

Bankers and Brokers.

Cahoone & Wescott,
No. 3 New Street & No. 82 Broadway.
GOVERNMENT BONDS,
STOCKS AND INVESTMENT SECURITIES
TIME LOANS NEGOTIATED.
STEPHEN CAHOONE, JR., WM. P. WESCOTT.
Member N. Y. Stock Exchange.

WM. M. EARL, Memb. N. Y. St'ck Ex. G. H. STAYNER,
A. H. DAYTON, Special.
A. H. MURE.

Earl & Dayton,
BANKERS AND BROKERS,
55 TO 59 DREXEL BUILDING,
New York.
STOCKS AND BONDS BOUGHT AND SOLD
STRICTLY ON COMMISSION.

Simons & Chew,
STOCK BROKERS,
2 Exchange Court & 52 Broadway, N. Y.
Stocks, Bonds and U. S. Government Securities
Bought and Sold on Commission.
JAS. D. SIMONS, BEVERLY CHEW.
Member N. Y. Stock Exchange.
Member N. Y. Produce Exchange.

Wm. P. Humbert & Co.,
BANKERS AND BROKERS,
No. 7 Nassau Street, New York.
WM. P. HUMBERT, EDWARD S. BENEDICT.
Member N. Y. Stock Exch'ge.
Member N. Y. Produce Exch'ge.

William Pollock,
MEMBER NEW YORK STOCK EXCHANGE,
BANKER AND BROKER,
25 PINE STREET, NEW YORK.
Buys and sells on commission, or carries on margin,
all securities dealt in at the New York Stock Ex-
change

STEWART BROWN'S SONS,
No. 38 PINE STREET,
NEW YORK.
Stocks and Bonds bought and sold on Commission.

Simon Borg & Co.,
No. 8 WALL STREET, NEW YORK,
DEALERS IN ALL KINDS OF
Railroad and Investment Securities
SOUTHERN SECURITIES A SPECIALTY.

E. C. HUMBERT, JOHN J. C. HUMBERT.
Member N. Y. Stock Exch.

E. C. Humbert & Son,
BANKERS AND BROKERS,
No. 29 WALL STREET,
DREXEL BUILDING, NEW YORK.
C. A. BUTTRICK, WM. ELLIMAN.

Buttrick & Elliman,
18 Wall Street, New York.
—Railroad bonds a specialty.—
—Investors are invited to correspond.—
—Information cheerfully given.—
—Fourteen years' membership in Stock Exchange.—
—Orders by mail solicited and promptly attended to.

Gilman, Son & Co.,
BANKERS,
No. 62 CEDAR STREET.

In addition to a General Banking Business, buy
and sell Government Bonds and Investment Securi-
ties.

JOHN PONDIR. AUGUSTUS NATHAN

Pondir & Co.,
Stocks, Bonds & Investment Securities
20 EXCHANGE PLACE, N. Y.,
Orders executed on the London and European
market.

John B. Manning,
BANKER AND BROKER,
No. 6 Wall Street, New York City.
SOUTHERN SECURITIES
A SPECIALTY.
State, Municipal and Railway Bonds and Coupons
bought and sold at best market rates. Investors or
dealers wishing to buy or sell are invited to commu-
cate with us.
Member of the New York Stock Exchange.

Bankers and Brokers.

Henry Bros. & Warfield,
BROKERS IN
STOCKS AND BONDS, UNLISTED
SECURITIES AND MINING STOCKS,
No. 52 BROADWAY.
DOUGLAS HENRY, CHARLES SETON HENRY,
Member N. Y. Stock Ex. Member N. Y. Min. Stock Ex.
DANIEL WARFIELD.

T. S. YOUNG, JR., SIDNEY E. MORSE.
Member N. Y. Stock Exchange.

Young & Morse,
BANKERS AND BROKERS,
No. 29 BROAD STREET, NEW YORK.
Transact a general Banking and Brokerage Busi-
ness in Stocks, Bonds and Miscellaneous Securities.

Howard Lapsley & Co.,
BANKERS AND BROKERS,
No. 24 BROAD STREET,
New York.

W. H. Goadby & Co.,
BANKERS AND BROKERS,
No. 8 WALL STREET,
New York.

WM. D. HATCH, WM. B. KENDALL.
Member N. Y. Stock Exch.

Hatch & Kendall,
No. 31 WALL STREET,
BANKERS AND BROKERS,
Refer to Messrs. FISK & HATCH.

A. M. Kidder.

L. Co.
BANKERS,
No. 18 WALL STREET,
New York.
Transact a General Banking Business, including
the purchase and sale of STOCKS and BONDS for
cash or on margin.
Buy and Sell Investment Securities.
P. O. BOX 2,647.
A. M. KIDDER. WAYLAND TRASK. H. J. MORSE.
W. C. HILL.

COLLINS, BOUDEN & JENKINS,
BANKERS.
25 PINE ST. - NEW YORK

Purchase and sell on Commission GOVERNMENT
and RAILROAD BONDS and STOCKS, and all
classes of Securities dealt in at the NEW YORK
STOCK EXCHANGE, or all reputable Securities
bought and sold in the OPEN MARKET. LOANS
and COMMERCIAL PAPER negotiated. Interest
paid on DEPOSITS, subject to check.

Boody,
McLellan
& Co.
BANKERS,
58 Broadway, cor. Exchange Place, N. Y.
Branch Office, 128 La Salle St., Chicago.

TRANSACT A GENERAL BANKING BUSINESS,
INCLUDING THE PURCHASE AND SALE OF
STOCKS AND BONDS FOR CASH OR ON MAR-
GIN. BUY AND SELL INVESTMENT SECURI-
TIES. INTEREST ALLOWED ON DEPOSITS
SUBJECT TO CHECK AT SIGHT.
P. O. Box 447.
D. A. BOODY, C. W. MCLELLAN JR.
REUBEN LELAND.

P. W. Gallaudet & Co.
BANKERS,
UNITED BANK BUILDING,
Wall Street, Corner Broadway.
STOCKS, BONDS & COMMERCIAL PAPER.
Stocks and bonds bought and sold on commission at
New York Stock Exchange. Advances made on busi-
ness paper and other securities.

Bankers and Brokers.

GEORGE STARK. JOHN F. STARK
George Stark & Co.,
BANKERS,
No. 33 Nassau Street New York,
TRANSACT A GENERAL BANKING BUSINESS
AND BUY AND SELL INVESTMENT
SECURITIES.
Have constantly on hand and for sale Western City
and Farm Mortgages, bearing 7 to 8 per cent interest.
WESTERN MUNICIPAL BONDS
BOUGHT AND SOLD.
Circulars with full particulars mailed on application.

R. T. Wilson & Co.,
BANKERS AND COMMISSION MERCHANTS,
2 Exchange Court, New York.

Banks--New York State.

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

Bank of Buffalo,
CAPITAL, - - - - - \$300,000.
BUFFALO, N. Y.

This bank has superior facilities for making col-
lections on all accessible points in the United
States, Canada and Europe. Liberal terms extended
to accounts of bankers and merchants.
CORRESPONDENTS.—New York, National Shoe &
Leather Bank; London, Union Bank of London.

Foreign Bankers.

Blake Brothers & Co.,
LONDON, ENGLAND,

Solicit accounts and agencies of Banks, Railways,
Corporations, firms and individuals, upon favor-
able terms; also orders for the purchase and
sale of Bonds, Shares, &c., &c., on Commission
on the Stock Exchange.
Negotiate Railway, State and City Loans, and
Issue Commercial Credits available in all parts of
the world.

Nederlandsch Indische
Handelsbank,
AMSTERDAM, HOLLAND.
ESTABLISHED IN 1863.

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

HEAD OFFICE IN AMSTERDAM.
Agencies in Batavia, Soerabaya and Samarang.
Correspondents in Padang.
Issue Commercial credits, make advances on ship-
ments of staple merchandise, and transact other
business of a financial character in connection with
the trade with the Dutch East Indies.

BLAKE BROTHERS & CO.,
AGENTS FOR NORTH AMERICA,
18 WALL STREET, NEW YORK.
28 STATE STREET, BOSTON.

Adolph Boissevain & Co.

BANKERS
AND
COMMISSION MERCHANTS,
AMSTERDAM, HOLLAND

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

Hong Kong & Shanghai
BANKING CORPORATION.

CAPITAL (paid-up)..... \$6,250,000
RESERVE FUND..... 3,500,000

HEAD OFFICE, HONG KONG.
The Corporation grant Drafts, issue Letters of
Credit for use of Travelers, and negotiate or collect
Bills payable at Bombay, Calcutta, Singapore, Saigon,
Manila, Hong Kong, Foochow, Amoy, Ningpo,
Shanghai, Hankow, Yokohama, Higo, San Francisco
and London.
A. M. TOWNSEND Agent, 47 William St.

Bank of Australasia,
(INCORPORATED 1835.)
4 Threadneedle St., London, England

PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and
Reserve Funds), £479,376.

Letters of Credit and Drafts issued on the 110
branches of the Bank in the Colonies of Queensland,
New South Wales, Victoria, South Australia, Tasma-
nia and New Zealand. Bills negotiated or sent for
Collection. Telegraphic Transfers made. Deposits
received in London at interest for fixed periods on
terms which may be ascertained at the office.
PRIDEAUX SELBY, Secretary.

Foreign Bankers.**The City Bank,
(LIMITED),
LONDON, ENGLAND.**

Authorized Capital, - - - - - £4,000,000
 Subscribed Capital, - - - - - 4,000,000
 Paid-Up Capital, - - - - - 1,000,000
 Reserve Fund, £500,000.

HEAD OFFICE, THREADNEEDLE ST.

BRANCHES:
 Bond Street, Tottenham Court Road
 Ludgate Hill, Paddington,
 Knightsbridge, Aldgate,
 Holborn, Old Street,
 London.

The Bank, while conducting the general business of London Bankers, gives special attention to the Agency of Foreign and Colonial Banks.
 A. G. KENNEDY, Manager.

**THE
Anglo-Californian Bank
(LIMITED).**

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

Authorized Capital, - - - - - \$6,000,000
 Paid-up Capital, - - - - - 1,500,000
 Reserve Fund, - - - - - 350,000

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

**E. Wuthmann & Co.,
BANKERS, BREMEN, GERMANY.****Canadian Bankers.****Merchants Bank
OF CANADA.**

Capital, . . . \$5,700,000 Paid Up.
 Reserve, . . . \$1,150,000

President, ANDREW ALLAN, Esq.
 Vice-President, ROBERT ANDERSON, Esq.

HEAD OFFICE, MONTREAL.

GEORGE HAGUE, General Manager.
 J. H. PLUMMER, Assistant General Manager.

BANKERS:
 LONDON, ENG.—The Clydesdale Bank (Limited).
 NEW YORK—The Bank of New York, N.B.A.

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

New York Agency, No. 61 Wall Street.

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

Imperial Bank of Canada.

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

RESERVE, - - - - - \$460,000

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

HEAD OFFICE, TORONTO.

BRANCHES:

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

Dealers in American Currency & Sterling Exchange.

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

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

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

Bank of Montreal.

CAPITAL, - - - \$12,000,000, Gold.

SURPLUS, - - - \$5,750,000, Gold.

C. F. SMITHERS, President.

W. J. BUCHANAN, General Manager.

NEW YORK OFFICE,

Nos. 59 & 61 WALL STREET.

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

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

London Office, No. 9 Birch Lane.

Canadian Bankers.

AGENCY OF THE
 BANK

**BRITISH NORTH AMERICA,
No. 52 WALL STREET.**

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

CIRCULAR NOTES issued in Pounds Sterling available in all parts of the world.

Bills collected and other banking business transacted.
 D. A. McTAVISH, } Agents.
 H. STIKEMAN,

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

Prompt attention given to Collection of Commercial Bills and Canadian Funds on all points in Canada; American and Sterling Exchange, and Stocks, Bonds, etc., bought and sold.

Correspondents—Bank of New York, New York; and Alliance Bank, London.

Pennsylvania Bankers

JOS. M. SHOEMAKER. ROBERT M. JANNEY

**Jos. M. Shoemaker & Co.
BANKERS AND STOCK BROKERS,
No. 134 SOUTH THIRD STREET,
PHILADELPHIA.**

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

**E. W. Clark & Co.,
BANKERS,**

No. 35 South Third Street, Philadelphia.

DEALERS IN CAR TRUSTS AND OTHER INVESTMENT SECURITIES.

Stocks and Bonds bought and sold on Commission

**Narr & Gerlach,
BANKERS AND BROKERS,
No. 322 CHESTNUT STREET,
PHILADELPHIA,**

AND No. 3 KENIGSTRASSE, STUTTGART.

Orders executed by private wire in New York, Boston and Baltimore.

Drafts issued on all principal points in the United States and Europe.

**A. P. Turner & Co.,
BANKERS AND BROKERS,
No. 207 WALNUT PLACE,
PHILADELPHIA.****Geo. B. Hill & Co.,
BROKERS,
PITTSBURG, PA.,**

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

New England Bankers.**Brewster, Cobb
& Estabrook,
BANKERS,**

No. 35 CONGRESS STREET,
 BOSTON.

MEMBERS OF THE NEW YORK AND BOSTON STOCK EXCHANGES.

ALSO,

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

Perkins, Dupee & Co.,

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

BANKERS AND BROKERS,

No. 40 STATE STREET,
 BOSTON, MASS.

Dealers in Municipal, State and Railroad Bonds.

New England Bankers.

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

**Wilbour, Jackson & Co.,
BANKERS AND BROKERS,
52 WEYBOSSET STREET,
PROVIDENCE, R. I.**

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

**Bank of Deposit,
84 Devonshire & 20 Water Sts., cor. opp. F.O
BOSTON.**

Interest on deposits subject to check.
 Bonds and other investments bought and sold.
 Correspondence invited.
 Orders executed at Boston and New York Stock Exchanges, of which we are members.

**F. A. Hawley & Co.,
BANKERS.****Parker & Stackpole,
BANKERS,**

No. 60 DEVONSHIRE STREET,
 BOSTON.

**C. E. Jackson & Co.,
MIDDLETOWN, CONN.,**

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

Baltimore Bankers.

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

Middendorf, Oliver & Co.

BANKERS AND BROKERS,

S. W. Corner German & South Sts.,
 P.O. Box 397. BALTIMORE, Md.

Special attention given to the negotiation of Foreign Bills of Exchange, Collateral Loans and Commercial Paper.
 INDICATORS AND TELEPHONE IN OFFICE.

**Robert Garrett & Sons,
BANKERS,
No. 7 SOUTH STREET,
BALTIMORE,**

TRANSACT A GENERAL DOMESTIC AND FOREIGN BANKING BUSINESS.

**Wilson, Colston & Co.,
BANKERS AND BROKERS,
BALTIMORE.**

INVESTMENT and SOUTHERN SECURITIES a specialty.
 Correspondence solicited and information furnished.
 N. Y. Correspondents—McKim Brothers & Co.

Southern Bankers.**Thos. P. Miller & Co.,
BANKERS,
MOBILE, ALABAMA.**

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

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

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

**First National Bank,
WILMINGTON, N. C.**

Collections made on all parts of the United States

**MERCHANTS' NATIONAL BANK,
RICHMOND, VIRGINIA.**

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

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

**THOMAS BRANCH & CO.,
BANKERS AND COMMISSION MERCHANTS,
RICHMOND, VIRGINIA.**

Virginia Bonds funded under the Funding Act passed by the last Legislature, for $\frac{1}{2}$ per cent commission. New North Carolina 6 per cent bonds, secured by lien on the State's stock in the North Carolina Railroad, for sale.

Southern Bankers.**THE CITY BANK OF HOUSTON,**
CAPITAL, \$500,000,
Houston, Texas.

We give special attention to collections on all accessible points.
DIRECTORS.—Benjamin A. Botts, Pres't; F. A. Rice, C. C. Baldwin, W. B. Botts, Rob't Brewster, S. K. McIlhenny, B. F. Weems.
B. F. WEEMS, Cashier. BENJ. A. BOTTs, Pres't

WM. C. COURTNEY, Pres. ERNEST H. PRINGLE, Cash
BANK OF CHARLESTON,
NATIONAL BANKING ASSOCIATION
CHARLESTON, S. C.
SPECIAL ATTENTION GIVEN TO COLLECTIONS.

Western Bankers.**The First National Bank.**

GRAND RAPIDS, MICH., Feb. 24, 1883.
The First National Bank, of Grand Rapids, located at Grand Rapids, in the State of Michigan, is closing up its affairs, its corporate existence having expired on February 24, 1883. All note holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.
HARVEY J. HOLLISTER, Cashier.

The Old National Bank
OF GRAND RAPIDS, MICH.

Capital Limit, - - - - - \$1,500,000
Capital Paid in, - - - - - 400,000

Referring to the foregoing the officers and directors of the OLD NATIONAL BANK OF GRAND RAPIDS, beg leave to announce that on Monday, February 26 inst., they will continue the business of banking in all its branches, at the same place of business, as successor of the First National Bank of Grand Rapids.
As substantially the same management will continue in the new organization, with equal capital (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution.
S. L. WITHEY, President.
H. J. HOLISTER, Cashier.

N. W. Harris & Co.,
INVESTMENT BANKERS

No. 76 DEARBORN STREET,
CHICAGO, ILL.

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

THE
Texas Land & Mortgage

COMPANY LIMITED,
(OF LONDON, ENGLAND),
transact a general Financial and Agency Business in the State of Texas and Europe.

New York Correspondents: C. E. WELLESLEY,
BLAKE BROS. & Co., General Manager,
Wall Street. DALLAS, TEXAS.

Montana National Bank,
HELENA, M. T.

