>can and of   | 1,512,493<br>ther descrip  | 1,823,035<br>ptions are s<br>593,000   | 1,438,253<br>8 follov 8:<br>469,000   |
| Total visible supply 1 Of the above, the totals of American— Liverpool stock  | can and of   | ther descrip   | 593,000<br>227.000   | 469,000<br>109,000  |
| Total visible supply 1 Of the above, the totals of American— Liverpool stock  | 650,000<br>190,000   | 367.000<br>85,000  | 593,000<br>227.000   | 469,000<br>109,000  |
| Total visible supply 1 Of the above, the totals of American— Liverpool stock  | 650,000<br>190,000<br>65,000   | 367.000<br>85.000<br>64.000  | 593,000<br>227,000<br>137,000  | 469,000   |
| Total visible supply 1 Of the above, the totals of American— Liverpool stock Continental stocks American affoat for Europe United States stock 1  | 650,000<br>190,000<br>65,000<br>274,482  | 367,000<br>85,000<br>64,000<br>155,568   | 593,000<br>227,000<br>137,000<br>227,970   | 469,000<br>109,000<br>93,000<br>151,989   |
| Total visible supply  | 650,000<br>190,000<br>65,000<br>274,482<br>44,578  | 367,000<br>85,000<br>64,000<br>155,568<br>17,125   | 593,000<br>227,000<br>137,000<br>227,970<br>43,365   | 469,000<br>109,000<br>93,000<br>151,989<br>35,473   |
| Total visible supply 1 Of the above, the totals of American— Liverpool stock Continental stocks American affoat for Europe United States stock 1  | 650,000<br>190,000<br>65,000<br>274,482  | 367,000<br>85,000<br>64,000<br>155,568   | 593,000<br>227,000<br>137,000<br>227,970   | 469,000<br>109,000<br>93,000<br>151,989   |
| Total visible supply 1 Of the above, the totals of American— Liverpool stock  | 650,000<br>190,000<br>65,000<br>274,482<br>44,578<br>1,800   | 367,000<br>85,000<br>64,000<br>155,568<br>17,125<br>2,100  | 593,000<br>227,000<br>137,000<br>227,970<br>43,365<br>3,800  | 469,000<br>109,000<br>93,000<br>151,989<br>35,473   |
| Total visible supply 1 Of the above, the totals of American— American— Liverpool stock  | 650,000<br>190,000<br>65,000<br>274,482<br>44,578<br>1,800   | 367,000<br>85,000<br>64,000<br>155,568<br>17,125<br>2,100  | 593,000<br>227,000<br>137,000<br>227,970<br>43,365   | 469,000<br>109,000<br>93,000<br>151,989<br>35,473   |
| Total visible supply 1 Of the above, the totals of American— American— Liverpool stock  | 650,000<br>190,000<br>65,000<br>274,482<br>44,578<br>1,800   | 367,000<br>85,000<br>64,000<br>155,568<br>17,125<br>2,100<br>690,793   | 593,000<br>227,000<br>137,000<br>227,970<br>43,365<br>3,800<br>1,232,135   | 469,000<br>109,000<br>93,000<br>151,989<br>35,473<br>858,462  |
| Total visible supply  | 650,000<br>190,000<br>65,000<br>274,482<br>44,578<br>1,800<br>1,225,860<br>282,000   | 367.000<br>85.000<br>64.000<br>155,568<br>17,125<br>2,100<br>690,793<br>302,000  | 593,000<br>227,000<br>137,000<br>227,970<br>43,365<br>3,800<br>1,232,135<br>174,000  | 469,000<br>109,000<br>93,000<br>151,989<br>35,473<br><br>858,462<br>227,000   |
| Total visible supply  | 650,000<br>190,000<br>65,000<br>274,482<br>44,578<br>1,800<br>1,225,860<br>282,000<br>47,900   | 367.000<br>85.000<br>64.000<br>155,568<br>17,125<br>2,100<br>690,793<br>302,000<br>69,100  | $\begin{array}{c} 593,000 \\ 227,000 \\ 137,000 \\ 227,970 \\ 43,365 \\ 3,800 \\ \hline 1,232,135 \\ 174,000 \\ 40,900 \end{array}$  | 469,000<br>109,000<br>93,000<br>151,989<br>35,473<br><br>858,462<br>227,000<br>55,200                                 |
| Total visible supply  | 650,000<br>190,000<br>65,000<br>274,482<br>44,578<br>1,800<br>1,225,860<br>282,000<br>47,900<br>126,700  | 367,000<br>85,000<br>64,000<br>155,568<br>17,125<br>2,100<br>690,793<br>302,000<br>69,100<br>140,600   | 593,000<br>227,000<br>137,000<br>227,970<br>43,365<br>3,800<br>1,232,135<br>174,000<br>40,900<br>122,0 i0  | 469,000<br>109,000<br>93,000<br>151,989<br>35,473<br>   |
| Total visible supply  | 650,000<br>190,000<br>65,000<br>274,482<br>44,578<br>1,800<br>1,225,860<br>282,000<br>47,900<br>126,700<br>210,000   | 367,000<br>85,000<br>64,000<br>155,568<br>17,125<br>2,100<br>690,793<br>302,000<br>69,100<br>140,600<br>360,000  | 593,000<br>227,000<br>137,000<br>227,970<br>43,365<br>3,800<br>1,232,135<br>174,000<br>40,900<br>122,0 io<br>231,000   | 469,000<br>109,000<br>93,000<br>151,989<br>35,473<br>   |
| Total visible supply  | 650,000<br>190,000<br>65,000<br>274,482<br>44,578<br>1,800<br>1,225,860<br>282,000<br>47,900<br>126,700<br>210,000   | 367,000<br>85,000<br>64,000<br>155,568<br>17,125<br>2,100<br>690,793<br>302,000<br>69,100<br>140,600   | 593,000<br>227,000<br>137,000<br>227,970<br>43,365<br>3,800<br>1,232,135<br>174,000<br>40,900<br>122,0 i0  | 469,000<br>109,000<br>93,000<br>151,989<br>35,473<br>   |
| Total visible supply. 1 Of the above, the totals of American— Liverpool stock. Continental stecks. American afloat for Europe. United States stock. United States interior stocks. United States exports to-day.  Total American fast Indian, Brazil, &c.— Liverpool stock. London stock. Continental stocks India afloat for Europe. Egypt, Brazil, &c., afloat.   | 650,000<br>190,000<br>65,000<br>274,482<br>44,578<br>1,800<br>1,225,860<br>47,900<br>126,700<br>210,000<br>22,000  | 367,000<br>85,000<br>64,000<br>155,568<br>17,125<br>2,100<br>690,793<br>302,000<br>69,100<br>140,600<br>300,000<br>10,000                                    | 593,000<br>227,000<br>137,000<br>227,970<br>43,365<br>3,800<br>1,232,135<br>174,000<br>40,900<br>122,0 00<br>231,000<br>23,000   | 469,000<br>109,000<br>93,000<br>151,989<br>35,473<br><br>858,462<br>227,000<br>55,200<br>102,591<br>181,000<br>14,000 |
| Total visible supply  | 650,000<br>190,000<br>65,600<br>274,482<br>44,578<br>1,800<br>1,225,860<br>282,000<br>47,900<br>126,700<br>210,000<br>22,000<br>688,600  | 367.000<br>85.000<br>64.000<br>155,568<br>17,125<br>2,100<br>690,793<br>302,000<br>69,100<br>140,600<br>300,000<br>10,000                                    | 593,000<br>227,000<br>137,000<br>227,970<br>43,365<br>3,800<br>1,232,135<br>174,000<br>40,900<br>122,0 i0<br>231,000<br>23,000   | 469,000<br>109,000<br>93,000<br>151,989<br>35,473<br>   |
| Total visible supply.  Of the above, the totals of American— Liverpool stock. Continental stecks. American afloat for Europe. United States stock. United States interior stocks. United States exports to-day.  Total American. East Indian, Brazil, &c.— Liverpool stock. London stock. Continental stocks India afloat for Europe. Egypt, Brazil, &c., afloat.  Total East India, &c. Total American.                        | 650,000<br>190,000<br>65,000<br>274,482<br>44,578<br>1,800<br>1,225,860<br>282,000<br>47,900<br>210,000<br>22,000<br>688,600<br>1,225,860                                      | 367,000<br>85,000<br>64,000<br>155,568<br>17,125<br>2,100<br>690,793<br>302,000<br>69,100<br>140,600<br>360,000<br>10,000<br>821,700<br>690,793              | 593,000<br>227,000<br>137,000<br>227,970<br>43,365<br>3,800<br>1,232,135<br>174,000<br>40,900<br>122,0 0<br>231,000<br>23,000<br>590,900<br>1,232,135  | 8 follows:<br>469,000<br>109,000<br>93,000<br>151,989<br>35,473<br>   |
| Total visible supply.  Of the above, the totals of American— Liverpool stock. Continental stecks. American afloat for Europe. United States stock. United States interior stocks. United States exports to-day.  Total American. East Indian, Brazil, &c.— Liverpool stock. London stock. Continental stocks India afloat for Europe. Egypt, Brazil, &c., afloat.  Total East India, &c. Total American.                        | 650,000<br>190,000<br>65,000<br>274,482<br>44,578<br>1,800<br>1,225,860<br>282,000<br>47,900<br>210,000<br>22,000<br>688,600<br>1,225,860                                      | 367,000<br>85,000<br>64,000<br>155,568<br>17,125<br>2,100<br>690,793<br>302,000<br>69,100<br>140,600<br>360,000<br>10,000<br>821,700<br>690,793              | 593,000<br>227,000<br>137,000<br>227,970<br>43,365<br>3,800<br>1,232,135<br>174,000<br>40,900<br>122,0 0<br>231,000<br>23,000<br>590,900<br>1,232,135  | 8 follows:<br>469,000<br>109,000<br>93,000<br>151,989<br>35,473<br>   |
| Total visible supply.  Of the above, the totals of American— Liverpool stock. Continental stecks. American afloat for Europe. United States stock. United States interior stocks. United States exports to-day.  Total American. East Indian, Brazil, &c.— Liverpool stock. London stock. Continental stocks India afloat for Europe. Egypt, Brazil, &c., afloat.  Total East India, &c. Total American.  Fotal visible supply. | 650,000<br>190,000<br>65,000<br>274,482<br>44,578<br>1,800<br>1,225,860<br>282,000<br>47,900<br>126,700<br>210,000<br>22,000<br>688,600<br>1,225,860<br>1,225,860<br>1,914,460 | 367,000<br>85,000<br>64,000<br>155,568<br>17,125<br>2,100<br>690,793<br>302,000<br>69,100<br>140,600<br>360,000<br>10,000<br>821,700<br>690,793<br>1,512,493 | 593,000<br>227,000<br>137,000<br>227,970<br>43,365<br>3,800<br>1,232,135<br>174,000<br>40,900<br>122,0 0<br>231,000<br>23,000<br>590,000<br>1,232,135<br>1,823,035   | 8 follows:<br>469,000<br>109,000<br>93,000<br>151,989<br>35,473<br>   |
| Total visible supply.  Of the above, the totals of American— Liverpool stock. Continental stecks. American afloat for Europe. United States stock. United States interior stocks. United States exports to-day.  Total American. East Indian, Brazil, &c.— Liverpool stock. London stock. Continental stocks India afloat for Europe. Egypt, Brazil, &c., afloat.  Total East India, &c. Total American.                        | 650,000<br>190,000<br>65,000<br>274,482<br>44,578<br>1,800<br>1,225,860<br>282,000<br>47,900<br>126,700<br>210,000<br>22,000<br>688,600<br>1,225,860<br>1,225,860              | 367,000<br>85,000<br>64,000<br>155,568<br>17,125<br>2,100<br>690,793<br>302,000<br>69,100<br>140,600<br>10,000<br>10,000<br>10,000<br>11,000<br>11,000       | $\begin{array}{c} 593,000 \\ 227,000 \\ 137,000 \\ 227,970 \\ 43,365 \\ 3,800 \\ \hline 1,232,135 \\ 174,000 \\ 40,900 \\ 122,0 & 00 \\ 231,000 \\ 23,000 \\ \hline 1,232,135 \\ \hline 1,823,035 \\ 634 & 1 \\ \end{array}$ | 8 follows:<br>469,000<br>109,000<br>93,000<br>151,989<br>35,473<br>   |