UNITED STATES DEPOSITORY.
Capital, - - - - - \$250,000

C. A. BROADWATER, Pres't. A. G. CLARKE, V.-Pres't.
E. SHARPE, Cashier.

D. G. FONES, { STATE BANK, } C. T. WALKER
President. { Incorporated 1875. } Cashier.

German Bank,
LITTLE ROCK, ARKANSAS.

Capital (Paid in) - - - - - \$250,000
Prompt attention given to all business in our line.
N. Y. CORRESPONDENTS.—Donnell, Lawson & Co
and the Metropolitan National Bank.

THOS. M. THORNTON. WM. W. THORNTON, Cash
W. F. THORNTON & SON,
(Established 1859.)

BANKERS AND BROKERS,
SHELBYVILLE, ILLINOIS.

Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.
REFERENCES.—National Bank of Commerce, New York. Union National Bank, Cincinnati. Third National Bank, St. Louis. Traders' Bank, Chicago. Indiana Banking Company, Indianapolis.

ESTABLISHED 1871.
P. F. KELEHER & CO.,

305 OLIVE STREET, ST. LOUIS,
Dealers in Western Securities.
Defaulted Bonds of Missouri Kansas and Illinois Specialty. Good Investment Securities, paying 4 1/2 to 10 per cent, for sale.
References in New York, by permission, Clark Dodge & Co., 61 Wall St.; Hat, H. & Poote, 12 Wall St. References in St. Louis, Banks generally.

Financial Companies.**Honesty Guaranteed**
FIDELITY & CASUALTY CO.
OF NEW YORK.

Officials of Banks, Railroads and Transportation Companies, Managers, Secretaries and Clerks of Public Companies, Institutions and Commercial firms, can obtain suretyship from this Company at moderate charges.
The bonds of this Company are accepted by the courts of the State of New York.

ACCIDENT INSURANCE.
Policies issued against accidents causing death or totally disabling injuries.

Full information as to details, rates, &c., can be obtained on application to head office, 179 Broadway, N. Y.
WM. M. RICHARDS, Pres't. JOHN M. CRANE, Sec'y.
DIRECTORS.—George T. Hope, G. G. Williams, Geo. S. Coe, Charles Dennis, J. S. T. Stranahan, A. B. Hull, A. S. Barnes, S. B. Chittenden, H. A. Hurlbut, W. G. Low, David Dows, J. D. Vermilye, Alex. Mitchell, Wm. M. Richards.

Bonds of Suretyship.
NO OTHER BUSINESS.**The Guarantee Co.**
OF NORTH AMERICA.

Cash Capital, - - - - - \$300,000
Cash Assets, - - - - - 400,000
Deposit with Insurance Department, - - - - - 214,000

President: Vice-President:
SIR. ALEX. T. GALT. HON. JAS. FERRIER.
Managing Director: EDWARD RAWLINGS.

NEW YORK OFFICE:
No. 178 BROADWAY.

D. J. TOMPKINS, Secretary.
NEW YORK DIRECTORS.—Joseph W. Drexel, A. L. Hopkins, H. Victor Newcomb, John Paton, Daniel Torrance, Edw. F. Winslow, Erastus Wiman.

Auction Sales.**STOCKS and BONDS**
At Auction.

The Undersigned hold REGULAR AUCTION
SALES of all classes of

STOCKS and BONDS

ON
WEDNESDAYS AND SATURDAYS.

ADRIAN H. MULLER & SON,
No. 7 PINE STREET, NEW YORK.

Commercial Cards.**Brinckerhoff, Turner**
& Co.,

Manufacturers and Dealers in

COTTON SAILDUCK

And all kinds of

COTTON CANVAS, FELTING DUCK, CAR
COVERING, BAGGING, RAVENS DUCK, SAIL
TWINES, &c., "ONTARIO" SEAMLESS
BAGS, "AWNING STRIPES."

Also, Agents

UNITED STATES BUNTING CO.

A full supply, all Widths and Colors, always in stock
No. 109 Duane Street.

Joy, Lincoln & Motley,

SUCCESSORS TO

E. R. MUDGE, SAWYER & CO.,
43 & 45 WHITE STREET, 15 CHAUNCEY STREET,
NEW YORK. BOSTON.

AGENTS FOR
Ocean Mills Co., Atlantic Cotton Mills,
Peabody Mills, Chicopee Mfg. Co.,
Horton New Mills, White Mfg. Co.,
Saratoga Victory Mfg. Co.,
Hosiery and Yarn Mills.

Bliss, Fabyan & Co.,

New York, Boston, Philadelphia,

SELLING AGENTS FOR LEADING BRANDS

BROWN & BLEACHED SHIRTINGS

AND SHEETINGS,

PRINTS, DENIMS, TICKS, DUCKS, &c.

Towel, Quilts, White Goods & Hosiery

Drills, Sheetings, &c., for Export Trade.

OFFICE**CARPETS.**

HOUSEKEEPERS AND OCCUPANTS OF OF
FICES take notice. Before buying your Carpets
Linoleum Oilcloths, or Mattings, call at BENDALL'S
Misfit Carpet Store, 114 Fulton St., basement floor,
Cheapest place in New York.

Trust Companies.**United States Trust Co.**
OF NEW YORK,

No. 49 WALL STREET.
CAPITAL AND SURPLUS, \$5,000,000

This company is a legal depository for moneys paid into court, and is authorized to act as guardian or receiver of estates.

INTEREST ALLOWED ON DEPOSITS,
which may be made at any time, and withdrawn after five days' notice, and will be entitled to interest for the whole time they may remain with the company.

Executors, administrators, or trustees of estates, and females unaccustomed to the transaction of business, as well as religious and benevolent institutions, will find this company a convenient depository for money.
JOHN A. STEWART, President.
WILLIAM H. MACY, Vice-President.

TRUSTEES

Dan. H. Arnold,	James Low,	John H. Rhoades
Thomas Slocomb,	W. W. Phelps,	J. B. Williams,
Charles E. Bill,	D. Willis James,	Anson P. Stokes,
Wilson G. Hunt,	John J. Astor,	Chas. H. Russell,
Wm. H. Macy,	John A. Stewart,	Robt. B. Minton,
John J. Cisco,	S. M. Buckingham,	Geo. H. Warren,
Clinton Gilbert,	H. E. Lawrence,	George Bliss,
Daniel D. Lord,	Isaac N. Phelps,	John C. Brown,
George T. Ade,	Erastus Corning,	William Libbey,
Samuel Sloan,	S. B. Chittenden,	

JAMES S. CLARK, Second Vice-President,
HENRY L. THORNTON, Secretary,
LOUIS G. HAMPTON, Assistant-Secretary

The Brooklyn Trust Co.

Cor. of Montague & Clinton sts. Brooklyn, N. Y.

This Company is authorized by special charter to act as receiver, trustee, guardian, executor or administrator.

It can act as agent in the sale or management of real estate, collect interest or dividends, receive registry and transfer books, or make purchase and sale of government and other securities.

Religious and charitable institutions, and persons unaccustomed to the transaction of business, will find this Company a safe and convenient depository for money.
EDMUND W. CORLIES, Vice-Pres't.

TRUSTEES:

John P. Rolfe,	Chas. R. Marvin,	Henry K. Sheldon
E. F. Knowlton,	Joshua O. Low,	John T. Martin,
H. E. Pierpont,	Alex. McCue,	Edm'd W. Corlies
Alex. M. White,	A. A. Low,	Fred. Cromwell,
Henry Sanger,	Mich'l Chauncey,	C. D. Wood,
	WM. H. MALE, Secretary.	

JAS. R. CURRAN, Assistant Secretary.

Metropolitan Trust Co.,

Mills Building, 35 Wall St., New York.

PAID UP CAPITAL, \$1,000,000.

Designated as a legal depository by order of Supreme Court. Receive deposits of money on interest, act as fiscal or transfer agent, or trustee for corporations and accept and execute any legal trusts from persons or corporations on as favorable terms as other similar companies.

THOMAS HILLHOUSE, President,
FREDERIC D. TAPPEN, Vice-President
WALTER J. BRITTON, Secretary.

Safe Deposit Companies.**MANHATTAN****Safe Deposit & Storage Co**

346 & 348 Broadway,

Cor. of Leonard Street. NEW YORK.

Receives for safe-keeping, UNDER GUARANTEE, Bonds, Deeds, Wills and other valuable papers; Silverware, Jewelry, Paintings, Silk Goods, Old Business Accounts, &c.

Safes to rent from \$10 to \$200 per year.

SAFE DEPOSIT VAULTS**OF****The National Park Bank**

OF NEW YORK.

214 & 216 BROADWAY.

ENTRANCE THROUGH THE BANK.

Bankers' Safe Deposit Co

UNITED BANK BUILDING,

Cor Wall Street and Broadway.

SAFES

OF MOST APPROVED CONSTRUCTION FOR

Bankers, Brokers, Merchants, &c.

DEPOSIT YOUR SECURITIES

IN THE

State Safe Deposit Vault,

Cor. William St. & Exchange Place,

Under the National Bank of the State of New York

BURGLAR AND FIRE PROOF.

Chronicle Volumes**WANTED.**

Volumes 1, 2, 4, 8, 9, 10, 12.

Apply at Publication Office, 79 & 81 William St.

Interest, Dividends, &c.**ILLINOIS CENTRAL RAILROAD COMPANY.**

42D SEMI-ANNUAL CASH DIVIDEND.
A Dividend of THREE AND A HALF PER CENT in cash is declared payable September 1, 1883, to shareholders of the Illinois Central Railroad Company as registered at the close of business August 11; also an Extra Dividend of ONE HALF OF ONE PER CENT in cash, payable at the same time to said shareholders out of the earnings of the Southern Division for the six months ending June 30, 1883. The stock transfer books will be closed from August 11 until September 5.

L. V. F. RANDOLPH, Treasurer.

HOMESTAKE MINING COMPANY,

MILLS BUILDING, NEW YORK, Aug. 13, 1883.
DIVIDEND NO. 60.
The regular Monthly Dividend of Forty Cents per share has been declared for July, payable at the office of the transfer agents, Lounsbury & Haggin, Mills Building, 15 Broad Street, on the 25th inst.
Transfer books close on the 20th inst.
LOUNSBURY & HAGGIN, Transfer Agents.

OFFICE OF THE JOCUISTITA MINING CO.,

MILLS BUILDING, No. 15 Broad St., New York, Aug. 8, 1883.
DIVIDEND No. 9.
The Jocuistita Mining Company has this day declared a quarterly dividend of Fifty Thousand Dollars, being FIFTY CENTS (50c.) PER SHARE, payable at the office of Lounsbury & Haggin, Mills Building, No. 15 Broad Street, on the 31st inst.
Transfer books close on the 25th inst.

R. P. LOUNSBURY, President.

NORTHERN PACIFIC RAILROAD COMPANY, TREASURER'S OFFICE, 17 BROAD ST., NEW YORK, August 14, 1883.—Coupons of the Pend D' Oreille Division bonds of this company, due September 1, proximo, will be paid upon presentation at this office on and after that date.

ROBERT LENOX BELKNAP, Treasurer.

NORTHERN PACIFIC RAILROAD COMPANY, TREASURER'S OFFICE, 17 BROAD ST., NEW YORK, August 16, 1883.—For the purpose of the annual election, the books for the transfer of the common and preferred stock of the Northern Pacific Railroad Company will close at this office AUGUST 25 at 3 P. M., and reopen SEPTEMBER 21 at 10 A. M.

By order of the Board of Directors.
ROBERT LENOX BELKNAP, Treasurer.

Investments.**REED & HURLBUT,**

52 WILLIAM STREET.

FIRST-CLASS**Investment Bonds.****Geo. K. Sistare's Sons,**

19 NASSAU ST., NEW YORK,

DEALERS IN

FIRST-CLASS INVESTMENTS.

Buy and Sell on Commission, for cash or on margin, all securities dealt in at the New York Stock Exchange.

Interest allowed on daily balances.

All deposits subject to check at sight.

Particular attention to orders by mail or telegraph.

Schuyler N. Warren & Co

51 Exchange Place.

INVESTMENT SECURITIES.

City, Railroad, Gas, Electric Light and Miscellaneous Stocks and Bonds.

Special Investments.**WM. C. NOYES,**

No. 21 NASSAU STREET,

DEALER IN

CITY RAILWAY STOCKS**GAS STOCKS.****Telegraph and Cable Stocks.****TRUST COS.' STOCKS.**

Bank Stocks. Insurance Stocks.

Special Investments.**Albert E. Hachfield,**

8 & 10 PINE STREET.

Bonds and Investment Securities**WANTED:**

Grand Rapids & Indiana Bonds.
Indianapolis & St. Louis Bonds.
Joliet & Northern Indiana Bonds.
Rome Watertown & Ogdensburg 1st and 2ds.
Terre Haute & Indianapolis Stock.
Elizabeth City Bonds

Car Trust Bonds.

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

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

POST, MARTIN & CO.,

No. 34 PINE STREET.

THE WESTERN**FARM MORTGAGE CO.,**

LAWRENCE, KANSAS,

Offers to investors the best securities in the market FIRST MORTGAGE LOANS UPON IMPROVED FARMS. Interest and principal paid on day of maturity in New York. Funds promptly placed. Large experience. No losses. Send for circular, reference and sample forms. W. M. PERKINS, President; J. T. WARNE, Vice-President; L. I. PERKINS, Secretary. CHAS. W. GILLET, Treas. N. F. HART Auditor

Fred. H. Smith,**STOCK AND BOND BROKER,**

20 BROAD STREET, NEW YORK

Railroad Securities a Specialty.

Intimate knowledge of all for past fifteen years. Information cheerfully given. Investors or dealers wishing to buy or sell are invited to communicate. All stocks dealt in at New York Stock Exchange carried on margins.

Francis Smith & Co.,

Indianapolis, Ind., & Vicksburg, Miss.

BROKERS

IN

MORTGAGE LOANS.

WRITE FOR CIRCULAR.

FOR SALE—City RR. Stocks & Bonds.

50 shs. Bl. St. & F. F. \$10,000 Houst. West St. & P. F.
10 shs. Cent. Cross'n 7s, 1894, bonds.
50 shs. D. D. B. & B. 15,000 2d Ave. con. 7s, '88, bds.
10 shs. Ninth Ave. 26,000 3d Ave. comp. 7s, '90, bds.
50 shs. 23d St. 5,000 3d Ave. reg. 7s, '90, bond

J. P. WINTRINGHAM.

GAS, INSURANCE, BANK STOCKS, &c.

SECURITIES BOUGHT AT THE AUCTION SALES.

36 PINE STREET, N. Y.

H. L. Grant,

No. 145 BROADWAY,

NEW YORK.

CITY RAILROAD STOCKS & BONDS

BOUGHT AND SOLD.

See quotations of City Railroads in this paper.

N. T. Beers, Jr.,**Brooklyn Securities, City Bonds,**

Gas Stocks, &c.,

No. 1 NEW STREET,

NEW YORK.

DESK ROOM TO LET.**J. M. Gillespie****INSURANCE SCRIP, &c.,**

No. 4 HANOVER ST., NEW YORK.

Member of N. Y. Produce and Maritime Exchanges

E. S. BAILEY,

7 PINE STREET.

DEALINGS IN

INSURANCE STOCKS**A SPECIALTY.**

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

Special Investments.**Prentiss & Staples,**

No. 11 WALL STREET, NEW YORK

AND

208 MONTAGUE ST., BROOKLYN.

GAS STOCKS

AND

GAS SECURITIES,

Street Railroad Stocks and Bonds

AND ALL KINDS OF

BROOKLYN SECURITIES

DEALT IN.

SEE GAS QUOTATIONS IN THIS PAPER.

GEO. H. PRENTISS, CYRUS E. STAPLES.
Member N. Y. Stock Exchange.

Investors Attention.

\$200 TO \$20,000.

SEVEN PER CENT

Semi-Annual Interest Net to Investor.

SECURITY ABSOLUTE.

First Mortgages on Improved Property in Kansas City, and good farms in Kansas and Missouri, worth from three to five times the amount of the loan. For particulars and references address,

H. P. MORGAN, General Agent,

No. 3 Custom House St., PROVIDENCE, R. I., Or

JARVIS, CONKLIN & CO., Brokers,

KANSAS CITY, MO.

J. C. Chew,

No. 7 WALL STREET, NEW YORK.

TEXAS RAILWAYS,

BONDS, LANDS, &c.

Desirable Texas Securities for Investment constantly on hand.

Douglass Green,

16 EXCHANGE PLACE, NEW YORK.

GOVERNMENTS AND FOREIGN EXCHANGE.

Southern Securities and District of Columbia Securities a Specialty.

Financial.**Central Trust Company**

OF NEW YORK,

15 Nassau St., Cor. of Pine St.

CAPITAL, \$1,000,000 in U. S. Bonds.

With \$1,000,000 SURPLUS.

Allows interest on deposits, returnable on demand, or on specified dates.

Is a legal depository for money paid into Court. Is authorized to act as Executor, Administrator, Guardian, or in any other position of trust.

Also as Registrar or Transfer Agent of Stocks and Bonds, and as Trustee for Railroad Mortgages.

HENRY P. SPAULDING, President.

FREDERICK P. OLCOTT, Vice-Presidents.

B. B. SHERMAN, Secretary.

C. H. P. BABCOCK, Assistant Secretary.

GEORGE SHERMAN, Assistant Secretary.

BOARD OF TRUSTEES.

CLASS OF 1884. CLASS OF 1885. CLASS OF 1886.

A. A. Low, S. B. Babcock, David Downs.

Fred'k H. Cossitt, I. N. Phelps, George W. Lane.

Jac'b D. Vermilye, Jno. Thorne, Benj. B. Sherman.

Wm. Allen Butler, Amos R. Eno, J. Pierpont Morgan.

Percy R. Pyne, Gust'v Schwab, Chas. Lanier.

Wm. H. Appleton, J. P. Wallace, George I. Seney.

Edm. W. Corlies, Josiah M. Fiske, Chas. G. Landon.

Geo. MacCuller, H. F. Spaulding, Wm. H. Webb.

Cornelius N. Bhesi, J. S. Kennedy, Fred. P. Olcott.

Spencer Trask.

Geo. F. Peabody.

Spencer Trask & Co.,**Bankers,**

70 Broadway, New York City.

Transact a General Banking Business

BRANCH OFFICES.

Connected by private wires.

PHILADELPHIA, 132 S. Third St., C. F. Fox

ALBANY, N. Y., 65 State St., W. A. Graves

PROVIDENCE, R. I., 13 Westminster St.

SARATOGA, N. Y., Grand Union Hotel.

THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

VOL. 37.

SATURDAY, AUGUST 18, 1883.

NO. 947.

CONTENTS.

THE CHRONICLE.

The Financial Situation.....	161	Monetary and Commercial	
Condition of Chicago & North-		English News.....	165
western.....	163	Commercial and Miscellaneous	
The Channel Tunnel and the		News.....	167
Joint Commission.....	164		

THE BANKERS' GAZETTE.

Money-Market, Foreign Ex-		Quotations of Stocks and Bonds	170
change, U.S. Securities, State		New York Local Securities....	171
and Railroad Bonds and		Railroad Earnings and Bank	
Stocks.....	168	Returns.....	172
Range in Prices at the N. Y.		National Bank Returns.....	173
Stock Exchange.....	169	Investments, and State, City	
		and Corporation Finances..	174

THE COMMERCIAL TIMES.

Commercial Epitome.....	177	Breadstuffs.....	183
Cotton.....	177	Dry Goods.....	184

The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is published in New York every Saturday morning.

[Entered at the Post Office, New York, N. Y., as second-class mail matter.]

TERMS OF SUBSCRIPTION—PAYABLE IN ADVANCE:

For One Year (including postage	\$10 20.
For Six Months do	6 10.
Annual subscription in London (including postage).....	£2 7s.
Six mos. do do do	1 8s.
Subscriptions will be continued until ordered stopped by a written order, or at the publication office. The Publishers cannot be responsible for Remittances unless made by Drafts or Post-Office Money Orders.	

Liverpool Office.

The office of the CHRONICLE in Liverpool is at No. 5 Brown's Buildings, where subscriptions and advertisements will be taken at the regular rates, and single copies of the paper supplied at 1s. each.

A neat file cover is furnished at 50 cents; postage on the same is 18 cents. Volumes bound for subscribers at \$1 00.

WILLIAM B. DANA, } WILLIAM B. DANA & CO., Publishers,
JOHN G. FLOYD. } 79 & 81 William Street, NEW YORK.
POST OFFICE BOX 958.

On page 173 will be found the detailed returns, by States, of the National Banks, under the Comptroller's call of June 22, kindly furnished us by Mr. Knox. Previous returns were published, those for May 1 in the CHRONICLE of July 7, page 15, those for March 13 in the issue of May 12, page 532.

THE FINANCIAL SITUATION.

Both the strength and the weakness of the financial situation have been well illustrated this week. That Wall Street has been in a turmoil, that stocks have taken another tumble, that call loans have been overhauled, sifted out and margins widened, and that three failures have occurred, are the more notable signs of weakness everywhere engrossing attention. On the other hand, while all this has happened and rumors, as bad as imagination could make them, have been afloat, commercial business has been disturbed scarcely at all, no one of our banks has been in any degree involved, no railroad new or old has suffered in credit, and all our leading banking and broker firms are just as far above suspicion as ever. Such evidences of strength can but be reassuring, for they furnish a substantial confirmation of our remark of last week, that a panic is impossible now, for the condition of credits and prices which would support one does not exist.

At the same time it cannot be denied that the business which has its centre in Wall Street is under a cloud. There are many obvious reasons for this—(1) some relating to the securities themselves, (2) others to the condition of the large body of ordinary buyers, and (3) still others to the peculiar odor and suspicion (real or imaginary) which just now hangs around railroad management. All of the first class of influences affect actual values, and time alone can bring the remedy. Prominent among these is the building, within two or three years, of closely competing lines to so many of the old systems, making future income doubtful. Another of the same class is the very large issues of securities, which has been a feature of recent years, roads formerly representing but a few hundred thousand dollars of stock and bonds being now capitalized at almost as many millions. Of course everyone knows that such masses of securities (?) can for a long period at least have only a speculative value. They must bide their time, in the meanwhile held in place by the owners (pegging, the street calls it) waiting for a speculative hurricane to give them even the semblance of life. And there are so many of these excessive issues afloat, that they have a depressing effect upon the whole market.

Then besides this, the large body of ordinary buyers could not purchase if they desired, for they have not been making money of late years and so have nothing to speculate with. This is a fact of no little weight, for it is not large investors that bring the harvest to Wall Street, but a vast company of venturesome trades people, little and big, in city and village over the whole country, that keep the ball a moving. Of course the investor who takes the stock off the street is a needed element; but with one such, there are a hundred of the other sort. Commercial failures frequently uncover and bring to light these operations, but there are thousands that lose, of whom nothing is heard. The last two years has been a period of declining prices for all commodities, so that the commercial classes have now no surpluses to venture or lose.

But, as we have often said, of more importance than all other influences combined, adverse to Wall Street business, is the want of confidence felt in railroad management, and a want of accurate knowledge with regard to a road's traffic. These conditions, added to the experience of late years, are deterring investors now, so that they are afraid to touch almost any stock, whatever its former standing or present price. The truth is, that either fact or rumor connects most of our Presidents with putting up or putting down their own securities for their own profit, of issuing or withholding information, and in some cases of even giving currency to false statements to suit their purposes in the market. This has become such a

public scandal that one is almost surprised that self-respect does not induce the better class of railroad managers to make their earnings and their doings public as early as possible. Our State railroad commission is taking up some of these questions, and we understand that they have appointed a meeting to be held in about two weeks, when they propose to take action on the subject of publishing traffic reports. We trust that in the interest of morality, as well as of stockholders, they will not hesitate to enforce this duty.

These, briefly stated, are some of the leading causes which have led to the long depression in Wall Street, and which keep capital so shy of investing in securities there that a break-down in prices is of very easy occurrence. But we repeat that the ups and downs in the stock market are no indication of weakness anywhere else. A little new piece of evidence to that effect, showing as it does the growing strength of the people, is the first of July savings bank returns of New York City, just made public. They show that labor is well and profitably employed. During the six months since January 1st the reported increase in the deposits of our 24 New York City savings banks is \$6,002,438 and in the number of depositors 12,837. At that rate the addition to the number of accounts for the year will be nearly 26,000, and the growth in deposits during the twelve months will reach twelve million dollars, making a very favorable comparison with previous years, as may be seen from the following compilation of the annual totals since 1875.

DEPOSITS AND DEPOSITORS OF NEW YORK CITY SAVINGS BANKS.

Date.	Amount of Deposits.	Number of Depositors.
January 1, 1875.....	\$180,010,703	494,086
January 1, 1876.....	184,188,216	468,652
January 1, 1877.....	179,116,255	459,055
January 1, 1878.....	176,261,335	457,775
January 1, 1879.....	165,308,239	424,102
January 1, 1880.....	175,380,732	455,383
January 1, 1881.....	193,235,538	504,921
January 1, 1882.....	211,148,385	549,081
January 1, 1883.....	225,522,914	580,333
July 1, 1883.....	*231,525,352	*593,170

* This shows the increase of six months only.

If we had time we should like to enlarge upon the above statement. We cannot, however, help calling attention to the progress made in the number of accounts and amount of deposits since specie payments were resumed, continued down to the present day, and the difference existing in the tendency previous to that time. Furthermore, the fact that the number of the accounts has now reached the large total of 600,000, or nearly one account for every two persons of the city's population, does not mark any close approach to general bankruptcy. Of course we know that many depositors have deposits in more than one bank; but even allowing for that, the result is a most encouraging one.

It was not until Tuesday afternoon that the downward movement in Wall Street was arrested. Up to that time the excitement seemed to increase hourly. The greatest decline was in Oregon Trans-Continental and in the Northern Pacific stocks, which have for a long time been the favorites with a large class. Why these properties should have so sharply declined can be explained on no other theory than that the attack upon them was made for a specific purpose, and when that was accomplished the authors of it not only abandoned further attempts to depress the market, but co-operated in efforts to sustain and advance it. It will be seen that, as a general thing, only the leading speculative stocks yielded to the pressure, the others being comparatively firm or quickly reacting after they had fallen in sympathy with the decline in the other properties. Since the reaction set in, the movement

has been pretty constantly upward, of course, however, with occasional checks, and the close yesterday was strong at nearly the highest prices made since the late depression.

The exchange market is weak at a decline of $1\frac{1}{2}$ cents per pound sterling since last week, and the indications point to still lower figures. There seems to be an entire absence of mercantile demand for remittance, and the only inquiry comes from bankers, who always require more or less exchange, and who now find the supply in excess of the demand. There is no particular pressure of bills, holders finding it difficult to sell, and some refusing to dispose of them at the current rates. This may lead to such an accumulation very soon as to cause a sharp fall in the price of sterling, as has been the case in previous seasons. Bankers are of the opinion that the gold-importing point will be reached later on, depending, of course, upon the liberality of the movement in cotton and breadstuffs. Some securities are going out, but the amount about equals the importations, so that these transactions have little influence upon exchange. The following shows relative prices of leading stocks in London and New York at the opening each day.

	Aug. 13.		Aug. 14.		Aug. 15.		Aug. 16.		Aug. 17.	
	Lond'n prices.*	N.Y. prices.*	Lond'n prices.*	N.Y. prices.*	Lond'n prices.*	N.Y. prices.*	Lond'n prices.*	N.Y. prices.*	Lond'n prices.*	N.Y. prices.*
U.S. 4s. c.	119-07	119	119-05	119	118-95	118-75	118-95	119	118-92	119-06
Erie.....	30-25	29-34	28-85	28-85	29-73	29-34	31-32	31	31-16	31-34
2d con.	92-98	90	90-67	91	92-03	91-14	93-23	92-34	95-99	92-34
Ill. Cent.	129-07	125-14	127-96	124-14	125-23-1	126	125-28	126	126-62	126-14
N. Y. C.	114-80	115	113-95	114	115-13	115	116-02	115-14	115-00	116-14
Reading	26-10-1	51	25-71-1	50-14	26-08-1	51-14	26-44-1	52-14	26-66	53-14
Ont. W'n	20-25	20-14	19-74	20	20-84	21	21-09	21-14	21-91	21-14
St. Paul	101-50	101	98-71	98-14	99-93	99-14	101-40	101-14	101-78	102
Exch'ge. cables.	4-88		4-87-14		4-87-14		4-87-14		4-87	

* Expressed in their New York equivalent.

† Reading on basis of \$50, par value. ‡ Ex-interest.

Money on call has been more active this week. This is in part in consequence of the excitement in the stock market, but in good part also is due to a movement of funds to the West, mainly to Cincinnati. The effect of the depression in stocks was to lead the banks generally to discriminate against collaterals that were not readily marketable, and require borrowers on call and on time to increase their margins. This compelled some houses to resort to the Stock Exchange, where the supply at times was not very abundant, but although the rate advanced on Saturday, Monday and Tuesday to 6 per cent, it became easier before the close of business each day. The outward movement of currency has now commenced, however, and this may increase so as to draw large amounts to the South as well as the West very soon. The Acting Secretary of the Treasury has issued an order directing that on each Wednesday, commencing on the 22d inst., called bonds presented at the Department in Washington, be redeemed without rebate of interest to the amount of \$5,000,000 weekly. 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. 17, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$749,000	\$2,824,000	Loss \$2,075,000
Gold.....	.....	150,000	Loss 150,000
Total gold and legal tenders.....	\$749,000	\$2,974,000	Loss \$2,225,000

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 \$1,800,000 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. 17, 1883.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$749,000	\$2,974,000	Loss, \$2,225,000
Sub-Treasury operations, net .....	.....	1,800,000	Loss, 1,800,000
Total gold and legal tenders.....	\$749,000	\$4,774,000	Loss, \$4,025,000

The Bank of England reports a gain of £396,000 bullion for the week, of which £327,000 came from abroad, and an increase of 13.16 in the proportion of reserve to liabilities. The Bank of France lost 1,725,000 francs gold and 1,325,000 francs silver. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Aug. 16, 1883.		Aug. 17, 1882.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	£23,236,987	.....	£21,780,423	.....
Bank of France.....	39,464,724	41,367,142	39,953,439	46,157,922
Bank of Germany.....	7,611,787	22,835,363	6,937,250	20,811,750
Total this week.....	70,313,498	64,202,505	68,671,112	66,969,672
Total previous week.....	69,986,800	64,255,541	68,841,943	67,132,544

The Assay Office paid \$170,403 through the Sub-Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Aug. 10...	\$439,144 75	\$6,000	\$15,000	\$334,000	\$85,000
" 11...	335,860 67	14,000	15,000	223,000	85,000
" 13...	701,239 95	13,000	51,000	542,000	94,000
" 14...	550,926 75	14,000	44,000	332,000	111,000
" 15...	577,803 08	39,000	53,000	432,000	53,000
" 16...	477,490 84	18,000	30,000	260,000	69,000
Total.	\$3,032,466 04	\$104,000	\$208,000	2,273,000	\$497,000

CONDITION OF CHICAGO AND NORTH-WESTERN RAILWAY.

The Chicago & Northwestern report for the fiscal year ended May 31, 1883, issued this week, presents, as usual, many interesting features, and will repay careful study. The results of the year's operations are not as favorable as those of the year immediately preceding, but this has attracted very little attention, probably because the causes leading to the decrease are well understood and probably also because the public had been prepared for the exhibit by an article which we published early in the year, wherein the actual return for the twelve months was closely foreshadowed.

Just six months ago (in the CHRONICLE of February 17) we gave the actual figures of earnings and expenses for the first seven months of the fiscal year, viz., June to December, inclusive, and with these figures as a basis, and carefully estimating the yearly charges for interest and rentals, as well as the probable income for the five months to the end of May, endeavored to afford our readers some idea of what the report might be expected to show after the close of year. In this we were more fortunate than we had reason to anticipate in view of the difficulty of securing official information on the many doubtful points, and as the figures have as much interest to-day as they had half a year ago, we may be permitted to refer to them briefly now.

The company being constantly adding to its funded debt (by reason of new extensions, &c.), we estimated that the charge for interest and rentals would be increased about \$300,000 over the charge in the previous year—say to \$5,950,000; the report now makes the charge \$5,957,701. The amount required for dividends we put at \$2,850,000—the actual figure is \$2,890,336. Expense s

we stated must be heavier than in the previous year for the last five months, even as they were shown to have been heavier in the first seven months, and the reasons we recited for this belief—namely, a much larger mileage operated and a harder winter—are precisely those recounted in the report before us. The surplus for the year, after providing for interest, dividends of 7 per cent on the common and 8 per cent on the preferred stock, and meeting all other charges, we estimated would be over a million dollars anyway, and possibly over a million and a quarter; we find it to be \$1,161,280.

This surplus of \$1,161,280 is over \$1,600,000 smaller than the surplus remaining in the previous year—we mean the surplus on each year's operations alone, irrespective of any accumulated surplus brought forward—but that year with the Northwest, as with many other companies in that section, was the most prosperous ever experienced, and, besides, the rate of dividends on both classes of stock was smaller in that year. The loss of \$1,600,000 in surplus is accounted for by a loss of \$1,000,000 in net earnings, an increase of \$300,000 in interest charges and an increase of the same amount in the requirements for dividends. The net earnings reached a little over 10 million dollars, and though fully a million below those of 1881-2, are yet very considerably above the total for any other year. The gross earnings of 24 millions have never been exceeded. Altogether, the showing is a very encouraging one, despite the fact stated that it fails to equal that of the preceding year. A company that can see the balance turned against it in the large sum of \$1,600,000 in a single year, and yet retain a surplus for that year of over 1½ million dollars, certainly occupies a very strong position.

The most interesting part of the company's report, however, is that giving the balance sheet. We have heard a good deal in the past about prospective scrip or stock dividends by this road, and we recall some interesting upward movements in prices supported by a belief in the likelihood of such a distribution. Latterly, with the general distrust of the stock market evinced by the public, the idea seems to have passed out of notice, but there are many who still cherish the expectation that a stock distribution will some day be made, and apparently there is much to encourage that idea in the company's reports. To the uninitiated in the mysteries of the system of bookkeeping pursued, the whole undivided surplus is only about 9½ million dollars—8½ millions credited to income account and 1 million credited to land account. But we have shown in the CHRONICLE that the company carries as a liability on its books some millions of the stocks of proprietary roads, which stocks are really all held in its own treasury and constitute an asset.

The significance attaching to these heavy holdings of the stocks of proprietary roads lies in the fact that the company can or may at any moment decide to merge the roads with its own, and exchange its stock for theirs. Indeed, this process is already in progress. During the year covered by the report, two of the proprietary roads—the Escanaba & Lake Superior and the Menominee River, comprising all the proprietary lines in Michigan that had not yet been merged into the company—were consolidated with the Chicago & Northwest, and \$1,620,000 new stock issued. The operation of consolidation consisted simply of placing in the company's treasury \$1,620,000 of its own stock, in return for that of the proprietary roads. As the balance sheet shows only \$621,350 of unissued stock on hand, it is to be presumed that the remainder of the new issue was sold or put out in some other way, and in point of fact we find that the report

states that a part of the proceeds were used to pay for the Chicago St. Paul Minneapolis & Omaha purchase—or at least so much of it as was not supplied by the sale of the 10 million debenture bonds issued for that purpose. Further, we observe that the company has a million more cash in its treasury than a year ago, which also may have been in part derived from the sale of the new stock.