The above figures indicate an increase in the cotton in sight to-night of 401,967 bales as compared with the same date of 1882, an increase of 91,425 bales as compared with the corresponding date of 1881 and an increase of 476,207 bales as com-

pared with 1880. 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:

| Peri            | ou               | 01 00   |                | 7                |              |                   |               |                  |                            |                              |                |                  |                   |              |   | -                                       |                              |              |             |             |           | _                            |
|-----------------|------------------|---|----------------|------------------|--------------|-------------------|---------------|------------------|----------------------------|------------------------------|----------------|------------------|-------------------|--------------|---|---|------------------------------|--------------|-------------|-------------|-----------|------------------------------|
| Total, all      | Total, new towns | Little Rock, Ark.<br>Brenham, Tex.*<br>Houston, Tex | Louisville, Ky | Raleigh, N. C    | Nawherry S C | Total, old towns. | Cincinnati, O | Charlotte, N. C. | Atlanta, Ga                | Eufaula, Ala<br>Griffin, Ga* | Columbus, Miss | Vicksburg, Miss. | Jefferson, Tex.*. | Dallas, Tex* | Memphis, Tenn.                          | Selma, Ala                              | Macon, Ga<br>Montgom'rv.Ala. | Columbus, Ga | Augusta, Ga |             | Towns.    |                              |
| 5,334           | 1,379            | 50<br>1,070   | 101            | 59<br>50<br>50   | 。 27         | 3,955             | 2,091         | 231              | 20                         | : :                          | 200            | 228              | 236               | 20           | 22                                      | 17                                      | 46                           | 15           | 293         | week.       | Rec       | Мове                         |
| 3,579,852       | 920,521          | 34,994<br>698,742                                   | 32,475         | 51,685<br>26,018 | 23,561       | 2,659,331         | 378,263       | 54,630           | 1±1,691<br>83,373          | 26,432                       | 39,109         | 116,653          | 106.158           | 45,954       | 44.782                                  | 99,527                                  | 134,412                      | 57 456       | 180,067     | Sept.1,'82. | Receipts. | Movement to August 10, 1883. |
| -1              | 1,071            | 70<br>649   | 210            | 96               |              | 8,943             | 2,660         | 206              | 1,217                      |                              | 3 2            | 20               | 220               | 45           | 612                                     | 25                                      | 18                           | 34           | 705         | week.       | Shipm'is  | igust 10, 1                  |
| 53,206          | 8,628            | 120<br>1,521  | 4,515          | 1.426            | 94           | 44,578            | 267           | 6 680            | 971                        | 26                           | 563            | 43               | 3.781             | 300          | 1,358                                   | 2,555                                   | 1,490                        | 9,153        | 4,167       | Aug. 10.    | Stock     | 883.                         |
| 3,590           | 916              | 71<br>673   | 20             | 103              | <u> </u>     | 2,674             | 1,233         | 214              | 50                         |                              | × ~            | 115              | 146               | 9            | x # * * * * * * * * * * * * * * * * * * | 10                                      | 49                           | 100          | 114         | week.       | Th:       | More                         |
| 3,590 2,825.723 | 582,627          | 25,464<br>25,464<br>398,876                         | 30,169         | 60,884<br>26.383 | 15,611       | 2,243.096         | 392,276       | 33,605           | 125,330<br>9 <b>2</b> ,901 | 31,294                       | 17.897         | 137,043          | 61,5644           | 27,955       | 56.163                                  | 73,279                                  | 96.336                       | 60 164       | 162,124     | Sept.1,'81. | Receipts. | Movement to August 11, 1882. |
| 7 023           | 1,245            | 427   | 158            | 512              | သ            | 5,778             | 1,458         | 359              | 623                        |                              | :              | 115              | 212               | :            | 42                                      | 1 x x x x x x x x x x x x x x x x x x x | 367                          | 001          | 800         | week.       | 5         | gust 11,                     |
| 21,093          | 3,968            | 123<br>698  | 1,018          | 1.180            |              | 17.125            |               | 3 4 2 9          | 1.150                      |                              |                | 175              |                   |              | 2,456                                   | ٥<br>٥ د د                              | 246                          | 7777         | 1.572       | Aug. 11.    | Stock     | 7881                         |

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 1,281 bales more than the same week

last year, and since September 1 the receipts at all the towns are 754,129 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 past week.

| Week ending   | CLOSING QUOTATIONS FOR MIDDLING COTTON ON- |          |          |         |        |       |  |  |  |  |  |  |  |
|---------------|--|----------|----------|---------|--------|-------|--|--|--|--|--|--|--|
| Augus! 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   |  |  |  |  |  |  |  |
| Savannah      | 934  | 934      | 934      | 934     | 934    | 934   |  |  |  |  |  |  |  |
| Charleston    | 934  | 934      | 934 7078 | 978     | 978    | 978   |  |  |  |  |  |  |  |
| Wilmington    | 958  | 958      | 958      | 958     | 958    | \$ 58 |  |  |  |  |  |  |  |
| Norfolk       | $97_{8}$                                   | 978      | 978      | 978     | 978    | 978   |  |  |  |  |  |  |  |
| Boston        | 1012                                       | وا 10    | 1012     | 1013    | 1012   | 1012  |  |  |  |  |  |  |  |
| Baltimore     | 1018                                       | 1. 18    | 1018     | 1018    | 1018   | i018  |  |  |  |  |  |  |  |
| Philadelphia. | $10^{12}$                                  | 1012     | 1042     | 1013    | 10:2   | 1012  |  |  |  |  |  |  |  |
| Augusta       | 958 @ 34                                   | 958 7034 | 958034   | 934     | 934    | 934   |  |  |  |  |  |  |  |
| Memphis       | 942  | 912      | 958      | 958     | 958    | 958   |  |  |  |  |  |  |  |
| St. Louis     | 958  | 958      | 958      | 4.58    | 958    | 958   |  |  |  |  |  |  |  |
| Cincinnati    | 978  | 978      | 978      | 978     | 978    | 978   |  |  |  |  |  |  |  |
| Louisville    | 950  | 958      | 932      | 958     | (150   | 952   |  |  |  |  |  |  |  |

RECEIPTS FROM THE PLANTATIONS.—The tollowing lable 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 the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

| -           | NEC.            | EILIG  | PROTE PLANTA     | TIONS.    |         |        |        |
|-------------|-----------------|--------|------------------|-----------|---------|--------|--------|
| Week        | Receipts at the | Ports. | St'k at Interior | Recipts ) | rom Ple | int'ne |        |
| ending-     | 1881. 1882      | 15-3.  | 1881. 1882.      | 1883      | 1581.   | 1882.  | 1353,  |
| May 25      | 33,851 13,981   | 33,539 | 117,173 1)4,018  | 125 565   | 9,5:5   | 2.564  | 30,233 |
| June 1      | 32,642 15,950   | 30,436 | 136 470 93 5-5   | 114.679   | 21,639  | 5 517  | 19,540 |
| * 8         | 29,432 15,624   | 25,458 | 109.380 85.394   | 105,926   | 2,342   | 5,433  | 16,703 |
| " 15        | 28,218 13,655   | 21,5 3 | 93,947 72.409    | 98 783    | 15.785  | 2,672  | 14,410 |
| . 22        | 23,476 13,869   | 12,395 | 91 236 59, 50    | \$8,240   | 17,709  | 1,011  | 1,872  |
| 29          | 20,662 9.288    | 11,497 | 75,617. 50,417   | 79,503    | 8,049   | 175    | 2.766  |
| July 6      | 19,163 9,586    | 11,914 | 72 391 42,813    | 74,647    | 12,937  | 2,012  | 7,058  |
| <b>"</b> 13 | 18,199 8,142    | 11,034 | 74.603 35.454    | 65 762    | 19,411  | 753    | 5,139  |
| 20          | 19,362 9,150    | 9,208  | 65 755 31,622    | 64.23.    | 11.115  | 5.3.8  | 4.685  |
| . 27        | 16,151 6,120    | 8,246  | 55,277 25.276    | 61 629    | 8.672   | 2,780  | 5 686  |
| Aug. 3      | 17,815 4,815    | 7,064  | 52,441 24,446    | 57,886    | 11,982  | 985    | 3 321  |
| " 10        | 13,062 4,911    | 9 706  | 48,273 21 093    | 53,966    | 8,594   | 1.438  | 5.023  |

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,986,931 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 1831 they 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<br>Interior stocks on Aug. 10 in | 5,950,260          | 4,665,835 | 5,788,585 | 4,908,575          |
| excess of September 1   |                    | *24,332   | 9,435     | 23,802             |
| Tot. receipts from plantatins                                     | 5,936.981          | 4,611,503 |           |                    |
| Not overland to August 1<br>Southern consumpt n to Aug 1.         | 643,248<br>325,000 |           |           | 576,129<br>174,000 |
| Total in sight August 10  | 6,955,229          | 5,343,732 | 6,503,064 | 5,682,506          |

\* Decrease from September 1.

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 447,165 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 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 southern 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, averaging 84

The weather was warm and dry during all of last week. week there is a favorable change. The thermoneore were suffering in consequence of drought, and had been averaged 74, the highest being 93 and the lowest 63.

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 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 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. Ruinfall 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 heine 104 and the lawest 60.

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 highest being 104 and the lowest 68. During the month of July the rainfall reached one inch and forty-five hundredths.

Palestine, Texas.—We have lad 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 83, 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 60 to 100, averaging 83.

List 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 week, just as needed. The rainfall reached one inch and seventy hundredths. There has never been a better prospect for a cotton crop. The thermometer has averaged 81, ranging from 61 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.

Relton, 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 fitty-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 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. Rain is needed badly. The thermometer has ranged from 65 to 100. 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, Mississipni.—The weather has been warm and dry during all of the week. Much damage is feared if the drought continues. Worms have appeared in certain localities. 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 of an inch. The weather has been too cold, but at the close of the week there is a favorable change. The thermometer has averaged 74, the highest being 93 and the lowest 63.

Little Rock, Arkansas.—The latter part of the week has been cloudy with rain on two days, the rainfall reaching fiftysix 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 61.5 to 85, aver-

aging 73.

Nashville, Tennessee .- It has rained on one day of the week, the rainfall reaching four hundredths. The thermome-

ter 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.

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 injury 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 hun-The thermometer has ranged from 67 to 95, averagdredths.

ing 81.5.

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.

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.

BUMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

| *                            | Shipments this week. |                 |                    | Shipm                                    | ente sinc            | Receipts.                                 |            |  |
|------------------------------|----------------------|-----------------|--------------------|--|----------------------|---|------------|--|
| Year                         | Great<br>Brit'n.     | Conti-<br>nent. | Total.             | Great<br>Britain                         | Conti-<br>nent.      | Total.                                    | This Week. | Since<br>Jan. 1.                                 |
| 1983<br>1882<br>1881<br>1880 | 10,000<br>6,000      | 6,000           | $17,000 \\ 12,000$ | 438,000<br>716,000<br>230,000<br>352,000 | $585,000 \\ 521,000$ | 1,206,000 $1,301,000$ $801,000$ $826,000$ | 6,000      | 1,531,000<br>1,579,000<br>1,127,000<br>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.

|                             | Shipme            | nts for th | e week.        | Shipments since January 1. |                  |                    |  |  |  |
|-----------------------------|-------------------|------------|----------------|----------------------------|------------------|--------------------|--|--|--|
|                             | Great<br>Britain. | Continent. | Total.         | Great<br>Britain.          | Continent.       | Total.             |  |  |  |
| Calcutta-                   |                   |            |                |                            |                  |                    |  |  |  |
| 1883<br>1882<br>Madras—     | 1,800<br>1,700    |            | 1,800<br>1,700 | $80,200 \\ 103,200$        | 10,800<br>31,700 | 91,000<br>134,900  |  |  |  |
| 1883<br>1882<br>All others— | 2,800             | , ::::::   | 500<br>2,800   | $\frac{6,100}{43,000}$     | 1,000<br>4,100   | 7,100 $47,100$     |  |  |  |
| 18:3<br>1882                | 4,000             | 1,900      | 4,000<br>1,900 | 11,500<br>38,000           | 2,000<br>17,900  | 13,500<br>55,900   |  |  |  |
| Total all—<br>1883<br>1882  | 6,300<br>4,500    | 1,900      | 6,300          | 97,800<br>184,200          | 13,800<br>55,700 | 111,609<br>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.

| Shipments              | 1              | 883.                 | 18            | 882.                 | 1881.      |                    |  |
|------------------------|----------------|----------------------|---------------|----------------------|------------|--------------------|--|
| to all Europe<br>from— | This week.     | Since<br>Jan. 1.     | This<br>week. | Since<br>Jan. 1.     | This week. | Since<br>Jan. 1.   |  |
| Bombay                 | 3,000<br>6,300 | 1,206,000<br>111,600 |               | 1,391,000<br>237,900 |            | 801,000<br>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.

| Alexandria, Egypt,<br>August 9.              | 1882-83.                              |                   | 188        | 81-82.              | 1880-81.                   |                    |  |
|--|---------------------------------------|-------------------|------------|---------------------|----------------------------|--------------------|--|
| Receipts (cantars*)— This week Since Sept. 1 | 2,2                                   | 54,000            | 2,8        | 31,720              | 1,500<br>2,775,0 <b>00</b> |                    |  |
|  | This week.                            | Since<br>Sept. 1. | This week. | Since  <br>Sept. 1. | This week.                 | Since<br>Sept. 1.  |  |
| Exports (bales)— To Liverpool. To Continent  | · · · · · · · · · · · · · · · · · · · | 239,000<br>89,000 | :::::      | 245,900<br>176,271  | 2,000                      | 248,750<br>154,705 |  |
| Total Europe                                 |                                       | 328,000           |            | 422,171             | 2,000                      | 103,455            |  |

A cantar is 98 lbs.