But a more important move in the same direction has been made since the close of the fiscal year. We refer to the consolidation effected with the Elgin & State Line and the Chicago Milwaukee & Northwestern, by which 97,651 shares (\$9,765,100) of Chicago & Northwestern stock were issued and placed in the company's treasury. What disposition is to be made of this stock? Will it be retained in the treasury an indefinite length of time, or is it to be issued at once? If the latter, will it be used in the purchase of new roads or additional property, or is it to be issued in the shape of a stock dividend, or are stockholders to have the privilege perchance of subscribing for the same at a certain proportion of its value? All these questions suggest themselves, but they can be no more readily answered than can the question whether the company will continue to pursue the policy of absorption of proprietary roads and capitalize the remaining \$12,692,500 stocks held by it. The Chicago Milwaukee & Northwestern, just merged, was the largest of the proprietary roads unrepresented by Northwestern stock. Is the Toledo & Northwestern, with its \$8,302,500 stock, to be the next in order, so that instead of \$9,765,100 there will be over 18 millions Chicago & Northwestern stock in the Chicago & Northwestern treasury? And will the \$2,300,000 Winona & St. Peter and the \$1,500,000 Iowa Southwestern rapidly follow? The import of these questions no one will deny, but the answer to them can only come from those controlling the policy of the road. To show the extent of the company's surplus and undistributed assets and stock, we have prepared the following statement.

Unissued stock owned by company May 31.....	\$622,615
Exchanged since for Elgin & State Line and Chicago Milwaukee & Northwestern stock.....	9,765,100
Stocks of other proprietary roads held.....	12,692,500
Land income balance.....	1,033,565
Surplus income account.....	8,425,862

Total undivided assets, stock, &c..... \$32,539,642

Here we have a total of undivided assets and surplus in the large sum of 32½ million dollars. Should the company determine to distribute it *all*, which of course is not likely, in the shape of a stock dividend, stockholders would be entitled to an increase of 84 per cent in their holdings. Even leaving out the surplus income and the land balance, and supposing all the proprietary road stock exchanged, there would be full 23 millions of unissued stock at the disposal of the Chicago & Northwestern Company.

Some may regard this as a strong point in favor of the property. And perhaps in one sense it is. The prospect of a large stock dividend, in the near or remote future, is certainly very alluring to both investors and holders. But what if the directors should choose not to declare one? What if they should hold the question in abeyance an indefinite length of time, and then suddenly determine to throw a large block of the unissued stock upon the market, not in the shape of a dividend, but in some other way, so that the company's capital would be increased and the original stockholders receive no direct benefit therefrom? This, of course, may be wholly chimerical, but at the same time it suggests the weak point in the position of the company, namely, the great power lodged in the hands of a few persons, who, however honest they may be, would by their simple action or inaction afford speculators innumerable opportunities to render uncertain

the market value of the property. A tolerably well-authenticated report of an intended stock dividend would at once send the price of the stock up. A denial would immediately knock the price down again. And before the actual declaration of the dividend, assertions and denials to that effect might do effective service hosts of times. The least that can be said in any event is that a company that has it within its power to keep 23 millions of unissued stock in its treasury, subject to its pleasure, holds a very anomalous position.

THE CHANNEL TUNNEL AND THE JOINT COMMISSION.

The Joint Committee of Lords and Commons, which had been for some time in session taking evidence regarding the proposed tunnel under the English Channel, lately concluded their labors and made their reports. In their printed form the reports make up a considerable Parliamentary paper. The Chairman, Lord Landsdowne, submits a long report of his own, and argues in favor of the construction of a tunnel, after a very thorough examination of the evidence. This report was rejected in the Joint Committee by six to four. There were three other reports—those of Lord Barrington, Sir Henry Hussey Vivian and Sir Massey Lopes. Each of them was voted upon, but upon each the Committee was equally divided.

The evidence given before the Commission was as interesting as it was conflicting. The mercantile class look on the proposed tunnel with more favor than the military class; but the mercantile class are not all of one mind. Some of the manufacturers and traders regard the tunnel as one of the necessities of modern times; and they have freely given it as their opinion that by the increased facilities for intercourse which it would secure, Britain would commercially be a gainer. On the other hand—and this class is the most numerous—there are those who dread rather than court any closer competition with France or with the Continent generally. Mr. Ecroyd, M. P., extensively interested in the woolen and also in the silk and cotton trades, was entirely opposed to the tunnel. English manufacturers were already seriously undersold by the French, owing to the long hours of labor in France. The rate of carriage of wool was already lower between London and Paris than between London and Bradford. This was an existing inconvenience; and to multiply such facilities for the French would be detrimental to the best interests of the British manufacturers. The tunnel would not only multiply such facilities. It would do more. The cheap fares would lead to the introduction of foreign labor, and the competition which would follow would inevitably lead to bad feeling and disturbance among the working classes. Sir Jacob Behrens, on the other hand, who had paid much attention to the probable effect of the tunnel on the woolen and worsted trades, gave it as his opinion that the tunnel would be a benefit, as the goods that went to the Continent would go through it. The tunnel would facilitate transmission. But the burden of the commercial evidence, as we have said, has been against the tunnel, and the arguments from this source have unquestionably been more direct as well as more weighty.

Among the persons examined were many chemical experts, as well as civil and mining engineers and others. Mr. Brady, chief engineer of the Southeastern Railroad, gave evidence in favor of the tunnel, and suggested various methods whereby it might be destroyed, if necessary. Sir G. Elliott, M. P., Chairman of the Institute of Mining Engineers, had been in favor of the tunnel; but on maturer reflection had come to the conclusion that the

experiment would be hazardous, and that it would be wiser policy to rely on improved harbors, and ships running eighteen knots an hour. Colonel Majerdie, a chemical expert and engineer, gave evidence which showed that in order to be able to destroy it, in the event of attempted invasion, it would be necessary to have the tunnel honeycombed and filled with some powerful explosive compound—a precaution which would fill the public mind with fear and distrust; and his judgment was that its construction was most inexpedient.

Among the naval and military authorities examined were such as Admiral Sir John Hay, Sir Lintorn Simmons, Sir Andrew Clarke, Sir Archibald Alison, the Duke of Cambridge and Lord Wolseley. Sir John Hay, who was opposed to the project, thought there was nothing impossible in landing 60,000 men at Dover within three days, and declared that if he were a French admiral, and bent on the invasion of England, he would consider the tunnel an element of advantage. Sir Lintorn Simmons, who has held several important military posts, was utterly opposed to a tunnel. It would multiply the facilities for invasion; it would necessitate the construction of a powerful fort at Dover, and the maintenance at that point of a numerous body of men, both implying heavy expense, without guaranteeing security. "If any government," he said, "were insane enough to allow the tunnel to be made, they would be insane enough to do anything." Sir Andrew Clarke, Inspector-General of Fortifications, thought that the objection of the Duke of Wellington to the construction of the Southampton Railway, because it would facilitate the invasion of London, by connecting the Solent with the capital, was, in a certain sense, "on all fours" with the objections to the Channel Tunnel. There was, no doubt, possible danger; but there was no danger to which England was not equal. Sir Archibald Alison was opposed to the tunnel on military grounds. There were difficulties in the way of its prompt destruction, and even if these difficulties were less there was the possibility of surprise. Treachery was always a possibility, and the danger would be greater during peace than in time of war. The Duke of Cambridge thought that if the tunnel were constructed, the recommendations of the military commission for its destruction, in the case of a threatened difficulty, were the best possible. The burden of his evidence was that the construction would create inconveniences for which no resulting advantages would compensate. To construct a tunnel was to create a vulnerable point for attack. The country was now secure, and to do anything to render it less secure was not justifiable. Lord Wolseley's evidence was in a similar vein. The danger would be greater in times of peace than when the country was at actual war with France or with any combination of forces in possession of the Continental end. It was not to be forgotten that Europe was armed to the teeth, and difficulties might arise at any moment. He illustrated the position by reference to the surprise in the case of the Suez Canal. Besides, the tunnel would be the property of a commercial company, and governments are slow to interfere with such property. If a tunnel were to be constructed, it should not be until a new fortress were built at Dover and fully equipped. In his judgment—better no tunnel. It would necessarily give rise to panics which would be injurious to commerce and industry. It would necessitate a permanent increase in the military establishment of the country—a necessity which it would be safer and wiser to avoid.

Last year, it will be remembered, a Military Commission, under the presidency of Sir Archibald Alison, sat and took evidence on the subject. The report was in the

main adverse. It showed that such a work would mine England's hitherto impregnable defense, the sea, and make it necessary for that country to keep on foot an army equal to those of the great military States of the Continent. It showed also that the most elaborate fortifications, at the mouth of the tunnel, with the most efficient means of destroying the tunnel at a moment's notice, would not alone form a satisfactory safeguard. Now that the Joint Committee has failed to come to any agreement on the subject—and as the conflicting sentiments of the Committee are regarded as a fair reflex of the divided sentiments of the people generally—the presumption is that Parliament will not sanction any further procedure with the work for the present.

Monetary & Commercial English News

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

EXCHANGE AT LONDON—Aug. 4.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12 5/4 @ 12 5/4	Aug. 4	Short.	12 09
Amsterdam	Short.	12 2 3/4 @ 12 3 3/8	Aug. 4	Short.	20 52
Hamburg	3 mos.	20 68 @ 20 72	Aug. 4	Short.	20 48 1/2
Berlin	"	20 68 @ 20 72	Aug. 4	"	20 50
Frankfort	"	20 68 @ 20 72	Aug. 4	"	11 98 1/2
Vienna	"	12 13 3/4 @ 12 16 1/4	Aug. 4	"	25 32
Antwerp	"	25 55 @ 25 60	Aug. 4	"	23 11 1/2
St. Petersburg	"	23 1 1/2 @ 23 3 1/4	Aug. 4	"	25 29 1/2
Paris	Checks	25 28 3/4 @ 25 33 3/4	Aug. 4	Checks	25 30
Paris	3 mos.	25 50 @ 25 55	Aug. 4	3 mos.	25 25
Genoa	"	25 55 @ 25 60	Aug. 4	Short.	47 30
Madrid	"	46 3 1/2 @ 46 5 1/2	Aug. 4	3 mos.	53 11 1/2 @ 53 1 1/2
Cadiz	"	46 3 1/2 @ 46 5 1/2	Aug. 4	"	95 1/4
Lisbon	"	51 3 1/2 @ 51 7 1/2	Aug. 4	"	18 7 1/2 @ 18 7 1/2
Alexandria	....	....	Aug. 1	"	38 7 1/2 @ 38 7 1/2
New York	....	....	Aug. 4	"	58 0 3/4 @ 58 0 3/4
Bombay	60 d'ys	1s. 7 3/4 d.	Aug. 4	tel. trsf.	1s. 7 1/2 d.
Calcutta	"	1s. 7 3/4 d.	Aug. 4	tel. trsf.	1s. 7 1/2 d.
Hong Kong	....	....	Aug. 4	4 mos.	38 7 1/2 @ 38 7 1/2
Shanghai	....	....	Aug. 4	"	58 0 3/4 @ 58 0 3/4

[From our own correspondent.]

LONDON, Saturday, Aug. 4, 1883.

This week's Bank return is decidedly favorable, and the money market has, in consequence, assumed an easier appearance. The proportion of reserve to liabilities at the Bank has scarcely varied, it being 44 38 per cent against 44 22 per cent last week; but the supply of bullion has been augmented by £352,501, and the present total is £22,928,987, against £22,759,892 last year. The Continental exchanges are still favorable to us, and gold is arriving in moderate quantities, especially from Germany. The receipts from abroad are at present more than adequate for the requirements of the agricultural districts in connection with the harvest, and, as further supplies of gold from the Continent are expected, while the demand for money for mercantile purposes is diminishing, the money market seems likely to be easy for the time being.

The Bank of England, during the week embraced in the last return, has experienced but little inquiry either for loans or discounts. There is a falling off of £265,146 in "other securities," the present total being only £21,328,094, against £22,877,526 in 1882. Holidays and the harvest have augmented the circulation of notes and coin, but to a very trifling extent. The increase in the note circulation has been £520,610, and that in the supply of bullion is £352,501, against a recorded influx of £492,000. It is thus seen that the position has greatly improved; and the change which has taken place may, should the harvest prove to be satisfactory, encourage business, and lead ultimately to more activity both in commercial and financial circles.

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:

London	Bank Rate.	Open Market Rates.						Interest Allowed for Deposits by		
		Bank Bills.			Trade Bills.			Joint Stock Banks.	At Call.	7 to 14 Days.
		Three Months	Four Months	Six Months	Three Months	Four Months	Six Months			
June 29	4	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3	3	3 1/4 @ 3 1/4
July 6	4	3 1/4 @ 3 1/4	3 1/4 @ 3 1/4	3 1/4 @ 3 1/4	3 1/4 @ 3 1/4	3 1/4 @ 3 1/4	3 1/4 @ 3 1/4	3	3	3 1/4 @ 3 1/4
" 15	4	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3	3	3 1/4 @ 3 1/4
" 20	4	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3	3	3 1/4 @ 3 1/4
" 27	4	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3	3	3 1/4 @ 3 1/4
Aug. 3	4	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3	3	3 1/4 @ 3 1/4

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of

middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
Circulation	26,428,790	27,296,050	27,667,525	28,074,455
Public deposits	4,418,448	3,817,101	4,161,431	5,255,168
Other deposits	22,935,746	26,404,545	27,259,056	24,977,535
Government securities	11,964,368	14,349,251	15,885,260	15,760,688
Other securities	21,328,094	22,877,526	20,371,856	17,136,898
Reserve of notes & coin	12,250,197	11,213,842	13,329,169	15,537,283
Coin and bullion in both departments	22,928,987	22,759,892	23,246,694	23,611,738
Proportion of reserve to liabilities	44.38	36.34	42.13	51
Bank rate	4 p. c.	3 p. c.	2½ p. c.	2½ p. c.
Consols	99½	99½	100½	97½
Eng. wheat, av. price	41s. 9d.	50s. 0d.	47s. 1d.	44s. 2d.
Mid. Upland cotton	57½d.	70d.	63½d.	61½d.
No. 40 Mule twist	9½d.	10½d.	10½d.	11½d.
Clearing-house return	118,730,000	139,339,000	124,795,000	123,811,000

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

Gold.—The exports during the week have been unimportant; they comprise only £20,000 bars to Bombay, and £10,000 sovereigns to Malta. The imports, which have been very large, especially from the Continent, have been sent into the Bank, the total being £500,000. The Lafayette has brought £13,000 from Central America, the Nile £56,000 from West Indies, the John Elder £45,600 from Australia, the Minho £7,400 from Brazil. Total, £152,000.

Silver.—The price mentioned in our last has been maintained during the week, as the arrivals have not been very large. The amounts to hand comprise £38,000 from the West Indies, £23,900 from the Pacific, £20,000 from New York and £56,000 from River Plate. Total, £137,900. The P. & O. steamer has taken £125,500 to Ind. A.

Mexican Dollars.—The price of 49½d. per oz. was obtained for the arrival by the West India mail steamer, and the market is tolerably steady at that quotation. The Nile brought £130,000 from the West Indies and the Salier £33,000 from New York. Total, £163,000. The Clyde has taken £33,430 to China and the Straits.

Exchange.—Of the 25 lakhs of India Council bills advertised for sale yesterday, only Rs. 30,000 on Calcutta were sold, at an average rate of 1s. 7.375d. and tenders for the same at 1s. 7.3d. and above receive in full. Transfers were also sold as follows: Calcutta, Rs. 16,00,000; average rate, 1s. 7.437d. Bombay, Rs. 15,00,000; average rate, 1s. 7.442d. Tenders at 1s. 7.7-16d. and above, received in full. The quotations from the East are to-day reported as follows: for transfers on Bombay and Calcutta, 1s. 7.13-32d.; 4 months' bills on Hong Kong, 3s. 8d. per dollar, and on Shanghai 5s. 0½d. per tael. Rupee paper is 79½d. to 80d. for 4 per cent and 83½d. to 85½d. for 4½d. per cent, with little doing.

The quotations for bullion are reported as below:

	Price of Gold.			Price of Silver.	
	Aug. 2.	July 26.		Aug. 2.	July 26.
Bar gold, fine....oz.	s. d. 77 9	s. d. 77 9	Bar silver, fine..oz.	d. 50 7-16	d. 50 5-16
Bar gold, contain'g 20 dwts. silver..oz.	77 10½	77 10½	Bar silver, contain'g 5 grs. gold..oz.	50 13-16	50 11-16
Span. doubloons..oz.	73 9½	73 9½	Cake silver.....oz.	54 7-16	54 5-16
S. Am. doubloons..oz.	73 8½	73 8½	Mexican dols....oz.	49½	49½
U. S. gold coin...oz.	76 3½	76 3½	Chilian dols....oz.	.....	.....
Ger. gold coin...oz.	.....	.....	

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 Interest at	August 2.		July 26.		July 19.		July 12.	
	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris	3	2½	3	2½	3	2½	3	2½
Berlin	4	2½	4	3½	4	3½	4	2½
Frankfort	—	3	—	3½	—	3½	—	3½
Hamburg	—	2½	—	3½	—	3½	—	3½
Amsterdam	3½	3½	3½	3½	3½	3½	3½	3½
Brussels	3½	3½	3½	3½	3½	3½	3½	3
Madrid	5	4½	5	4½	5	4½	5	4½
Vienna	4	3½	4	3½	4	3½	4	3½
St. Petersburg	6	6	6	6	6	5½	6	5½

Business generally has, during the past week, been of a most restricted character, cheap money and, on the whole, favorable weather for the maturing crops having had but little influence upon traders or speculators. It is undoubtedly difficult to decide in which direction to operate, and many are therefore taking advantage of the present lull in affairs to enjoy a holiday. For a few weeks to come London will be much deserted. In the "City" the holiday season is now very distinctly apparent, and any large attendance is doubtful.