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

|  |  | 1883.      |  |          |                  |  |                             |   | 1882.                                     |                        |          |    |    |   |  |
|--|--|------------|--|----------|------------------|--|-----------------------------|---|---|------------------------|----------|----|----|---|--|
|  | 32s Cop. 814 lbs.<br>Twist. Shirtings. |            | Mid.<br>Upl ls   | 32s Cop. |                  | 814 lbs.<br>Shirtings.                       |                             |   |   | Cott'<br>Mid.<br>Uplds |          |    |    |   |  |
| June 8 " 15 " 29 " 29 July 6 " 13 " 20 " 27 Aug. 3 | 858<br>819<br>819<br>814<br>814        | 0000000000 | d.<br>9 <sup>1</sup> 8<br>9 <sup>1</sup> 8<br>9 <sup>1</sup> 4<br>9 <sup>1</sup> 4<br>9 <sup>1</sup> 8<br>9<br>9 | 5555     | d.<br>9999998888 | 8.<br>@77<br>@77<br>@77<br>@77<br>@77<br>@77 | d 112 112 3 3 112 0 0 0 0 0 | 511 <sub>16</sub><br>511 <sub>16</sub><br>511 <sub>16</sub><br>59 <sub>16</sub> | 958<br>9916<br>9916<br>912<br>9916<br>912 | @1018                  | 66666666 | 44 | 07 | d.<br>0<br>0<br>10 <sup>1</sup> 2<br>10 <sup>1</sup> 2<br>10 <sup>1</sup> 2<br>0<br>0 | d.<br>63 <u>1</u><br>63 <u>1</u><br>67 <sub>8</sub><br>67 <sub>8</sub><br>67 <sub>8</sub><br>61 <sub>5</sub> |

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 balloton Magday next. Visitors introduced this week have been as fows:

Capt. Harry Allen. New Orleans. O. B. Morgan, Petersburg, Va. R. A. Harrison, Petersburg, Va. R. A. Harrison, Petersburg, Va. J. E. G. Higgius, Liverpool. W. Austin Goodman, Cincinnati. 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. Capt. Harry Allen, New Orleans. Gitbert H. Green. New Orleans. Tom R. Jordan, Waco, Texas. P. S. McCawn, Texas. S. C. Davenport, Selma, Ala. C. Thompson, Selma, Ala.

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, Holiy Springs. C. W. Jawatt, Sherman. R. D. White. Jr., Charleston. C. J. Wise. Jefferson, Texas.

N. B. Kuckenck, Hoboken. W. N. Mercier, Georgia. S. B. Wood, Hope, Ark. Consumption to August 1.—We have EUROPEAN COTTON 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 Ang. 1.   | Great Britain.                    | Continent. | Total.                            |
|--|-----------------------------------|------------|-----------------------------------|
| For 1882-3. Takings by spinnersbales Average weight of bales Takings in pounds | 4.10                              | 422        | 6,032,000<br>430<br>2,597,596,000 |
| For 1881-2. Takings by spannersbales Average weight of bales Takings in pounds | 2,984,290<br>430<br>1,274,644,700 | 415        |                                   |

According to the above, the average weight of the deliveries in Great Britain is 440 pounds per bale to August 1, against 430 pounds per bale during the same time last season. 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 consump tion, 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.                   | Great<br>Britain. | Conti-<br>nent. | Total.       | Great<br>Britain. | Conti-<br>nent. | Total.       |
| Spinners' stock Oct 1. Takings in October | 82,               | 139,            | 221,         | 25,               | 240,            | 265,         |
|   | 233,              | 149,            | 382,         | 336,              | 133,            | 469,         |
| Total supply Consump. Oct., 4 wks.        | 315,              | 288,            | 603,         | 361,              | 373,            | 734,         |
|   | 288,              | 252,            | 540,         | 280,              | 240,            | 520,         |
| Spinners' stock Nov. 1                    | 27,               | 36,             | 63,          | 81,               | 133,            | 214,         |
| Takings in November.                      | 387,              | 320,            | 707,         | 438,              | 362,            | 800,         |
| Total supply Consump. Nov., 5 wks.        | 414,              | 356,            | 770;         | 519,              | 495,            | 1,014,       |
|   | 360,              | 315,            | 675,         | 350,              | 300,            | 650,         |
| Spinners' stock Dec. 1                    | 54,               | 41,             | 95,          | 169,              | 195,            | 364,         |
| Takings in December.                      | 301,              | 397,            | 698,         | 263,              | 253,            | 516,         |
| Total supply Consump. Dec., 4 wks.        | 355,<br>283,      | 438,<br>252,    | 793,<br>540, | 432,<br>280,      | 448,            | 880,<br>520, |
| Spinners' stock Jan. 1                    | ° 67,             | 186,            | 253,         | 152,              | 208,            | 360,         |
| Takings in January                        | 389,              | 342,            | 731,         | 261,              | 253,            | 514,         |
| Total supply Consump. Jan., 4 wks.        | 456,              | 528,            | 984,         | 413,              | 461,            | 874,         |
|   | 288,              | 252,            | 540,         | 280,              | 240,            | 520,         |
| Spinners' stock Feb. 1                    | 168,              | 276,            | 444,         | 133,              | 221,            | 354,         |
| Takings in February.                      | 444,              | 398,            | 812,         | 361,              | 302,            | 663,         |
| Total supply                              | 612,              | 674,            | 1,286,       | 494;              | 523,            | 1,017,       |
| Consump. Feb., 5 wks.                     | 360,              | 315,            | 675,         | 350,              | 300,            | 650,         |
| Spinners' stock Mar. 1                    | 252,              | 359,            | 611,         | 144,              | 223, 1          | 367,         |
| Takings in March                          | -286,             | 265,            | 551,         | 340,              | 277,            | 617,         |
| Total supply                              | 538,              | 624,            | 1,162,       | 280.              | 500,            | 981,         |
| Consump.Mar., 4 wks.                      | 288,              | 252,            | 540,         |                   | 240,            | 520,         |
| Spinners' stock Apr. 1                    | 250,              | 372,            | 622,         | 204,              | 260,            | 464,         |
| Takings in April                          | 336,              | 351,            | 687,         | 261,              | 270,            | 531,         |
| Total supply                              | 586,              | 723,            | 1,309,       | 465,              | 530,            | 995,         |
| Consump.April, 4 wks                      | 288;              | 252,            | 540,         | 280,              | 240,            | 520,         |
| Spinners' stock May 1                     | 298,              | 471,            | 769,         | 185,              | 290,            | 475,         |
| Takings in May                            | 348,              | 469,            | 817,         | 348,              | 379,            | 727,         |
| Total supply                              | 646,              | 940,            | 1,586,       | 533,              | 669,            | 1,202,       |
| Consump. May, 5 wks                       | 360,              | 315,            | 675,         | 350,              | 300,            | 650,         |
| Spinners' stock June 1 Takings in June    | 286,<br>242,      | 625,<br>393,    | 911,<br>635, | 183,              | 369,<br>316,    | 552,<br>639, |
| Total supply Consump. June, 4 wks         | 528,              | 1,018,          | 1,546,       | 506,              | 685,            | 1,191,       |
|   | 288,              | 256,            | 544,         | 280,              | 240,            | 520,         |
| Spinners' stock July 1                    | 240,              | 762,            | 1,002,       | 226,              | 445,            | 671,         |
| Takings in July                           | 217,              | 227,            | 444,         | 255,              |                 | 468,         |
| Total supply                              | 457,              | 989,            | 1,446,       | 481,              | 658,            | 1,139,       |
| Consump. July, 4 wks                      | 288,              | 256,            | 514,         | 280,              | 240,            | 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.<br>000s omitted.     | Great<br>Britain | Conti-<br>nent.  | Total.           | Great<br>Britain | Conti-<br>nent.  | Total.           |  |  |
| Spinners' stock Oct. 1.<br>Takings to Aug. 1 |                  | 139,<br>3,311,   | 221.<br>6,494,   | 25,<br>3,186,    | 240,<br>2,758,   | 265,<br>5,944,   |  |  |
| SupplyConsumpt'n 43 weeks                    | 3,265,<br>3,096, | 3,450,<br>2,717, | 6,715,<br>5,813, | 3,211,<br>3,010, | 2,998,<br>2,580, | 6,209,<br>5,590, |  |  |
| Spinners' stock Aug. 1                       | 169,             | 733,             | 902,             | 201,             | 418,             | 619,             |  |  |
| Weekly Consumption.  Oos omitted.            |                  |                  |                  |                  | . 2              |                  |  |  |
| 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             | 61,0             | 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  |                | 733,000    |
| Deliveries                | 561,000        | 233,000    |
| Supply                    |                | 966,000    |
| Consumption               | 618,000        | 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:

| States.        |       | 18    | 83,  |       | 1882. |       |      |       |  |
|----------------|-------|-------|------|-------|-------|-------|------|-------|--|
| Pittires.      | June. | July. | Aug. | Arer. | June. | July. | Aug. | Aver. |  |
| North Carolina | 81    | 91    | 87   | 80:3  | 82    | 90    | 84   | 85.3  |  |
| South Carolina | 85    | 91    | 80   | 85.3  | 192   | 98    | 89   | 96.0  |  |
| Georgia        | 86    | 93    | 78   | 85.7  | 89    | 92    | 94   | 91.7  |  |
| Florida        | 91    | 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       | 487   | 84    | 83   | 81.7  | 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 & 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 Montgomery 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 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 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 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 course 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., Angust 2.—"The drought still a prinnes in

Williamston, Anderson Co., August 2.—"The drought still c. ntinues 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 the following:

Abbeville, Abbeville Co.—The Press and Banner says: "The month of July has been unprecedentedly hot and dry, from the first to the last. Very little rain has tallen 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 Jaly 28 to August 3. The News summarizes its reports as follows:

reperts from various sections of Georgia and Florida, which we shall continue weekly during the season. The replies are from 39 widely-scattered 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 grop is, on the whole, in a considerar ly 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 beneforward, the chances for a poetty 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 outflows in Florida, owing to more propitious weather, is rather more theering. The replies are from intelligent and well-informed sources, are may be regarded as fair exhibits of the status of the crop."

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."

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 bidly, and will be seriously damaged of 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:

The last few days have been showery, and put an end to the long dreath, 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. For 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 erop throughout to estate were prepared with more than usual care, and the replies: refell and explicit. In most sections stands are fair, fields are clean at d 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 tent to any considerable extent, a continuation of the dry weather for two weeks will be disastrous. Picking will likely commence about the 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 field as in 1882 is not anticipated."

JULE BUTTS, BAGGING, &c.—There has been a fair inquity 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 hales in lots being reported. Prices are about steady, with sellers quoting 1½@2c. for paper grades and 2@2%c. for bagging qualities.

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

| Monthly      |              | Year Beginning September 1. |           |           |           |           |  |  |  |  |  |
|--------------|--------------|-----------------------------|-----------|-----------|-----------|-----------|--|--|--|--|--|
| Beceipts.    | 1882         | 1881.                       | 1880.     | 1879.     | 1878.     | 1877.     |  |  |  |  |  |
| Zept'mb'i    | 326,656      | 429,777                     | 458,478   | 333,643   | 288,84    | 98,491    |  |  |  |  |  |
| Setober      | 980,584      | 853,195                     | 968,318   | 888,492   | 689,264   | 578,535   |  |  |  |  |  |
| Bovemb'ı     | 1,094,697    | 974,043                     | 1,006,501 | 942,272   | 779,237   | 822,493   |  |  |  |  |  |
| Decemb'r     | 1,112,536    | 996,807                     | 1,020,802 | 956,464   | 893,66    | 900,119   |  |  |  |  |  |
| Sannary .    | 752,827      | 487,727                     | 571,701   | 647,140   | 618,727   | 689,610   |  |  |  |  |  |
| February.    | 595,598      | 291,992                     | 572,725   | 447,915   | 566,824   | 472,051   |  |  |  |  |  |
| March        | 482,772      | 257,099                     | 476,58:   | 261,913   | 303,95    | 340,525   |  |  |  |  |  |
| April        | 284,519      | 147,595                     | 281,216   | 158,025   | 167,45    | 197,965   |  |  |  |  |  |
| Жау          | 185,523      | 113,573                     | 190,054   | 110,006   | 84,299    | 96,314    |  |  |  |  |  |
| <b>J</b> mna | 78,504       | 68,679                      | 131,871   | 88,155    | 29,172    | 42,142    |  |  |  |  |  |
| Jaly         | 42,299       | 36,890                      | 78,572    | 54,258    | 13,988    |           |  |  |  |  |  |
| Motalyear    | 5,936,515    | 1,657,377                   | 5,759,853 | 4,891,536 | 4,435,737 | 1,253,486 |  |  |  |  |  |
| bre'tage     | of tot. port |                             |           |           |           |           |  |  |  |  |  |
| receipts     | 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 \$75,682 bales more than at the same time in 1880-81. By adding to the above totals to July 31 the daily receipts since that time washall be able to reach an exact comparison of the movement for the different years.

|            | 1          |           |           |           |           | 1         |
|------------|------------|-----------|-----------|-----------|-----------|-----------|
|            | 1882-83    | 1881-82   | 1880-81.  | 1879-80.  | 1878-79.  | 1877-78.  |
| Fot. Jy.31 | 5,936,515  | 4,657,377 | 5,759,853 | 4,891,586 | 4,435,737 | 4,258,486 |
| Aug. 1     | 539        | 635       | 3,592     | 8.        | 419       | 139       |
| " - 2      | 573        | 465       | 2,338     | 1.519     | 507       |           |
| " 3        | 2.927      | 533       | 2,177     | 2,39      | 8.        | 395       |
| " 4        | 1,296      | 2,014     | 3,055     | 1,191     | 562       | 8.        |
| " 5        | 3.         | 711       | 3,705     | 1,303     | 698       | 596       |
| " 6        | 1,300      | 8.        | 1,785     | 1,391     | 330       |           |
| " 7        | 2,285      | 764       | S.        | 1,526     | 666       | 529       |
| " 8        | 1,099      | 586       | 3.424     | 8.        | 1,182     | 340       |
| " 9        | 1,284      | 609       | 1,900     | 1,238     | 527       | . 700     |
| " 10       | 2,412      | 329       | 1,615     | 1,444     | S.        | 468       |
| Total      | 5,950,260  | 4,654.023 | 5,784,215 | 4,904,152 | 4,410,628 | 4,263,627 |
| Percentag  | e of total |           |           |           |           |           |
| port rec'a | ots Aug.10 | 98.81     | 98.46     | 93.05     | 99.85     | 93.11     |

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 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:

| 1010  | u oaics.      |
|---|---------------|
| New York-To Liverpool, per steamers Adriatic, 1,203           | i i iii ii ii |
| Arizona, 2.008 Bothnia, 1,782Furnessia, 625                   |               |
| Germanic, 922Spain, 1.633                                     | . 8.173       |
| To Hull, per steamer Galileo, 1,128                           | 1.128         |
| To Havre, per steamer Amerique, 867.                          | 867           |
| To Bremen, per steamers Donau, 3Falda, 150                    | 153           |
| To Hamburg, per steamers Polaria, 289Rhaetia, 1,200           | -,50          |
| Westphalia, 500   | 1.989         |
| NEW ORLEANS-To Liverpool, per steamers Cadiz, 2,087           | 7,11 30       |
| Critic, 3,502 Inventor, 2,717                                 | 8,306         |
| To Havre, per steamer Bordeaux, 3,115                         | 3,115         |
| To Antwerp, per steamer Bordeaux, 147                         | 147           |
| To Malaga, per steamer Vidal Sala, 1,900                      | 1.900         |
| To Vera Cruz, per schooner Maria, 63                          | 63            |
| Texas—To Liverpool, per ship Julius, 3,857                    | 3.857         |
| BALTIMORE-To Liverpool, per steamer Mentmore, 1,142           | 1,142         |
| To Bremer, per steamer Braunschweig, 131                      | 131           |
| Boston-To Liverpool, per steamers Buigarian, 10Marathon,      | 101           |
| 714   | 724           |
| To Windsor, N. S., per schooner Nell, 100.                    | 100           |
| Philadelphia—To Liverpool, per steamers British Princess, 747 | 100           |
| Pennsylvania, 431   | 1.178         |
|   | 1,113         |