The Eastern Bengal Railway Company announce that the Indian Government have expressed their intention of purchasing the line, and that they will take it over on the 30th of June, 1884. This is the second line of railway the Indian Government have purchased, and it seems to be their intention to acquire the whole system.

At the half-yearly meeting of the shareholders of the Provincial Bank of Ireland, the chairman stated that one large interest in Ireland had suffered materially from American competition—namely, that of millers. The American trade, improved machinery, and so on, had much interfered with the trade of millers. It was the custom very often for banks to advance money on security of mills, good going concerns, which were very legitimate security; but now they were obliged to

refuse advances on such security except in particular places where the districts were favorable for growing wheat and the millers were rich enough to invest in American machinery. It seemed as if the milling trade of Ireland had much passed away.

The chairman of the Submarine Telegraph Company, at a meeting on Thursday, stated that although a larger number of messages had been transmitted during the past six months, there had been fewer words telegraphed. This he attributed to the increased economies of merchants and others, who were condensing their messages much more strictly than usual. For the half-year ended June 30, the number of messages transmitted was 1,337,009, containing 16,925,163 words, while for the corresponding period of 1882 the number of messages was 1,312,240 and of words 17,427,814. They had therefore transmitted 24,769 more messages and 503,651 fewer words. The company had, in consequence, earned £6,000 less.

The July return of the Cleveland Ironmasters' Association shows the following as the month's make of pig iron: 155,000 tons of Cleveland iron and 75,000 tons of other kinds—a total of 230,000 tons, or 5,000 tons more than in June. There are 118 furnaces blowing, 85 of which are making Cleveland pig iron. The stocks decreased 4,800 tons in July.

Though not good harvest weather, the progress of the crops towards maturity during the past week has been moderately satisfactory, but there are still anxieties regarding the future, as rains seem to be so frequent. Harvest work has been commenced in a few early districts; but it will be some days yet before it becomes general, and it is more than probable that its termination will be much later than usual. The reports which have been published regarding the prospect vary considerably, especially as far as wheat is concerned. There are some very promising fields of wheat, but, on the other hand, the crop is said to be thin in many localities. There will, however, be a full length of straw, and the total production of wheat will be satisfactory if the weather should be fine for harvesting, and if there is no serious diminution in the quantity of land under cultivation. Most other crops promise well, barley being especially well spoken of. The yield of fruit has been good, and only favorable weather for a few weeks is needed to lead to encouraging results, as far as quantity and quality are concerned. As regards prices, there is very little hope of improvement. Competition is certain to remain severe, and in the face of that buyers are sure to be able to retain the advantage they have worked upon for a long time past.

Moderately favorable weather and liberal supplies from abroad, together with heavy stocks of foreign produce at our outports, have caused the wheat trade to remain extremely quiet, notwithstanding that the quantity of home-grown wheat arriving at market is very small, and is not likely to be augmented for some weeks to come. Millers exhibit much indifference about buying, but sales are seldom pressed, and consequently prices do not vary to any material extent. The wheat trade does not, therefore, show any interesting features, and it does not seem probable that during the new season much will transpire to influence it prominently in either direction. We shall most certainly be amply supplied by the great wheat producing countries, and, although France will be a considerable buyer abroad, competition amongst sellers will be keener than competition amongst buyers from Europe. It is generally believed that in the United States and in Russia a considerable proportion of last year's crops of wheat remains undisposed of, and that if, in the former country, there is a deficiency in the yield of winter wheat, the reserve existing will be fully adequate to meet it.

Advices from Vienna state that the wheat harvest is now over in Hungary, and the yield is estimated at 20 per cent below that of last year, which was, however, an extraordinarily large one, giving a surplus for exportation worth £20,000,000. The estimate of the deficiency this year is consequently much less important than at first sight it seems to be. Moreover, the falling off is attributed to the effect of the terrible heat prevailing in Hungary last month and the drying-up of the ears. It may be expected, therefore, that the reduction in quantity will be to some extent made up for by the good condition of the grain. In Southern Germany and in Austria the rye crop is gathered in. In Northern Germany harvest is just beginning, and the result throughout the Empire is far above the average of recent years. In Austria also a good grain harvest has been secured. The latest advices of the French harvest are hardly as favorable as those previously received, the rains of the past fortnight having done some harm. Still, though not so good as they

have been, the prospects even in France are fair for wheat, and very good for most other agricultural productions.

The following are the quantities of wheat, flour and Indian corn estimated to be afloat to the United Kingdom, compared with previous years. Baltic supplies are not included:

	At present.	Last week.	1882.	1881.
Wheat.....	qrs. 1,446,000	1,431,000	1,983,000	1,657,000
Flour.....	377,000	143,000	155,000	124,000
Indian corn.....	268,000	228,500	187,500	663,000

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

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....	cwt. 61,785,509	55,299,203	53,735,393	53,960,980
Barley.....	15,223,088	12,485,898	10,413,805	12,061,343
Oats.....	14,231,690	10,444,637	10,008,735	13,564,825
Peas.....	1,974,478	2,941,820	2,236,980	1,945,772
Beans.....	2,929,086	1,911,982	2,282,916	2,585,431
Indian corn.....	22,228,584	21,780,584	33,865,973	27,990,251
Flour.....	15,524,242	9,323,456	11,587,118	9,553,043

SUPPLIES AVAILABLE FOR CONSUMPTION—48 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.....	cwt. 61,785,509	55,299,203	53,735,393	53,960,980
Imports of flour.....	15,524,242	9,323,456	11,587,118	9,553,043
Sales of home-grown produce.....	42,264,500	32,473,250	27,352,700	22,542,400
Total.....	119,574,251	97,095,914	92,675,216	86,056,423
Average price of English wheat for season.....	41s. 9d.	46s. 7d.	43s. 5d.	46s. 2d.
Visible supply of wheat in the U. S.	bush. 17,700,000	13,570,340	16,772,508	12,000,000
Supply of wheat and flour afloat to U. K.	1,641,000	2,095,000	2,400,000	.....

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:

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....	qrs. 2,438,301	1,815,764	1,578,039	1,300,524
Barley.....	1,942,770	1,635,264	1,180,455	1,330,008
Oats.....	250,469	218,232	167,660	151,484

AVERAGE PRICES FOR THE SEASON (per qr.).

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....	s. d. 41 9	s. d. 46 7	s. d. 43 5	s. d. 46 2
Barley.....	32 8	31 2	32 1	34 7
Oats.....	21 7	21 7	24 0	23 5

Converting quarters of wheat into cwt., the totals for the whole kingdom are as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Wheat.....	cwt. 42,264,500	32,473,250	27,352,700	22,542,400

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 17:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....	507 ¹ / ₁₆	507 ¹ / ₁₆	507 ¹ / ₁₆	507 ¹ / ₁₆	50 ¹ / ₂	50 ⁵ / ₈
Consols for money.....	99 ⁷ / ₈	100 ¹ / ₁₆	100	99 ⁷ / ₈	100	100
Consols for account.....	100	100 ³ / ₁₆	100 ³ / ₁₆	100	100 ³ / ₁₆	100 ³ / ₁₆
Fr'ch rentes (in Paris) fr.	80 ³ / ₃₂	80 ⁴ / ₃₂	80 ³ / ₃₂	.....	80 ⁵ / ₃₂	80 ⁰ / ₃₂
U. S. 4 ¹ / ₂ s of 1891.....	115 ¹ / ₂	115	115	115 ¹ / ₂	x114 ³ / ₈	114 ³ / ₈
U. S. 4s of 1907.....	122	122	122	x120 ⁷ / ₈	122	122
Chic. Mil. & St. Paul.....	104	104	101 ¹ / ₂	103 ¹ / ₂	104 ¹ / ₂	104 ¹ / ₂
Erie, common stock.....	31 ¹ / ₂	31 ¹ / ₂	29 ¹ / ₂	30 ⁷ / ₈	31 ¹ / ₂	32 ¹ / ₂
Illinois Central.....	132	132 ¹ / ₂	130 ¹ / ₂	129 ¹ / ₂	129 ¹ / ₂	130
N. Y. Ontario & West'n.....	21 ¹ / ₂	21 ¹ / ₂	20 ¹ / ₂	22	22 ¹ / ₂	22 ¹ / ₂
Pennsylvania.....	58	53 ³ / ₈	58	59 ¹ / ₂	59 ¹ / ₂	59 ⁵ / ₈
Philadelphia & Reading.....	26 ³ / ₈	27	26 ³ / ₈	27	27 ¹ / ₂	27 ³ / ₈
New York Central.....	117 ¹ / ₂	117 ⁵ / ₈	116 ⁷ / ₈	118 ⁷ / ₈	119	119

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State).....	100 lb. s. d. 12 0	s. d. 12 0	s. d. 12 0	s. d. 12 3	s. d. 12 3	s. d. 12 3
Wheat, No. 1, wh.....	8 9	8 9	8 9	8 10	8 10	8 10
Spring, No. 2, old.....	9 0	9 0	9 0	9 1	9 1	9 1
Winter, West'n.....	9 3	9 4	9 4	9 5	9 5	9 5
Cal., No. 1.....	9 6	9 6	9 7	9 7	9 7	9 7
Cal., No. 2.....	9 2	9 2	9 2	9 2	9 2	9 2
Corn, mix., new.....	5 4 ¹ / ₂	5 4 ¹ / ₂	5 5	5 6	5 6	5 6 ¹ / ₂
Pork, West. mess., # bbl.....	76 0	76 0	76 0	76 0	76 0	76 0
Bacon, long clear, new.....	39 0	38 6	38 6	38 6	38 6	38 6
Beef, pr. mess, new, # cwt.....	78 0	78 0	78 0	78 0	78 0	78 0
Lard, prime West. # cwt.....	45 0	44 0	43 6	44 0	44 3	44 9
Cheese, Am. finest new.....	49 0	49 0	49 6	49 0	49 0	49 0

Commercial and Miscellaneous News

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

- 3,022—The Henrietta National Bank, Henrietta, Texas. Capital, \$50,000. Elisha F. Ikard, President; James W. T. Gray, Cashier.
 3,023—The Lewiston National Bank, Lewiston, Idaho. Capital, \$50,000. John Brearley, President; Nelson W. Brearley, Cashier.
 3,024—The First National Bank of Olympia, Washington Territory. Capital, \$50,000. John P. Hoyt, President; Albert A. Phillips, Cashier.
 3,025—The First National Bank of East Portland, Oregon. Capital, \$50,000. A. H. Breyman, President; B. H. Bowman, Cashier.
 3,026—The First National Bank of Perry, Iowa. Capital, \$50,000. Geo. W. Blakeslee, President; Howard A. Rouse, Cashier.

The Vermont National Bank of St. Albans, Vt., insolvent. Receiver appointed August 9, 1883.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$7,460,645, against \$10,679,979 the preceding week and \$5,430,860 two weeks previous. The exports for the week ended Aug. 14 amounted to \$6,558,077, against

\$7,682,849 last week and \$6,040,960 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Aug. 9 and for the week ending (for general merchandise) Aug. 10; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods.....	\$2,619,286	\$2,884,720	\$3,168,153	\$2,630,145
Gen'l mer'chise.....	4,742,936	5,974,941	5,950,705	4,830,500
Total.....	\$7,362,222	\$8,859,661	\$9,118,858	\$7,460,645
Since Jan. 1.				
Dry goods.....	\$81,604,313	\$68,490,878	\$83,644,940	\$78,018,070
Gen'l mer'chise.....	229,767,489	198,906,256	229,113,446	206,704,137
Total 32 weeks.....	\$311,371,302	\$267,397,134	\$312,758,386	\$284,722,207

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. 14, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week.....	\$9,369,772	\$6,606,939	\$7,779,934	\$6,558,077
Prev. reported.....	241,948,973	229,374,009	198,316,349	210,274,002
Total 32 weeks.....	\$251,318,745	\$235,980,948	\$204,096,283	\$216,832,079

The following table shows the exports and imports of specie at the port of New York for the week ending Aug. 11, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	.....	\$9,300	\$.....	\$1,955,779
France.....	.....	.....	.....	104,220
Germany.....	.....	.....	.....	2,066,007
West Indies.....	.....	20,080	3,615	740,341
Mexico.....	.....	.....	.....	77,335
South America.....	9 400	150,003	.....	146,835
All other countries.....	5,000	94,783	.....	18,236
Total 1883.....	\$14,400	\$274,168	\$3,615	\$5,108,753
Total 1882.....	.....	33,351,815	10,698	863,947
Total 1881.....	.....	310,800	441,250	23,260,156
Silver.				
Great Britain.....	\$215,650	\$7,913,809	\$.....	\$.....
France.....	17,200	410,174	.....	1,508
Germany.....	.....	.....	.....	246,230
West Indies.....	.....	43,276	35,123	285,543
Mexico.....	.....	.....	110,139	2,106,041
South America.....	2,160	7910	2,407	97,372
All other countries.....	50	3,791	.....	5,538
Total 1883.....	\$235,060	\$8,378,963	\$147,669	\$2,742,232
Total 1882.....	290,000	8,075,252	6,169	1,593,536
Total 1881.....	130,000	6,781,723	30,977	1,318,448

Of the above imports for the week in 1883, \$250 were American gold coin and \$14,641 American silver coin. Of the exports during the same time \$14,400 were American gold coin, and \$50 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:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
Aug. 11.....	\$ 765,673 99	\$ 758,796 11	\$ 117,631,879 07	\$ 6,719,918 46
" 13.....	1,610,327 49	1,138,764 94	118,186,949 91	6,636,410 17
" 14.....	1,674,037 60	939,750 47	118,771,081 96	6,786,565 25
" 15.....	2,540,553 03	817,304 36	119,533,835 67	7,742,510 21
" 16.....	1,653,556 21	1,704,947 43	119,690,688 39	7,538,816 27
" 17.....	1,342,111 30	892,047 01	120,358,103 52	7,321,465 43
Total.....	*9,586,259 62	†6,251,610 32		

* Above receipts include \$560,000 gold certificates put into cash.

† Above payments include \$587,000 gold certificates taken out of cash.

Bankers' & Merchants' Telegraph.—The new issue of \$300,000 bonds cover the line from New York to Washington, and date from July 1, 1883, running thirty years at 6 per cent interest. The company is stringing six additional wires between New York and Washington, which are to be finished within six days, and which will make a total between New York and Philadelphia of sixteen wires, and between Philadelphia and Washington of ten wires. The Southern Telegraph Company's stock, of which the Bankers' & Merchants' has secured control, is \$5,000,000.—Philadelphia *North American*.

Ogdensburg & Lake Champlain.—For the first quarter of its fiscal year—from April 1 to June 30—this road earned \$149,900 gross, against \$154,300 in 1882, and \$30,100 net, against \$20,900 in 1882.

—The Homestake Mining Company has declared its sixtieth dividend of \$50,000, payable at Lounsbury & Haggin's.

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

[Shares.]	[Shares.]
10 Sixth Avenue RR. Co.....	260 ¹ / ₂
26 National Fire Ins. Co.....	88
42 Leather Manufacturers' National Bank.....	170
31 Grand st. & 42d st. RR. Co.....	245
5 Continental Insurance Co.....	235
Bonds.	
\$12,000 New York & Atlantic RR. Co. 1st mortg. bonds.....	1

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Middletown & Crawford.....	3	Sept. 1	
North Pennsylvania (quar.).....	2	Aug. 25	Aug. 16 to Aug. 19
Miscellaneous.			
Delaware Division Canal.....	\$1	On dem.	

NEW YORK, FRIDAY, AUG. 17, 1883-5 P. M.

The Money Market and Financial Situation.—Notwithstanding the prevalence of an unsettled, distrustful feeling, there has been no material change in the general business situation the past week. The outlook is better from the fact that a week has passed without developing anything more unfavorable in business affairs than was known to exist seven days ago. The most important of the several banks in the West which were last week reported as suspended has resumed, though the others have not, and on the other hand there have been one or two additional suspensions of small banks—which, however, do not affect the general situation. So far as can be learned, the causes that led to the embarrassments of these banks are not susceptible of generalization, and cannot be resolved into any one generic or all-pervading element, except it be that the decline in prices of commodities in the last year and a-half has played perhaps a very important part in forcing the suspensions. This decline, however, has been so gradual that the loss has been well distributed, and therefore has affected the banking institutions of the country, and trade and industry generally, to a smaller degree than would otherwise have been the case.

There has been a somewhat unusual kind of flurry in the stock market, unusual because it was protracted nearly a week, with wide fluctuations of prices, the net result of which, however, was to make very little change in the general range of prices of any but four or five stocks, which have apparently been placed on a range of values from 4 to 5 per cent lower than before the flurry began. The extreme depression of prices during the week ranged from 2 to 15 per cent, and yet this great fluctuation resulted in the failure of only three stock commission houses, at least two of which were from causes not connected with their legitimate business. These facts show a stronger holding of stocks than has been generally supposed, and are an element of increased confidence.

A feature of much importance is the growing belief that Western Europe will require more foreign breadstuffs than has heretofore been presumed. Long ago, in the early part of the year, it was known that the acreage planted in the United Kingdom and in France was less than the average; but the prospects in May and June of a large yield per acre gave the impression that the deficiency of acreage might be made good in that way. This expectation, it is now thought, is to be disappointed, and the continued firmness of the foreign markets would seem to indicate that we shall find a good market for all our surplus breadstuffs at moderate prices.