Total 32,973
The particulars of these shipments, arranged in our usual form, are as follows:

|             | Liver- | with an f | 55453.90 | d Han- | Ant-  |         | Vera   |         |
|-------------|--------|-----------|----------|--------|-------|---------|--------|---------|
|             | pool . | Hull.     | Harre.   | burg.  | werp. | Malaga. | ( PHZ. | Tota:   |
| New York    | 8.173  |           |          |        |       |         |        |         |
| N. Orleans. | 8,306  |           | 3,115    |        | 117   | 1,900   | 63     | 13.53   |
| Texas       | 3.857  |           |          |        |       |         |        | 3,85    |
| Baltimore   | 1,112  |           |          | 131    |       |         |        | 1.27    |
| Boston      | 724    |           |          |        |       |         |        | 82      |
| Philadelp'a |        |           |          |        |       |         |        | 1,17    |
| Total       | 23.380 | 1.198     | 3.952    | 0 273  | 1.17  | 1.900   | 63     | 1 30 07 |

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

latest mail dates:
NEW ORLEANS—For Liverpool—Aug. 6—Steamer Architect, 1,876.
BOSTON—For Liverpool—Aug. 2—Steamer Missouri, 553....Aug. 6—Steamer Norseman, 566.

PHILADELPHIA—For Liverpool—Aug. 7—Steamer British Crown, 246.
Cotton freights the past week have been as follows

|                     | Satur.      | Mon.       | Tues.      | Wednes.   | Thurs.     | Fri.      |
|---------------------|-------------|------------|------------|-----------|------------|-----------|
| Liverpool, steam d. | 964 @ 13,4  | 964 @ 1364 | 964 @ 1364 | 964 213 4 | 964 @ 1364 | 96421364  |
| Do saild.           | •           |            |            |           |            |           |
| Havre, steamc.      | 35.         | 38⁴        | 38*        | 38*       | 35*        | 38*       |
| Do sailc.           |             |            |            |           |            |           |
| Bremen, steamc.     | 38 0 715*   | 32 0 716   | 38 @ 716   | 38 @ 716  | 38 2716    | 38 @ 716* |
| Do sailc.           |             |            |            |           |            |           |
| Hamburg, steam.d.   | 38          | 38*        | 38-        | 384       | 38,        | 38*       |
| Do saild.           | •••         |            |            |           |            |           |
| Amst'd'm, steam.c.  | †50         | 150        | †50        | 150       | #50        | 150       |
| Do saild.           |             |            | ••••       |           |            |           |
| Baltic, steamd.     | 732@14*     | 732@4*     | 732@14*    | 732 @ 14* | 732 @ 14*  | 732 2 14* |
| Do sailc.           |             |            |            |           |            |           |
| Barcelona, steam.c. | 1116*       | 1116*      | 1116*      | 1116*     | 1116       | 1116      |
| Genoa, steamd.      | 7.1 <b></b> | 584        | 58+        | 59*       | 58*        | 59.       |

Compressed. Per 100 ibs.

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.

|   | July 20          | July 27. | Aug. 3               | Aug. 10.           |
|---|------------------|----------|----------------------|--------------------|
| Sales of the weekbales.                               | 39,000           | 51.00    | 62.000               | 43.000             |
| Of which exporters took                               | 2,400            | 2.700    | 3,100                |                    |
| Of which speculators took                             | 300              | 340      | 4.820                | 1.970              |
| Sales American  | 30,000           |          | 46,000               | 29,000             |
| Actual export   | 3,100            |          | 3,600                | 100,000,000,000    |
| Forwarded   | 8,000            |          | 7,300                |                    |
| Total stock -Estimated                                | 991,000          |          | $927,000 \\ 673,000$ | 932,000<br>650,000 |
| Of which American—Estim'd<br>Total import of the week | 734,000 $43.000$ |          | 40.000               |                    |
| Of which American                                     | 28,500           | 10.500   | 26.500               |                    |
| Amount afloat   | 179,000          | 184.000  | 202,000              | 153,000            |
| Of which American                                     | 38.000           | 40,000   | 34,000               | 35,000             |

The tone of the Liverpool market for spots and futures each day 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, (<br>12:30 P.M.  |          |         | Harden'g.                          | Easier.                         | Good<br>demand<br>freely met           | Dull.                       |
| Mid Upl'ds<br>Mid.Orl'ns |          |         | 55 <sub>8</sub><br>53 <sub>4</sub> | $\frac{511}{513} \frac{16}{16}$ | 5!1 <sub>16</sub><br>513 <sub>15</sub> | $5^{11}_{16}$ $5^{13}_{16}$ |
| Sales<br>Spec.& exp.     | Holiday  | Holiday | 12,000                             | 1,000                           | 12,000                                 | 1,000                       |
| Futures.                 | Ho       | Ho      |                                    |                                 |  |                             |
| Market, { 12:30 P.M. }   |          | i       | Strong.                            | Dull.                           | Steady.                                | Dull.                       |
| Market, }                |          |         | Easy.                              | Quiet.                          | Offerings<br>tree.                     | 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.

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

|                  | Sat., Aug. 4. |          | t., Aug. 4. Mon., Aug. 6. |   |      | Tues., Aug. 7. |           |       |  |
|------------------|---------------|----------|---------------------------|---|------|----------------|-----------|-------|--|
|                  |               | :        |                           |   | Open | High           | Low.      | Clos. |  |
|                  |               | i        | :                         |   | d.   | d.             | d.        | d.    |  |
| Aug              |               | :        | :                         |   |      |                |           |       |  |
| AugSept          |               | ;        | 1                         |   | 5 39 | 5 42           | 5 39      | 5 40  |  |
| SeptOct          |               |          | 1                         |   | 5 39 | 542            | 531       | 5 42  |  |
| OctNov           |               | <b>b</b> | 5                         |   | 5 40 | 5 40           | 53        | 5 39  |  |
| NovDec           |               | olida    | - LE                      |   | 5.38 | 5 40           | 534       | 5 39  |  |
|                  |               | Ĕ        |                           |   | 5 38 |                | 5 38      | 5 38  |  |
| DecJan<br>JanFeb |               | IIo      | Holida                    |   | 541  | 5 41           | 5 40      | 5 40  |  |
| FebMarch         |               | :        |                           |   |      |                | • • • • • |       |  |
| MarApr           |               | :        | 11 :                      |   | 5 44 | 5 44           | 5 44      | 5 44  |  |
| April-May        | * :           | į        |                           |   | 5.48 | 5.48           | 5 48      | 5 48  |  |
| Mas-June         |               |          |                           | 0 |      |                |           |       |  |
|                  | +             |          |                           |   | İ    |                | -         |       |  |

|           | Wednes., Aug. S. |      |      | The   | irs., Aug. 9. Fri., Aug. 1 |      |      | O.    |      |      |      |       |
|-----------|------------------|------|------|-------|----------------------------|------|------|-------|------|------|------|-------|
|           | 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       |                  |      |      |       |                            |      |      |       |      | •••• | •••• |       |
| Aug-Sept  | 5 38             | 5 38 | 5 37 | 5 37  | 5 39                       | 5 40 | 5 39 | 5.40  | 2 45 | 5 42 | 5 40 | 5 46  |
| SeptOct   | 5 39             | 5 39 | 5 37 | 537   | 5 37                       | 531  | 5 37 | 5 38  | 5 40 | 5 40 | 5 39 | 5 38  |
| OctNov    | 5 37             | 5 37 | 534  | 5 34  | 5 36                       | 5 38 | 5 36 | 5 37  | 5 39 | 5 38 | 5 38 | 5 33  |
| NovDec    | 5 36             | 5 36 | 5 34 | 534   | 5 36                       | 5 37 | 5 33 | 5 37  | 5 39 | 5.39 | 5 37 | 5 3   |
| DecJan    | 5 36             | 5 36 | 5 35 | 5 35  | 5 87                       | 5 37 | 5 37 | 5 37  | 5 39 | 5 39 | 5 38 | 5 33  |
| JanFeb    | 5 39             | 5 39 | 537  | 5 38  | 5 38                       | 5 38 | 5 38 | 5 38  | 541  | 5 41 | 5 40 | 5 4   |
| FebMarch  |                  | 5 40 | 5 38 | 5 38  | 5 40                       | 5 40 | 5 40 | 549   | 5 42 | 5 42 | 5 42 | 54    |
| MarApr    |                  |      |      |       |                            |      |      |       |      |      |      |       |
| April-May |                  |      |      |       | 5 45                       | 5 45 | 1    | 5 45  |      |      |      |       |
| May-June  |                  |      |      | ••••  |                            |      |      |       |      |      |      |       |
|           |                  |      |      |       | 1                          | -    |      |       |      |      |      |       |
|           |                  | 1    |      | .,    | i                          | 1    |      |       | i    | ļ    |      |       |

### 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 \$1.12\2@\$1 13. White wheat has been scarce. To-day the market was 201c. 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 17\% for August, \$1 18\\(\frac{1}{2}\)@\$1 19\(\frac{1}{4}\) for September, \$1 2034@\$1 21½ for October, \$1 2273@\$ 1 23½ 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 6614c. 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 moderately active and ½ to 1c. lower; No. 2 mixed sold at 62½@6234c. for August, 61%@62e both for September and October.

Rye has been more active at firmer prices; the demand has still been mainly for Western; 70½e., 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 351/2e. in store at Brooklyn; No. 2 mixed sold at 35@351/8e. for August, 34\\(^35\)\(^4\)e. for September and 35\(^4\)\(^35\)\(^8\)e. for October.

The Agricultural Bareau'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 83 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 bückwheat 90.

The following are closing quotations:

|                         | FLOUP.   |                            |                                |
|-------------------------|--|----------------------------|--------------------------------|
| -                       | 1 NO. 2 WIHLOI 2 1770  | 59 @<br>25 @               | 7 25<br>6 25                   |
| -                       | Superfine  | 65 <b>a</b><br>35 <b>a</b> | 6 1 5                          |
| Contraction Contraction | Wis. & Minn. rye mix. 475 \$\pi\$ 525 Rye flour, superfine 3 Minn. clear and stra't 400 \$\pi\$ 640 Corn meal— | 50 æ                       | 4 25<br>3 40                   |
|                         |  |                            | 3 50                           |
|                         |  |                            |                                |
|                         | Spring, per oush. 1124-2113 White No. 2 70   | 12 dt                      | 68<br>7013<br>7313<br>77<br>40 |

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:

White..... No. 2 mixed..... No. 2 white.....

Barley nominal.

51 @ 62

62<sup>1</sup>2 7

 $\frac{63}{72}$ 12

White No. 1.... Corn—West. mixed

West. mix. No. 2.

White Southern ...

| Receipts at- Flour. |             | Wheat.              | Corn.      | Oats.       | Barley.    | Rye.        |
|---------------------|-------------|---------------------|------------|-------------|------------|-------------|
|                     | Rbls 196lbs | Bush.60 lbs         | Bush.56lbs | Bush.32 lbs | Bush.48lbs | Bush.56 lbs |
| Chicago             | 39,443      |                     |            |             | 11,135     | 68,200      |
| Milwaukee           | 59,643      |                     | 77,010     | 34,992      | 7,160      | 3,778       |
| Toledo              | 3,405       |                     | 85,509     | 12,932      |            |             |
| Detroit             |             | and the contract of | 4,880      | 44,306      |            |             |
| Cleveland           | 2,117       |                     | 28,000     | 26,200      |            | •••••       |
| St. Louis           | (51) AND    | *                   | 207,06     | 284.956     |            |             |
| Peoria              | 1 (10)      | 4,200               | 122,900    | 117,075     | 690        |             |
| Duluth              | 11,000      | 19,460              | 15,000     |             |            |             |
| Tot. wk. '83        | 149,321     | 1,546,574           | 2,215,921  | 1.155,470   | 18,895     |             |
| Same wk. '82        |             | 3,459,361           | 1,382,620  | - 863,457   | 22,90:     |             |
| Same wk. '81        | 190,379     |                     | 3,561,370  | 586,592     | 26,567     |             |
| SinceAug.1-         |             |                     |            |             |            | 21.100      |
| 1883                | . 149,321   | 1,546,574           | 2,215,921  | 1,155,470   | 18,895     |             |
| 1882                | 144,775     | 3,459,361           | 1,382,62   | 863,457     |            | 1           |
| 1881                | 190,579     | 1,767,330           | 3,561,370  | 586,59      | 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.<br>4,212,478  | 1880-81.<br>5,295,308  | 1879-80.<br>3,369,045  |
|----------------------------------|--|--|--|--|
| Wheat bush. Corn Cats Sarley Rye | $\begin{array}{r} \hline 18,145,536 \\ 62,124,199 \\ 26,140,785 \\ 4,605,320 \\ 2,633,762 \\ \hline \end{array}$ | 22,385,812<br>44,134,624<br>17,655,904<br>2,127,013<br>1,490,147 | 30,841,596<br>63,969,043<br>21,919,103<br>2,050,839<br>1,128,153 | 37,603,804<br>79,524,620<br>14,588,171<br>1,667,593<br>1,290,897 |
| Total grain                      | 113,649,602  | 87,793,500   | 119,903,734  | 134,975,085  |

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

| •                                     | 1883.<br>Week                 | 1882.<br>Week           | 1881.<br>Week  | 1880.<br>Week                 |
|---------------------------------------|-------------------------------|-------------------------|--|-------------------------------|
| Flourbbls.                            | Aug. 4. 47,366                | Aug 5.<br>83,839        | 1ug. 6. 147,167  | Aug. 7.<br>103,397            |
| Wheat. bush. Corn. Dash. Cars. Barley | 384,618<br>349,868<br>578,334 | 651.168                 | $\begin{array}{r} 164,462 \\ 1,141,250 \\ 873,972 \end{array}$ | 803,001<br>689,451<br>585,611 |
| BarleyRye                             | $6,359 \\ 43,222$             | $\frac{10,927}{14,416}$ | 9,393  | 9,404<br>37,784               |
| Total1                                | ,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<br>Boston                  | Bbls.<br>70,864<br>44,840 | Bush.<br>405,971     | Bush.<br>537,218<br>32,024 | Bush.<br>5,174<br>57 | Bush.<br>91,440 | Bush.<br>2,133  |
| Portland.<br>Montreal.<br>Philadel. | 13,962<br>7,956           | 103,500              | 219.091<br>89,456          | 41,267               |                 | 18,886          |
| Baltim're<br>N.Orl'ns               | 6,276<br>268              | 263,829<br>485       | 226,901                    |                      |                 |                 |
| Total w'k.<br>8'me time<br>1882     | 144,066<br>168,265        | 895,522<br>3,968,445 | 1,119,839<br>38,287        | 46,498<br>3,166      | 91,440          | 21,019 $18,832$ |

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

| Exports   | Flo                       | ur.   | W                         | reat.                           | Corn.  |   |  |  |
|---|---------------------------|---|---------------------------|---------------------------------|--|---|--|--|
| for week<br>to-   | 1883.<br>Week,<br>Aug. 4. | 1882.<br>Week,<br>Aug. 5.                   | 1883.<br>Week,<br>Aug. 4. | 1882.<br>Week,<br>Aug. 5.       | 1883.<br>Week,<br>Aug. 4.                                      | 1882.<br>Week,<br>Aug5.                           |  |  |
| Un.King.<br>Contin'nt<br>8.& C.Am<br>W. Indies<br>Brit. Col's<br>Oth.c'nt's | 15,949                    | Bb/s. 91,746 9,537 27,837 21,162 17,256 727 | 158,163                   | Bush.<br>2,865,262<br>1,102,983 | Bush.<br>674,193<br>387,210<br>45,671<br>9,312<br>80<br>33,073 | Bush.<br>621<br>4,955<br>23,595<br>8,000<br>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.