The superabundance of money in the New York market for loan on call on collateral security has been less pronounced than in the previous weeks, and though there is still a plethora of such funds, the rates have been a little higher, ranging from $2\frac{1}{2}$ to 4 per cent, against 2 and $2\frac{1}{2}$ the previous week. Time loans also show an advance of about $\frac{1}{2}$ of 1 per cent, to $4\frac{1}{2}$ for 60 days and $5\frac{1}{2}$ for four months on stock collaterals. Mercantile discounts of every class are not only $\frac{1}{2}$ of 1 per cent higher, but there has been a closer scrutiny of the names offered for discount. The rates for first-class double-name paper have been advanced to $5\frac{1}{2}$ per cent for 60 days and $5\frac{1}{2}$ to 6 per cent for six months, and for the best single-name paper to 6 and $6\frac{1}{2}$ for 60 days and to $6\frac{1}{2}$ for six months.

The domestic exchanges have been less generally in favor of New York than a week or two ago, New York bills being now at a discount in Chicago and Boston.

The official announcement was made from Washington on the 15th that the bonds called for redemption on November 1 would be redeemed without rebate of interest at the rate of \$5,000,000 on each Wednesday, beginning on August 22. This is calculated to put a large part of the money for the \$32,000,000 of bonds included in the call into the market as soon as the usual stringency in the money market in the fall begins to be felt.

Foreign exchange has shown a declining tendency during the week, and there have been three reductions of $\frac{1}{2}$ cent on the £ each. The principle obstacle to a further decline is the higher rates of interest for money in London than in New

York. It may therefore be expected that as the rates of interest advance in American markets, in consequence of increased requirements for currency to move the crops, and also as a restoration of confidence in business induces capital to take hold of various enterprises, the rates of sterling exchange will probably decline so as to admit of the movement of specie from Europe to this country.

In the week the Bank of England gained £396,000. Its reserve of notes and specie was also increased to 46 9-16 per cent of its liabilities, as compared with 45 $\frac{3}{8}$ per cent a week previous. The Bank of France lost 1,725,000 francs in gold and 1,325,000 francs in silver.

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

	1883. Aug. 11.	Differences from previous week.	1882. Aug. 12.	1881. Aug. 13.
Loans and dis.	\$326,601,100	Dec. \$220,900	\$336,916,200	\$351,024,700
Specie.....	63,650,100	Inc. 461,700	60,405,100	71,841,100
Circulation....	15,450,800	Dec. 190,100	18,204,100	19,486,000
Net deposits...	325,228,500	Inc. 1,535,600	322,141,600	342,722,400
Legal tenders.	26,990,700	Inc. 9,500	23,962,600	15,927,000
Legal reserve.	\$81,307,125	Inc. \$383,900	\$80,535,400	\$85,680,600
Reserve held.	90,610,800	Inc. 471,200	84,367,700	87,768,100
Surplus.....	\$9,333,675	Inc. \$87,300	\$3,832,300	\$2,087,500

Exchange.—There has been a better supply of commercial bills in the foreign exchange market during the last week. When prices of stocks were depressed by the flurry in the stock market on Tuesday and Wednesday, there was some buying on foreign account, and the drawing to pay for these has also made some increase of bankers' bills. The posted rates for sterling on Friday were 4 83 and 4 86 $\frac{1}{2}$, as compared with 4 84 $\frac{1}{2}$ and 4 88 $\frac{1}{2}$ a week previous. The rates for actual business on Friday were as follows, viz.: Sixty days, 4 82 $\frac{1}{4}$; demand, 4 85 $\frac{1}{2}$ @ 4 85 $\frac{3}{4}$; cables, 4 86 $\frac{1}{2}$; commercial bills, 4 80 $\frac{1}{2}$ @ 4 81. The rates for francs were also lower proportionately with those for sterling.

United States Bonds.—Government bonds have been firm but otherwise without feature.

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

	Interest Periods.	Aug. 11.	Aug. 13.	Aug. 14.	Aug. 15.	Aug. 16.	Aug. 17.
5s, continued at 3 $\frac{1}{2}$..	Q.-Feb.	112	111 $\frac{7}{8}$	111 $\frac{7}{8}$	111 $\frac{7}{8}$	112	112
4 $\frac{1}{2}$ s, 1891..... reg.	Q.-Mar.	113	112 $\frac{7}{8}$	112 $\frac{7}{8}$	112 $\frac{7}{8}$	113	113
4 $\frac{1}{2}$ s, 1891..... coup.	Q.-Mar.	113	112 $\frac{7}{8}$	112 $\frac{7}{8}$	112 $\frac{7}{8}$	113	113
4s, 1907..... reg.	Q.-Jan.	119 $\frac{1}{2}$	119	118 $\frac{7}{8}$	118 $\frac{7}{8}$	119	119 $\frac{1}{2}$
4s, 1907..... coup.	Q.-Jan.	119 $\frac{1}{2}$	119	118 $\frac{7}{8}$	118 $\frac{7}{8}$	119	119 $\frac{1}{2}$
3s, option U. S.....	Q.-Feb.	103 $\frac{3}{4}$	103 $\frac{3}{4}$	103 $\frac{3}{4}$	103 $\frac{3}{4}$	103 $\frac{3}{4}$	103 $\frac{3}{4}$
6s, eur'cy, 1895.....	J. & J.	128	128	128	128	128	128
6s, eur'cy, 1896.....	J. & J.	129	129	129	129	129	129
6s, eur'cy, 1897.....	J. & J.	130	130	130	130	130	130
6s, eur'cy, 1898.....	J. & J.	132 $\frac{1}{2}$	132 $\frac{1}{2}$	131	131	131	132 $\frac{1}{2}$
6s, eur'cy, 1899.....	J. & J.	133	133	132	132	132	133

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

State and Railroad Bonds.—Prices of railroad bonds were very much depressed during the early part of the week, in sympathy with the stock market, but there was no such movement to sell out as there was in stocks. The depression of prices was also smaller, and the recovery has been large in the last two days, though in only a few cases has it brought the quotations up to what they were before the break in stocks. The following range of the prices of the principal issues during the week to Friday night, the 17th, will show the course of the market, viz.: Iron Mountain 5s, 76 $\frac{1}{2}$, 66, 72 $\frac{1}{2}$, 72 $\frac{1}{4}$; Atlantic & Pacific incomes, 24 $\frac{3}{4}$, 22, 28 $\frac{1}{2}$, 28; Burlington & Quincy debenture 5s, 93, 90, 92; Canada Southern firsts, 96, 94 $\frac{1}{4}$, 95, 94 $\frac{3}{4}$; Chesapeake & Ohio currency 6s, 47 $\frac{1}{2}$, 43, 46, 45 $\frac{1}{2}$; Denver & Rio Grande consols, 89, 85 $\frac{1}{2}$, 86 $\frac{1}{2}$; Erie 2d consols, 93 $\frac{1}{2}$, 89, 94; Fort Worth & Denver City firsts, 72 $\frac{3}{4}$, 65, 71; Midland New Jersey firsts, 94 $\frac{1}{4}$, 90, 93 $\frac{1}{2}$; Kansas & Texas general mortgage, 81, 75, 80; New Orleans Pacific firsts, 85, 79, 83; West Shore & Buffalo 5s, 73 $\frac{3}{8}$, 72, 75; New York Susquehanna & Western firsts, 80, 78, 80 $\frac{3}{4}$; Oregon & Trans-Continental firsts, 95, 90, 93; Richmond & Danville debentures, 63 $\frac{3}{4}$, 60, 67; Texas & Pacific land grant incomes, 57 $\frac{1}{2}$, 49 $\frac{1}{2}$, 57, 56; Rio Grande Division firsts, 76 $\frac{3}{8}$, 73 $\frac{1}{2}$, 78 $\frac{1}{2}$, 78 $\frac{1}{4}$.

There has been very little business in State bonds, at prices $\frac{1}{4}$ to 2 per cent lower.

Railroad and Miscellaneous Stocks.—At the close of business on last Friday (10th), the general course of prices for railway stocks showed a decline ranging from 1 to 5 per cent, as the result of a selling movement which had begun two or three days before that date. On the succeeding Saturday and the first two days of the next week, this was heightened into a semi-panic, in consequence of the failures of the three stock-brokerage houses of Cecil, Ward & Co., Geo. Wm. Ballou & Co., and E. C. Stedman & Co. successively on Monday, Tuesday and Wednesday. The selling movement began to be active about Saturday the 4th, and continued to increase until the 15th, at which time the extreme decline in the 11 days ranged from 2 to 21 points, the latter on Oregon & Trans-Continental, which, however, had recovered about 14 points at the close of business to-day, leaving a net decline in two weeks of 6 $\frac{3}{4}$. The extreme declines of other stocks varied considerably, but those that suffered most in the pressure were Oregon Improvement, Western Union, Jersey Central, Erie, Reading, Canada Southern, Northwestern, Omaha, Central Pacific, Kansas & Texas, Missouri Pacific, Wabash, Denver, and Louisville & Nashville.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING AUGUST 17, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES.						Sales of the Week (Shares).	Range Since Jan. 1, 1883.		For Full Year 1882.	
	Saturday, Aug. 11.	Monday, Aug. 13.	Tuesday, Aug. 14.	Wednesday, Aug. 15.	Thursday, Aug. 16.	Friday, Aug. 17.		Lowest.	Highest.	Low.	High.
RAILROADS.											
Atchafalpa Topeka & Santa Fe.			80	80 1/2	80	80		78 1/2	Feb. 17	84 1/2	June 14
Boston & N. Y. Air-L., pref.					80	80	715	78	Mar. 28	84 1/2	May 3
Burl. Cedar Rap. & Northern.					55 1/2	56 1/2	100	80	Mar. 28	84 1/2	May 3
Canadian Pacific.	54 1/2	55	52 1/2	54	53 1/2	54 1/2	43,776	52 1/2	Aug. 13	65 1/2	May 3
Canada Southern.	49 1/2	51 1/2	49 1/2	50 1/2	49 1/2	51 1/2	32,275	48 1/2	Aug. 14	71 1/2	Jan. 19
Central of New Jersey.	82 1/2	84 1/2	81 1/2	83 1/2	81 1/2	83 1/2	55,580	84 1/2	Jan. 8	89	Jan. 15
Central Pacific.	65 1/2	67 1/2	62 1/2	66 1/2	65 1/2	67 1/2	53,256	62 1/2	Aug. 13	88	Jan. 5
Chesapeake & Ohio.	15 1/2	16 1/2	14	14	13 1/2	13 1/2	1,520	13 1/2	Aug. 14	23 1/2	Jan. 20
Do 1st pref.	25	25	25	25	23	23 1/2	646	23	Aug. 14	35 1/2	Jan. 20
Do 2d pref.	18 1/2	20			18 1/2	21		19	July 16	27	Jan. 22
Chicago & Alton.	134	134	133	133	130	130	581	128	Aug. 15	137 1/2	Jan. 22
Chicago Burlington & Quincy.	121 1/2	122 1/2	120 1/2	121 1/2	119 1/2	121 1/2	15,208	115 1/2	Feb. 20	129 1/2	Apr. 13
Chicago Milwaukee & St. Paul.	100 1/2	102 1/2	98 1/2	101 1/2	99 1/2	101 1/2	153,461	97 1/2	Aug. 14	108 1/2	Jan. 20
Do pref.	117 1/2	118	116 1/2	117	118	118	1,920	116	Aug. 14	122	Jan. 9
Chicago & Northwestern.	124	125	120	124	122 1/2	124	55,825	119 1/2	Aug. 14	140 1/2	Apr. 13
Do	140	142	138	140	140 1/2	141 1/2	5,745	137 1/2	Aug. 14	157	Apr. 13
Chicago Rock Island & Pacific.	120	121	117 1/2	120	118 1/2	120	7,115	117 1/2	Aug. 13	127 1/2	Jan. 5
Chicago St. Louis & Pittsburg.	13 1/2	13 1/2	13 1/2	13 1/2	12	12	625	12	Aug. 14	22	Apr. 21
Do	38	40	38	39	40 1/2	41 1/2	1,765	38	Aug. 11	57 1/2	May 16
Chicago St. Paul Minn. & Om.	42	43	36 1/2	41	37 1/2	40 1/2	21,700	36 1/2	Aug. 13	55	Jan. 18
Do pref.	101 1/2	102	98 1/2	101	97	99 1/2	6,680	28 1/2	Aug. 14	113 1/2	Jan. 5
Cleveland Col. Cinn. & Ind.	64	61 1/2	60	61 1/2	59	61 1/2	2,875	59	Aug. 14	84	Jan. 5
Cleveland & Pittsburg, guar.	121 1/2	122 1/2	120	121 1/2	119 1/2	121 1/2	100	124 1/2	Aug. 13	142	Jan. 26
Delaware Lackawanna & West.	31 1/2	33 1/2	29 1/2	32	29 1/2	31 1/2	408,910	118 1/2	Feb. 16	131 1/2	Apr. 13
Denver & Rio Grande.	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	101,770	29 1/2	Aug. 14	51 1/2	May 3
East Tennessee Va. & Ga.	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	5,350	7	Aug. 14	11 1/2	Apr. 13
Do pref.	15 1/2	16	14 1/2	15 1/2	13 1/2	15	3,100	13 1/2	Aug. 14	23	Apr. 13
Green Bay Winona & St. Paul.	6	6	6	6	5	6	300	5	Feb. 9	10 1/2	Apr. 12
Hannibal & St. Joseph.					40	40		38	Mar. 6	46 1/2	Jan. 17
Do pref.					94	94		72	Jan. 3	97 1/2	May 5
Harlem.	190	197						194	Apr. 13	200	Jan. 29
Houston & Texas Central.	60	65	60	67	60	62	300	Aug. 16	82 1/2	Apr. 5	61
Illinois Central.	129 1/2	130	125	125 1/2	124	125 1/2	5,580	124	Aug. 14	148	Jan. 14
Do leased line.					79	79		77	Feb. 17	81	Jan. 22
Indiana Bloom'n & Western.	20 1/2	22 1/2	20	20 1/2	19 1/2	21 1/2	8,200	19 1/2	Aug. 14	35 1/2	Apr. 9
Lake Erie & Western.	20 1/2	21	18 1/2	20	19 1/2	21 1/2	4,115	18 1/2	Aug. 13	33 1/2	Jan. 18
Lake Shore.	105 1/2	106 1/2	103 1/2	106	104 1/2	106 1/2	97,555	108 1/2	Aug. 13	114 1/2	Jan. 18
Long Island.	79	79	76	76	75	76	2,150	60	Jan. 2	86 1/2	June 30
Louisville & Nashville.	46 1/2	48	45	47	45 1/2	48	66,150	45	Aug. 13	55 1/2	Jan. 20
Louisville New Albany & Chic.					45 1/2	48		200	39 1/2	June 20	68
Manhattan Elevated.	42	44 1/2	40	40	38	39	1,400	38	Aug. 14	53 1/2	Feb. 9
Do 1st pref.	83 1/2	85	81 1/2	82	82 1/2	85	200	38	Apr. 5	90	Jan. 18
Do common.	42	44 1/2	40	40	38	39	100	38	Aug. 17	53	Feb. 10
Manhattan Beach Co.	19 1/2	20	17	18	16	18	2,200	15	Feb. 21	30 1/2	June 30
Memphis & Charleston.	35 1/2	35 1/2	34 1/2	35	35	35 1/2	2,200	34 1/2	Aug. 13	55	Jan. 8
Metropolitan Elevated.	89	90	89	89	89	89	1,030	76	May 17	93	June 21
Michigan Central.	83 1/2	86 1/2	82 1/2	84	81 1/2	84 1/2	22,165	81 1/2	Aug. 14	109 1/2	Jan. 19
Milwaukee L. Sh. & Western.	41 1/2	41 1/2	40	40	40	40	1,000	40	June 11	18	Jan. 4
Do	21 1/2	21 1/2	21	21	19 1/2	20	2,370	19 1/2	Aug. 14	30 1/2	Jan. 18
Minneapolis & St. Louis.	48	49	48	49	47	47	1,600	47	Aug. 15	64 1/2	Jan. 18
Missouri Kansas & Texas.	23	24 1/2	21 1/2	23 1/2	22 1/2	23 1/2	51,263	21 1/2	Aug. 14	34 1/2	Jan. 18
Missouri Pacific.	94 1/2	96 1/2	93 1/2	94 1/2	93 1/2	94 1/2	80,630	95 1/2	Aug. 13	106 1/2	Apr. 9
Mobile & Ohio.	12	12 1/2	10 1/2	11	12	12 1/2	1,191	10 1/2	Aug. 13	19 1/2	Jan. 5
Morris & Essex.							120	120	Feb. 15	129 1/2	Jan. 1
Nashville Chattanooga & St. L.	52	53	51	54	53	53	2,400	50 1/2	May 17	64 1/2	Jan. 22
New York Central & Hudson.	114 1/2	115 1/2	113 1/2	115 1/2	114 1/2	116 1/2	101,945	113 1/2	Aug. 13	129 1/2	Mar. 10
New York Chic. & St. Louis.	9 1/2	10	7 1/2	8 1/2	7 1/2	8 1/2	4,530	7	Aug. 13	15 1/2	Jan. 5
Do pref.	20	20 1/2	17	19	17 1/2	19	1,630	17	Aug. 13	35	Jan. 4
New York Elevated.	95	108	95	108	95	108	101	Jan. 13	105	Feb. 16	100
New York Lack. & Western.					86 1/2	86		85 1/2	Mar. 1	89 1/2	Mar. 5
New York Lake Erie & West.	29 1/2	31 1/2	28 1/2	29 1/2	29 1/2	32	138,980	27 1/2	Aug. 13	40 1/2	Jan. 18
Do pref.	74	74	72	72	73 1/2	74	500	72	Aug. 13	83	Jan. 5
New York & New England.	21 1/2	21 1/2	21	21	22	23	2,700	20 1/2	Aug. 8	52 1/2	Jan. 9
New York New Haven & Hart.	20 1/2	21 1/2	19 1/2	20 1/2	20 1/2	21 1/2	34	169	Jan. 1	183	Mar. 23
New York Ontario & Western.					20 1/2	21 1/2	17,960	19 1/2	Aug. 13	29 1/2	Apr. 14
New York Susq. & Western.					5	6		5	Feb. 7	16 1/2	Jan. 1
Do pref.	14 1/2	15	13 1/2	15	14 1/2	16	900	14 1/2	Aug. 11	21 1/2	May 10
Norfolk & Western, pref.	37	37	33 1/2	36 1/2	33 1/2	35 1/2	4,610	32	Aug. 11	49 1/2	Jan. 20
Northern Pacific.	42	45 1/2	39 1/2	43	41 1/2	43 1/2	142,370	39 1/2	Aug. 14	53 1/2	June 14
Do pref.	81	85 1/2	78	82 1/2	77 1/2	80 1/2	164,844	77 1/2	Aug. 14	90 1/2	June 14
Ohio Central.	6 1/2	7 1/2	6 1/2	6 1/2	7 1/2	7 1/2	9,242	6 1/2	Aug. 13	14 1/2	Apr. 13
Ohio & Mississippi.	23 1/2	29 1/2	27 1/2	28 1/2	27	28	4,630	27	Aug. 14	36 1/2	Apr. 13
Do pref.								96	Feb. 16	112 1/2	June 13
Ohio Southern.	8	8	8	8	8	8	900	7	July 24	14 1/2	Apr. 24
Oregon & Trans-Continental.	66	70 1/2	59	66 1/2	60	65 1/2	188,105	53	Aug. 14	89	Jan. 19
Peoria Decatur & Evansville.	12 1/2	13 1/2	12 1/2	13	13	13 1/2	5,120	12 1/2	Aug. 10	23	Jan. 18
Philadelphia & Reading.	51	53	50 1/2	51 1/2	51 1/2	52 1/2	53,505	49 1/2	Feb. 20	61 1/2	June 15
Pittsburg Ft. Wayne & Chic.					134	134		11	130	May 31	138
Rich. & Allegh. st'ck trust etfs.	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	100	5	June 27	15 1/2	Apr. 16
Richmond & Danville.	67 1/2	68 1/2	63	66 1/2	64	64	3,100	47	Jan. 13	72	July 23
Richmond & West Point.	31	31 1/2	28	30	28 1/2	30	6,900	21	Feb. 16	39	June 2
Rochester & Pittsburg.	14	15 1/2	14 1/2	15 1/2	15	15 1/2	13,593	13	Aug. 11	23	Apr. 9
St. Louis Alton & Terre Haute	57 1/2	58	56 1/2	57	56	58	1,100	48	Jan. 3	53	Jan. 19
Do	88	88	86 1/2	87	86	88	625	86 1/2	Aug. 13	103	Apr. 11
St. Louis & San Francisco.	25	27	23	23 1/2	22 1/2	23 1/2	900	22 1/2	Aug. 14	36 1/2	May 31
Do pref.	44 1/2	46 1/2	43 1/2	44	41	42	950	41	Aug. 14	59 1/2	June 2
Do 1st pref.	34	34									