| The second of the second  |  | ur.  | Wh  | eat.  | Corn.   |   |  |  |
|---|--|--|---|---|---|---|--|--|
| Exports since<br>Sept. 1, to—   | 1882-83.<br>Sept. 1 to<br>Aug. 4.  | 1881-82.<br>Sept. 1 to<br>Aug. 5.  | 1882-83.<br>Sept. 1 to<br>Aug. 4.                         | 1581-82.<br>Sept. 1 to<br>Aug. 5.                                     | 1882-83.<br>Sept. 1 to<br>Aug. 4.                         | 1881-82.<br>Sept. 1 to<br>Aug. 5.   |  |  |
| Un. Kingdom<br>Continent<br>S. & C. Am<br>West Indies.<br>Brit. Col'nies<br>Oth. countr's | Bbls,<br>5,672,038<br>418,543<br>625,068<br>825,192<br>603,957<br>42,235 | Bbls.<br>2,952,401<br>226,186<br>691,528<br>667,621<br>543,252<br>31,558 | Bush. 36,619,785 27,275,649 120.560 77,039 16,363 227,408 | Bush.<br>34,670,884<br>14,953,390<br>8,217<br>43,980<br>60<br>249,628 | Bush. 34,416,632 8,995,960 586,798 397,863 95,494 177,020 | Bush.<br>19,740,544<br>4,380,967<br>469,869<br>746,848<br>141,718<br>84,400 |  |  |
| Total   | 8,187,963  | 5,112,546  | 64,338,802  | 49,926,159  | 43,769,767  |   |  |  |

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:

| - ·                | Wheat,       | Corn,        | Oats.         | Danlan        |           |
|--------------------|--------------|--------------|---------------|---------------|-----------|
| In store at-       | bush.        | bush.        | bush.         | Barley        |           |
| New York           | 3,504,014    |              |               | bush.         | bush.     |
| Do. afloat (est.)  | 371,000      | 1,526,059    |               | 548           | 197,430   |
| Albany             |              | 272,000      |               | *****         | 149 000   |
| Buffalo            | 572 702      | 6,100        | 37,100        | 500           |           |
| Ohiongo            | 573,533      | 276.397      | 19,968        | 11.800        | 31,233    |
| Ohicago            | 5,729,596    | 1,746,105    | 594,845       | 21,297        | 306,889   |
| Milwaukee          | 1,610,792    | 59,163       | 19,332        | 199,767       |           |
| Duluth             | 229,510      | 117,869      |               |               | 40,826    |
| T01000             | 943,428      | 217,700      | 29.742        |               |           |
| Detroit            | 377,983      | 1.946        |               | •••••         | 14,621    |
| Uswego             | 95,000       | 235.000      | 32,934        | • • • • • • • |           |
| St. Louis          | 783,733      | 640 1        |               |               | 40,000    |
| Cincinnati         |              | 640,186      | 198.527       | 10,660        | 51,762    |
| Boston             | 121,000      | 108,000      | 6,500         | 7,000         | 61,000    |
| Toronto            | 2,759        | 137,795      | 128,772       | 2,144         | 568       |
| Montreal           | 153,300      | •••••        |               | 25,577        | 341       |
| Montreal           | 188,574      | 117,298      | 99,832        | 41,362        |           |
| Philadelphia       | 220.461      | 235,357      | 97.307        | •             | 72,139    |
| Peoria             | 2.270        | 48,252       | 44.499        | 1.000         | ·         |
| Indianapolis       | 238,100      | 53,200       | 25,300        | 1,682         | 75.325    |
| Kaneas City        | 190,146      | 105,300      |               | •••••         | 14,100    |
| Baltimore          | 1,596,045    | 107,641      | • • • • • •   | 210           | 12,464    |
| Down Mississippi.  | 70.499       | 207,041      |               | *****         | •••••     |
| On rail            |              | 367,667      | $_{92.049}$   | •••••         |           |
| On lake            | 458,899      | 596,273      | 778,781       | 9,372         | 50,694    |
| On lake            | 742,038      | 3,353 221    | 186.454       | •••••         | 204,292   |
| On canal           | 543,301      | 589,259      | 119,675       |               |           |
| m                  |              |              |               | •••••         | 240,910   |
| Tot. Aug. 4,'83. 1 | 8,750,986 1  | 0.917.788    | 3 501 671     | 221 010       |           |
| 200 outy 20. 30.   | 17.704,511 1 | 0.541.723    | 3 5 9 1 4 6 0 | 331,919       | 1,593,894 |
|                    | 15,139,057   | 6 193 079    | 1 670 A7      | 345.831       | 1,505,003 |
|                    | 7.539,695 1  | 5 804 999    | 7.407.077     | 57.542        | 601,965   |
|                    | 4 791 107 1  | 6 6 17 602 1 | ,404,713      | 125,573       | 250,521   |
|                    | 4,791,197 1  | 0,047,009 ]  | ,405,547      | 169,717       | 387,682   |
|                    |              |              |               |               | -0.,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 unchanged 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.

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 doeskins 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.

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:

| _                 |                          |                        |                        |                 |                              |                 | P 0110                   | <b></b>                | . 10              | ,02,        |                               |                 | 3 1           | 0110    | DW3              |                  |                     |   |
|-------------------|--------------------------|------------------------|------------------------|-----------------|------------------------------|-----------------|--------------------------|------------------------|-------------------|-------------|-------------------------------|-----------------|---------------|---------|------------------|------------------|---------------------|---|
| Total at the pert |                          |                        | Silk                   | Wool.<br>Cotton | Manufactures of—             | Total on market | Ent'd forconsumpt.       | Miscellaneous          | Silk              | Wool Cotton | Wanufactures of               | Total           | Miscellaneous | Flax    | Cotton           | Manufactures of- |                     | ENTERED F                               |
| 9,660             | 6,479                    | 1,220                  | 222                    | 319             | _ [2                         | 9,674           | 3,195<br>6,479           | 1,568                  | 283               | 501         | THURA                         | 6,479           | 741           | 1,417   | 1,620            | . ago.           | Aug.                | OR CON                                  |
| 9,6663,168,153    | 2,400,392                | 84,199                 | 131,080                | 304,904         | NIERED FO                    | 9,674 3,010,177 | 2,400,392                | 30,014                 | 170,325           | 212,329     | WITHDRAWN FROM                | 2.400,392       | 162,215       |         | 731,221          | 1                | Aug. 10, 1882.      | Week Ending                             |
| 345,339           | 108,940<br>236,399       | 66,700                 | 5,649                  | 12,828          | OR WAREH                     | 353,186         | 116,787<br>236,399       | 78,115                 | 5.248             | 10,351      | WAREHOU                       | 236,399         |               |         | 32,137<br>49,381 | I Kys.           | Since Ju            | FOR THE                                 |
| 83,614,940        | 15,947,782 67,697,155    | 2,640,474<br>1,588,783 | 3,762,504              | 5,146,749       | ENTERED FOR WAREHOUSE DURING | 32,165,948      | 14.468.790<br>67,697,158 | 2,538,819<br>1,523,235 | 3,644,912         | 4.276.898   | WAREHOUSE AND THROWN INTO THE | 67,697,158      |               |         |                  | saine.           | Since Jan 1, 1882.  | Week Ending   Week AND SINCE JANUARY 1. |
| 7,495             | 1,396                    | 403<br>26              | 213                    | 574             | SAME                         | 8,234           | 2,135<br>6,099           | 412<br>491             |                   |             | INI NAO                       | 6,099           |               | 1,380   |                  | Pkgs.            | Aug                 | INCE JA                                 |
| 7,495 2,630,145   | 484,322<br>2,145,823     | 72,739<br>14,602       | 140.014                | 202,365         | PERIOD.                      | 2,797,713       | 651,890<br>2,145,323     | 96,832<br>60,469       | 66.729<br>222.847 | 205,013     |                               | 6,099 2,145,823 | 155,533       | 770,985 | ည္သင္သ           | Value.           | Aug. 9, 1883.       |   |
| 369,161           | 153,684<br>215,477       | 13.474<br>96,906       | 12,448                 | 20,021          |                              | 363,314         | 147,837<br>215,477       | 15,964<br>89,555       |                   |             | MARKET.                       | 215,477         |               |         | 30,016<br>47,490 | Pugs.            | Since J             | 1883 AND 1882.                          |
| 78,014,070        | 22,663,178<br>55,351,892 | 2,464,189              | 3.506.024<br>6.708.555 | 7.840.125       |                              | 77,841,732      | 22,485 840<br>55,354.89. | 2.769,097<br>1,759,567 |                   | 7 380 726   |                               | 55.354.892      | 4,458.94      |         | 12,331,59        | Palue.           | Since J.m. 1, 1833. | 1422                                    |