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—			Louisiana—Continued—			N. Carolina—Continued—			South Carolina—		
Class A, 3 to 5, 1906....	81½	82½	Ex-matured coupon....	55		N. Carolina RR, J. & J.†	160		6s, Act Mar. 23, 1899 }	8	5
Class A, 3 to 5, small....	83		Michigan—			Do A. & O.	160		non-fundable, 1888....		
Class B, 5s, 1906....	98		7s, 1890....	116		Do 7 coup's off, J. & J.	135		Brown consol'n 6s, 1893 }	102	103½
Class C, 4s, 1906....	81½	84	Missouri—			Do 7 coup's off, A. & O.	135		Tennessee—6s, old, 1892-8 }		40
6s, 10-20s, 1900....	107		6s, due 1886....	106		Funding act, 1866-1900	10	12	6s, new, 1892-8 1900....		39
Arkansas—			6s, due 1887....	107		Do 1868-1893....	10	12	6s, new series, 1914....		38½
6s, funded, 1899-1900....	13	17½	6s, due 1888....	108		New bonds, J. & J., '92-8	16		C'mp'mise, 3-4-5-6s, 1912 }	39	42½
7s, L. Rock & Ft. S. iss.	40		6s, due 1889 or 1890....	109		Do A. & O.	16		Virginia—6s, old....		36
7s, Memp. & L. Rock RR	40		Asyl'm or Univ. due '92	112		Chatham RR....	3	6	6s, new, 1866....		36
7s, L. R. P. B. & N. O. RR	50		Funding, 1894-95....	117		Do class 2....	4	7	6s, new, 1867....		36
7s, Miss. O. & R. R. RR.	42		Hannibal & St. Jo., '86.	209		Do to W. N. C. RR....	4	7	6s, consol. bonds....		55
7s, Arkansas Cent. RR.	15	25	Do do....	87	109	Do Western RR....	4	7	6s, ex-matured coupon....		50
Connecticut—6s, 1883-4....	100		New York—			Do Wil. C. & Ru. R.	4	7	6s, consol., 2d series....		36
Georgia—6s, 1886....	103		6s, gold, reg., 1887....	108		Do W'n. & Tar R.	4	7	6s, deferred....		8
7s, new, 1886....	104		6s, gold, coup., 1887....	108		Consol. 4s, 1910....	77½	78	District of Columbia—		
7s, endorsed, 1886....	104		6s, loan, 1891....	112		Small....	76		3-6s, 1924....		
7s, gold, 1890....	112½		6s, loan, 1892....	115		Ohio—			Small bonds....		
Louisiana—			6s, loan, 1893....	117		6s, 1886....	107		Registered....		
7s, consol., 1914....	65		N. Carolina—6s, old, J. & J.	29	32	Rhode Island—			Funding 6s, 1899....		
7s, small....	60		6s, old, A. & O.	28½	31½	6s, coupon, 1893-99....	116		Do small....		
									Do registered....		

RAILROAD BONDS.

Railroad Bonds.

(Stock Exchange Prices.)

Ala. Central—1st, 6s, 1918			Del. & H.—Continued—			Mich. Cent.—Continued—			Rome W. & Og.—1st, 7s, '91		
Alleg'y Cen.—1st, 6s, 1922			1st, ext., 7s, 1891....			Jack. Lan. & Sag.—6s, '91			Con. 1st, ex. 6s, 1922....	65	67½
Atch. T. & S. Fe.—4½, 1920			Coup., 7s, 1894....	118½		Mil. & No.—1st, 6s, 1910.	94		Rich. & Pitt.—1st, 6s, 1921	104	
Sinking fund, 6s, 1911.			1st, Pa. Div., cp., 7s, 1917	124		Mil. L. S. & W.—1st, 6s, 1921	119	100	Rich. & Danv.—Consol. 6s	96	98
Atl. & Pac.—1st, 6s, 1910			Alb. & Susq.—1st, 7s.	109		Minn. & St. L.—1st, 7s, 1927	114		Debuture 6s, 1927....	66	67
Balt. & O.—1st, 6s, Prk. Br.			2d, 7s, 1885....	123		2d, 7s, 1891....	110½	110½	Atl. & Ch.—1st, p. 7s, '97		
Bost. Hartf. & E.—1st, 7s.			1st, cons., guar. 7s, 1906	123		S'th'w. Ext.—1st, 7s, 1910	101½	101½	Incomes, 1900....		
Guaranteed....			1st, cons., 6s, 1906....	135		Pac. Ext.—1st, 6s, 1921	101½	101½	Scioto Val.—1st, cons., 7s.	110	110½
Bur. C. Rap. & No.—1st, 6s			1st, reg., 1921, 1st, coup.	135		Mo. K. & T.—Gen'l. 6s, 1920	79½	80	St. L. & Iron Mt.—1st, 7s	106	107
Min. & West.—1st, 7s, gu.			Denv. & Rio Gr.—1st, 1900	108	109	Cons. 7s, 1904-5-6....	105	106	2d, 7s, 1897....	108	
Iowa C. & West.—1st, 7s			1st, cons., 7s, 1910....	86½	87	Cons. 2d, income, 1911.	52	57	Arkansas Br.—1st, 7s....	106	107
C. Rap. Ia. F. & N.—1st, 6s			1st, cons., 7s, 1910....	95		H. & Cent. Mo.—1st, '90			Cairo & Fulton—1st, 7s.	106	107
1st, 6s, 1921....			Denv. So. P. & Pac.—1st, 7s	71½		Mobile & Ohio—New, 6s.			Cairo Ark. & T.—1st, 7s.	106	107
Buf. N. Y. & Phil.—1st, 6s			Den. & Rio G. West.—1st, 6s	71½		Collat. Trust, 6s, 1892.			Gen. Ry. & Gr., 5s, 1931	71	73
Central Iowa—1st, 7s, '99			Det. Mac. & Marq.—1st, 6s	88		Morgan's La. & T.—1st, 6s	115½	121	St. L. Alton & T. H.—1st.		
East. Div.—1st, 6s, 1912			Land grant, 3½s, S. A.	117		Nash Chat. & St. L.—1st, 6s	100		2d, pref., 7s, 1894....	107½	
Char. Col. & Aug.—1st, 7s			E. T. Va. & G.—1st, 7s, 1900	73½	74	2d, 6s, 1901....	105½		2d, income, 7s, 1894....	110	
Ches. & Ohio—Pur. m'y'd.			1st, cons., 5s, 1930....	92½		N. Y. Cent.—1st, 6s, 1897.	104½		Bellev. & S. Ill.—1st, 8s	110	
6s, gold, series A, 1903.			Divisional 5s, 1930....	92½		Deb. certs., extd. 5s....	104½		St. P. Minn. & Man.—1st, 7s	107½	
6s, gold, series B, 1903.			Eliz. C. & N.—S. f. deb. c. 6s			N. Y. C. & H.—1st, cp., 7s	127½		2d, 6s, 1909....	107½	108
6s, currency, 1918....			1st, 6s, 1920....	95		1st, reg., 1903....	127½		Dakota Ext.—6s, 1910....	101½	102½
Mortgage 6s, 1911....			Eliz. Lex. & Big S.—6s....	123		Huds. R.—7s, 2d, s. f., '85	94½	94½	1st, consol. 6s, 1933....		
Chicago & Alton—1st, 7s.			Erle—1st, extended, 7s....	107½		Can. So.—1st, int. g. ar. 6s	116	116½	Minn. U.—1st, 6s, 1922....	102	105
Sinking fund, 6s, 1903.			2d, extended, 5s, 1919....	107½		Harlem—1st, 7s, comp.	94½		St. P. & Dul.—1st, 5s, 1931	102	105
La. & Mo. Riv.—1st, 7s.			4th, extended, 5s, 1920....	126½		N. Y. Elev.—1st, 7s, 1906	116		So. Car. Ry.—1st, 6s, 1920	105	94
2d, 7s, 1900....			5th, 7s, 1888....	126½		N. Y. Pa. & O.—Pr'l'n, 6s, '95	50		Tex. Cen.—1st, s. f., 7s, 1909	105	
St. L. Jack. & Chic.—1st			1st, cons., gold, 7s, 1920	126½		N. Y. C. & N.—Gen. 6s, 1910	102		1st mort., 7s, 1911....	105	
1st, guar. (564), 7s, '94			1st, cons., fd. coup., 7s....	130		Trust Co. receipts....	102		Tol. Del. & Bur.—Main, 6s		52
2d, guar. (188), 7s, '98.			Reorg. 1st, lien, 6s, 1908	117½		N. Y. & New Eng.—1st, 7s	100		1st, Dayt. Div., 6s, 1910		
Miss. R. Br'ge—1st, 6s, 1903			Long Dock b'ds, 7s, '93.	130		N. Y. C. & St. L.—1st, 6s, 1921	99½	100	1st, Ter'l. trust, 6s, 1910		
C. B. & Q.—Consol. 7s, 1903			Buf. N. Y. & E.—1st, 1916	89		2d, 6s, 1923....	74	74½	Va. Mid.—M. inc. 6s, 1927	53	58
5s, sinking fund, 1901....			N. Y. L. E. & W.—New 2d 6s	89		N. Y. W. Sh. & Buff.—Cp. 5s	79½	80	Wab. St. L. & P.—Gen'l, 6s		68½
5s, debentures, 1913....			Buf. & S. W.—M. 6s, 1908	89		N. Y. Susq. & W.—1st, 6s	79½	80	Chic. Div.—5s, 1910....		77
Ia. Div.—S. F., 5s, 1919			Ev. & T. H.—1st, cons., 6s	110	112	N. Y. Susq. & W.—1st, 6s	79½	80	Hav. Div.—6s, 1910....		85
S. F., 4s, 1919....			Mt. Vern.—1st, 6s, 1923	110		Debuture 6s, 1897....	92		Tol. P. & W.—1st, 7s, 1917	104	104½
Denver Div.—4s, 1922....			Flt. & P. M'rq.—M. 6s, 1920	102		Midland of N. J.—1st, 6s	103½		Iowa Div.—6s, 1921....	83	85
Plain 4s, 1922....			Gal. Har. & S. Ant.—1st, 6s	109		N. Y. N. H. & H.—1st, g. 4s	103½		Ind'polis Div.—6s, 1921		
C. R. I. & P.—6s, cp., 1917			2d, 7s, 1905....	91½		Nevada Cent.—1st, 6s....	103½	103½	Cairo Div.—5s, 1933....		
6s, reg., 1917....			Mex. & Pac.—1st, 5s....	109		N. Pac.—G. I. g., 1st, cp. 6s	82		Wabash—M. 7s, 1909....		95
Keo. & Des Mo.—1st, 5s.			2d, 6s, 1931....	109		Registered, 6s, 1921....	102	103	Tol. & W.—1st, ext., 7s.	103½	96½
Central of N. J.—1st, '90.			Gr'n Bay W. & S. P.—1st, 6s	110	110½	N. O. Pac.—1st, 6s, g., 1920	100		1st, St. L. Div., 7s, '89		96½
1st, consol. assented, 99.			Gulf Col. & S. Fe.—7s, 1909	110½		New Riv.—1st, 6s, 1932.	114	116	2d, ext., 7s, 1893....	96½	
Conv., assented, 7s, 1902			Han. & St. Jos.—8s, conv.	110		Ohio & Mich.—Consol. s. f.	114	115	Equip. b'ds, 7s, 1883....	80	
Adjustment, 7s, 1903....			Consol. 6s, 1911....	107		Consolidated 7s, 1898.	114	115	Consol. conv., 7s, 1907	102	103½
Leh. & W. B.—Consol. 7s, 1903			Hous. & T. C.—1st, M. L. 7s	105		2d, consolidated 7s, 1911	80	85	Gt. West.—1st, 7s, '88	93	90½
Am. D'k & Imp.—1st, 6s, 1921			1st, West. Div., 7s....	110		Ohio Central—1st, 6s, 1920	80		Q. & T.—1st, 7s, 1890....		
C. M. & St. P.—1st, 8s, P. D.			2d, Waco & No. 8s, 1915	120	125	1st, Ter'l. Tr., 6s, 1920....	82		Han. & Napies.—1st, 7s		
2d, 7-10, P. D., 1898....			General, 6s, 1921....	112½		1st Min'l Div., 6s, 1921....	82		Ill. & So. Ia.—1st, Ex. 6s		
1st, 7s, 7s, P. D., 1902.			Hous. E. & W. Tex.—1st, 7s	113		Ohio So.—1st, 6s, 1921....	93	94	St. L. K. C. & N.—R. e. 7s		106
1st, La. C. Div., 7s, 1893.			2d, 6s, 1913....	113		Oreg. & Trans.—1st, 6s, 1921	89½	90½	Om. Div.—1st, 7s....		105
1st, I. & M., 7s, 1897....			C. St. L. & N. O.—Ten'l, 7s	113		Oreg. Imp. Co.—1st, 6s....	95½		Clar'da Br.—6s, 1919		
1st, C. & M., 7s, 1903....			2d, 6s, 1907....	113		Panama—S. f., sub. 6s, 1910	95½		St. Chas. Br.—1st, 6s.		120
Consol. 7s, 1905....			Gold, 5s, 1951....	103	104½	Peoria Dec. & Ev.—1st, 6s	97		No. Missouri—1st, 7s.	115	
2d, 7s, 1884....			2d Div., 7s, 1894....	110		Evans. Div.—1st, 6s, 1920	99½		West. Un. Tel.—1900, cp.	112½	112
1st, 7s, I. & D. Ext. 1905			Ced. F. & Minn.—1st, 7s			Peoria & Pek. U'n—1st, 6s	111½	112	1900, reg. 7s, 1904		
S. W. Div., 1st, 6s, 1909			Ind. Bl. & W.—1st, prf. 7s			Pac. R.R.s.—Cen. P.—G. 6s	101	102	Mut. Un. T.—S. F., 6s, 1911	80½	
1st, 6s, La. C. & Dav., 1919			1st, 4-5-6s, 1909....	69½		San Joaquin Branch....	101	102	Oregon RR. & N.—1st, 6s	107	107½
1st, S. Minn. Div., 6s, 1910			2d, 4-5-6s, 1909....	88		Cal. & Oregon—1st, 6s.	100	103	INCOME BONDS.		
1st, H. & D., 7s, 1910....			East'n Div.—6s, 1921....	100		State Aid 1st, 7s, '84	102		(Interest payable if earned.)		
1st, La. C. Div., 7s, 1893.			Indianap. Div.—1st, 7s	106	108½	Land grant bonds, 6s.	111		Ala. Cent.—Inc. 6s, 1918.		
1st, I. & M., 7s, 1903....			Int. & Gt. No.—1st, 6s, gold	106		So. Pac. of Cal.—1st, 6s.	112½	105½	Alleg'y Cent.—Inc., 1912.	25	27½
Consol. 7s, 1905....			Coupon, 6s, 1909....	105	85½	Union Pacific—1st, 6s.	113		Atl. & Pac.—Inc., 1910....	91	
2d, 7s, 1884....			Kent'ky Cen.—M. 6s, 1911	105		Land grants, 7s, '87-9.	109½		Central of N. J.—1908....		
1st, 7s, I. & D. Ext. 1905			L. Sh're-M. S. & N. I. s. f.	103½		Sinking funds, 8s, '93.	117½		Cent. Ia.—Coup. deb. off.		
S. W. Div., 1st, 6s, 1909			Cleve. & Tol.—Sink. fd.	110		Registered 8s, 1893....			Ch. St. P. & M.—L. g. inc. 6s		
1st, 6s, La. C. & Dav., 1919			New bonds, 7s, 1886....	123		Collateral Trust, 6s....			Chic. & E. Ill.—Inc., 1907		
1st, S. Minn. Div., 6s, 1910			Cleve. P. & Ash.—7s....	110		do 6s, 1907....	105½		Des Mo. & Ft. D.—1st, inc. 6s		
1st, H. & D., 7s, 1910....			Buff. & Erie—New bds.	123		Kans. Pac.—1st, 6s, '95	107		Det. Mac. & Marq.—Inc.	30½	34½
Ch. & Pac. Div., 6s, 1910			Kal. & W. Pigeon—1st.	123		Den. Div., 6s, ad, '99	98½	100	E. T. V. & Ga.—Inc., 6s, 1931		
1st, Chic. & P. W., 5s, 1921			La. M. & T.—1st, 7s, 1906	121½	123	1st consol., 6s, 1919....	90		E. C. & No.—2d, inc. 1970		
Min'l Pt. Div., 5s, 1910....			Lake Shore—Div. bonds	121½		C. B. U. P.—F. c., 7s, '95	90		G. Bay W. & St. P.—2d, inc.		
C. & L. Sup. Div., 5s, 1921			Consol., coup., 1st, 7s.	121½		At. C. & P.—1st, 6s, 1905	97	91	Ind. Bl. & W.—Inc., 1919		
Wis. & Min. D., 5s, 1921			Consol., reg., 1st, 7s.	121½		At. C. & W.—1st, 6s.	97		Consol. inc., 6s, 1921....		
C. & N. West.—S. f., 7s, '85			Consol., coup., 2d, 7s.	119		Oreg. Short L.—1st, 6s	104	105	Ind's Dec. & Spr'd—2d inc		
Interest bonds, 7s, 1883			Consol., reg., 2d, 7s.	116½		Oreg. Short L.—Gen. 7s, 1909	100½	101	Trust Co. certificates.		
Consol. bonds, 7s, 1915			Consol., reg., 2d, 7s.	116½		U. Extens.—1st, 7s, 1909	104	105	Leh. & Wilkesb. Coal—'88		
Extens'n bonds, 7s, '85.			Consol., reg., 2d, 7s.	116½		Mo. Pac.—1st, cons. 6s.	104½	104	Lake E. & W.—Inc. 7s, '99		
1st, 7s, 1885....			Consol., reg., 2d, 7s.	116½		2d, 7s, 1906....	104½		sand'ky Inv.—Inc., 1920		30
Coupon, gold, 7s, 1902....			Consol., reg., 2d, 7s.	116½		Pacific of Mo.—1st, 6s	94		Laf. Bl. & Mun.—Inc. 7s, '99		
Reg., gold, 7s, 1902....			Consol., reg., 2d, 7s.	116½		2d, 7s, 1891....	96		Mil. L. S. & W.—Inc. 6s, 1921		
Sinking fund, 6s, 1923....			Consol., reg., 2d, 7s.	116½		St. L. & S. F.—2d, 6s, cl. A	95		2d pref. debentures....	60	70
Sinking fund, 5s, 1929			Consol., reg., 2d, 7s.	116½		3-6s, class B, 1906....	96		3d pref. debentures....	25	35
Sinking f'd, deb. 5s, 1933			Consol., reg., 2d, 7s.	116½		3-6s, class C, 1906....	96		3d pref. debentures....	20	20
Sinking fund, reg.			Consol., reg., 2d, 7s.	116½		Equip. 7s, 1893....			N. Y. Lake E. & W.—Inc. 6s	75	80
Escanar & L. S.—1st, 6s.			Consol., reg., 2d, 7s.	116½		Gen. mort., 6s, 1931....			N. Y. P. & O.—1st inc. ac. 7s		
Des Mo. & Min's—1st, 7s.			Consol., reg., 2d, 7s.	116½		So. Pac. of Mo.—1st....			Ohio Cent.—Inc., 1920		14
Iowa Midland—1st, 6s.			Consol., reg., 2d, 7s.	116½		Tex. & Pac.—1st, 6s, 1905	105½		Min'l Div.—Inc., 7s, 1921		21
Peninsula—1st, conv. 7s			Consol., reg., 2d, 7s.	116½		Income & Ld. gr., reg.	54½	57½	Ohio So.—2d inc., 6s, 1920		
Chicago & Ill.—1st, 7s.			Consol., reg., 2d, 7s.	116½		1st, Rio G. Div., 6s, 1930	77½	77½	Ogden & C. S. R.—1st, 6s, 1920		42
Win. & St. P.—1st, 7s, '87			Consol., reg., 2d, 7s.	116½		U. Extens.—1st, 7s, 1909			Peoria & Ev.—Inc., 1920		40
1st, 7s, 1907....			Consol., reg., 2d, 7s.	116½		U. Extens.—1st, 7s, 1909			Evans. Div.—Inc., 1920		
Mil. & Mad.—1st, 6s, 1905			Consol., reg., 2d, 7s.	116½		U. Extens.—1st, 7s, 1909			Peoria & Pek. Un.—Inc. 6s		
C. C. & Ind's—1st, 7s, s. f.			Consol., reg., 2d, 7s.	116½		U. Extens.—1st, 7s, 1909			Roch. & Pitts.—Inc., 1921		
Consol. 7s, 1914....			Consol., reg., 2d, 7s.	116½		U. Extens.—1st, 7s, 1909			Rome W. & Og.—Inc. 7s.		
C. S. P. M. & O.—Consol. 6s			Consol., reg., 2d, 7s.	116½		U. Extens.—1st, 7s, 1909			So. Car. Ry.—1st, 6s, 1921		
C. S. T. P. & M.—1st, 6s, 1918			Consol., reg., 2d, 7s.	116½		U. Extens.—1st, 7s, 1909			St. L. & I. M.—1st, 7s, pr. l. A		
N. Wis.—1st, 6s, 1930....			Consol., reg., 2d, 7s.	116½		U. Extens.—1st, 7s, 1909					

New York Local Securities.

Quotations in Boston, Philadelphia and Baltimore.

Bank Stock List.				Insurance Stock List.			
COMPANIES.		PRICE.		COMPANIES.		PRICE.	
Marked with (*) are not National.	Par.	Bid.	Ask.	(Prices by E. S. Bailey, 7 Pine St.)	Par.	Bid.	Ask.
America*	100	155	160	American	50	145	155
Amer. Exchange	100	127	136	Amer. Exchange	100	105	111
Broadway	25	255		Bowery	25	155	163
Butchers' & Drov's	25	160		Broadway	25	165	175
Central	100		127	Brooklyn	17	160	167
Chase	100	180		Citizens'	20	140	150
Chatham	25	140		City	70	115	125
Chemical	100	2005		Clinton	50	117	125
Citizens'	25			Commercial	50	70	90
City	100	250		Continental	100	235	245
Commerce	100	154	158	Eagle	40	240	250
Continental	100		121	Empire City	100	70	80
Corn Exchange*	100	160		Exchange	30	90	100
East River	25			Farragut	50	115	120
Eleventh Ward*	25			Firemen's	17	75	85
Fifth	100			Firemen's Trust	10	60	80
Fifth Avenue*	100	800		Franklin & Emp.	100	115	120
First	100	100		German-American	100	190	200
Fourth	100	128		Germania	50	140	145
Fulton	30	120		Globe	50	110	115
Gallatin	50	162		Greenwich	25	260	290
Garfield	100			Guardian	100	60	65
German American*	75			Hamilton	15	110	115
German Exchange*	100			Hanover	50	130	135
Germania*	100	120		Hoffman	50	75	82
Greenwich*	25	145		Home	100	140	145
Hanover	100	145		Howard	50	60	65
Imp. & Traders	100	250		Importers & Trad's	50	85	90
Irving	50	135		Jrving	30	125	130
Leather Manuf'rs	100	160		Jefferson	30	125	130
Manhattan*	50	148		Kings Cnty (Bkn.)	20	190	200
Marine	100	148		Knickerbocker	40	75	85
Market	100	135		Lamar	100	65	70
Mechanics	25	150		Long Isl'd (B'klyn)	50	110	115
Mechanics & Trad's	25			Lorillard	25	55	65
Mercantile	100	115		Manufac. & Build.	100	100	112
Mercantiles' Exch.	50	128		Mech. & Traders'	25	110	115
Metropolis*	100	98	100	Mechanics (Bklyn)	50	125	135
Metropolitan	100			Mechanics	50	60	64
Murray Hill*	100			Merchants	50	102	108
Nassau*	100	120		Montauk (Bklyn.)	50	135	150
New York	100	150		Nassau (Bklyn.)	50	135	150
New York County	100	135		National	37 1/2	85	90
N. Y. Nat. Exch.	100			N. Y. Equitable	35	145	160
Ninth	100	115		N. Y. Fire	100	75	80
North America*	70	98	105	N. Y. & Boston	100	4	6
North River*	30			New York City	100	5	10
Oriental*	25	140		Niagara	50	140	160
Pacific*	50	165		North River	25	103	108
Park	100	168	174	Pacific	100	110	116
People's*	25	130		Park	100	110	116
Phenix	20	104	107	Peter Cooper	20	150	160
Produce*	50			People's	50	110	117
Republic	100			Phenix	50	137	140
St. Nicholas*	100	128		Relief	50	55	60
Seventh Ward	100	105		Republic	100	75	82
Second	100			Rutger's	25	115	117
Shoe & Leather	100	128		Standard	50	100	105
State of New York*	100	139		Star	100	55	65
Third	100			Sterling	100	55	60
Tradesmen's	40			Stuyvesant	25	120	126
Union	50	165		Tradesmen's	25	65	70
United States	100			United States	25	127	132
Wall Street	50	104	107	Westchester	10	120	126
West Side*	100			Williamsburg City	50	200	220

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date.	Bid.	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's	5	May, '83	112	115
Citizens' Gas-L. (Bklyn.)	20	1,200,000	Var's	3	July, '83	70	77
Bonds	1,000	315,000	A. & O.	3 1/2	April, '83	105	110
Harlem	50	1,850,000	F. & A.	3	Feb., '83	105	
Jersey City & Hoboken	20	750,000	J. & J.	7 1/2	July, '83	155	165
Manhattan	50	4,000,000	J. & J.	5	June, '83	230	232
Metropolitan	100	2,500,000	M. & S.	6	Aug., '83	187	189
Bonds	500	750,000	Quar.	2 1/2	July, '83	105	110
Mutual (N. Y.)	1,000	1,500,000	M. & N.	6	1902	105	110
Bonds	25	1,000,000	Var's	3	Sept., '82	50	60
Nassau (Bklyn.)	Var's	700,000	M. & N.	3 1/2	May, '83	90	95
Scrip	100	4,000,000	M. & N.	5	May, '83	125	130
New York	10	1,000,000	J. & J.	3 1/2	Jan., '76	45	55
People's (Bklyn.)	1,000	375,000	M. & N.	3 1/2	May, '83	106	110
Bonds	Var's	125,000	Var's	3	April, '83	90	95
Central of New York	50	466,000	F. & A.	3	Feb., '83	85	90
Williamsburg	1,000	1,000,000	Quar.	1 1/2	Feb., '82	70	75
Bonds	1,000	1,000,000	M. & N.	3	April, '83	105	110
Metropolitan (Bklyn.)	100	1,000,000	M. & N.	3	July, '83	80	85
Municipal	100	3,000,000	M. & N.	6	June, '83	182	185
Bonds	100	750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	3,000,000	J. & J.	6		75	85
Bonds		300,000	J. & J.	6		102	104

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

Bl'cker St. & Fult. F.—Stk	100	900,000	J. & J.	3 1/4	July, '83	23	26
1st mort.	1,000	694,000	J. & J.	7	July, 1900	108	112 1/2
Br'dway & 7th Av.—Stk.	100	2,100,000	Q.—J.	2	July, '83	146	149
1st mort.	1,000	1,500,000	J. & D.	7	June, '83	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3 1/2	May, '83	212	215
1st mort.	1,000	300,000	M. & N.	7		102	110
Br'dway (Bklyn.)—Stock	100	200,000	Q.—J.	3	July, '83	190	200
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	2	July, '83	150	
1st mort. bonds.	1,000	300,000	Q.—J.	7	1888	105	112
Bushw'k Av. (Bklyn.)—Stk	100	1,800,000	Q.—J.	2 1/2	July, '83	150	
Cent. Pk. N. & E. Riv.—Stk	1,000	1,200,000	J. & D.	7	July, '83	144	147
Consol. mort. bonds	1,000	650,000	F. & A.	2 1/2	Aug., 1902	115	117
Christ'ph'r & 10th St.—Stk	100	250,000	J. & J.	7	1888	106	110
Dry Dk. E.B. & Bat'y—Stk	100	1,200,000	Q.—F.	4	Aug., '83	260	270
1st mort., consol.	500 & c.	900,000	J. & D.	7	June, '93	114	117
Elighth Av.—Stock	100	1,000,000	Q.—J.	3	July, '83	240	
1st mort.	1,000	1,000,000	J. & J.	7	June, '84	100	110
42d & Gr'd St. Fry—Stk	100	748,000	M. & N.	6	May, '83	230	
1st mort.	1,000	236,000	A. & O.	3	July, '83	110	115
Central Crosstown—Stk	100	600,000	Q.—J.	7	April, '83	105	110
1st mort.	1,000	250,000	M. & N.	3	1922	103	108
Houst. W. St. & P. F'y—Stk	100	250,000	J. & J.	7		90	
1st mort.	500	500,000	J. & J.	7	July, '94	110	112 1/2
Second Av.—Stock	100	1,396,500	J. & J.	5	July, '83	202 1/2	210
3d mort.	1,000	150,000	A. & O.	7	April, '83	103	
Consol.	1,000	1,050,000	M. & N.	7	Nov., '83	107	108 1/2
Sixth Av.—Stock	100	750,000	M. & N.	5	Nov., '83	240	250
1st mort.	1,000	500,000	Q.—F.	3	July, '90	110	115
Third Av.—Stock	100	2,000,000	J. & J.	7	May, '83	270	280
1st mort.	1,000	2,000,000	F. & A.	4	Jan., '83	110	113
Twenty-third St.—Stock	100	600,000	F. & A.	4	Aug., '83	155	165
1st mort.	1,000	250,000	M. & N.	7	May, '83	110	113

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

SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.	
BOSTON.								
Atch. & Topeka—1st, 7s.		119 3/4		Buff. Pitts. & W.—Gen. 6s				
Land grant, 7s.		113		Cam. & Ambov—6s, c., '89				
Atlantic & Pacific—6s.		25 1/2		Mort., 6s, 1889	110		110 1/2	
Income				Cam. & Atl.—1st, 7s, g., '93	119			
Boston & Maine—7s.				2d, 6s, 1904				
Boston & Albany—7s.				Cons., 6 p. c.	103		112	
6s.				Cam. & Burl. Co.—6s, '97				
Boston & Lowell—7s.				Catawissa—1st, 7s, con. c.				
6s.				Chat. M., 10s, 1888				
Boston & Providence—7s				New 7s, reg. & coup.	118			
Burl. & Mo.—Ld. gr., 7s.		116		H. & B.T.—1st, 7s, 1901				
Nebraska, 6s.	Ex.	110 1/2		Connect'g 6s, cp., 1900-04				
Nebraska, 6s.		102		Cor. Couan & Ant. deb. 6s				
Nebraska, 4s.				Delaware—6s, rg. & cp., v.				
Conn. & Passumpsic—7s.				Del. & Bound Br.—1st, 7s	123 1/4		125	
Connott Valley—6s				East Penn.—1st, 7s, 1888				
5s.				Easton & Amb'y—5s, 1920				
California Southern—6s.		60		El & Wmsp't—1st, 6s, 1910	115			
East'n, Mass.—6s, new.		109 1/2	110	5s, perpetual			99 1/2	
Fort Scott & Gulf—7s.		113		Harrisb'g—1st, 6s, 1883				
K. City Lawr. & So.—5s.		102 3/4		H. & B.T.—1st, 7s, g., 1890			118 1/2	
K. City St. Jo. & C. B.—7s			113 1/2	Cons. 5s, 1895	87 1/2		90	
Little R. & Ft. S.—7s, 1st				Ithaca & Ath.—1st, gld, 7s				
Mexican Central—7s.		60 3/4	61	Junction—1st, 6s, 1882				
N. Y. & N. England—6s.		96		2d, 6s, 1900				
7s.		104 1/4		Leh. V.—1st, 6s, C. & R., '98				
N. Mexico & So. Pac.—7s		114 1/2		2d, 7s, reg., 1910	133 1/2		134 1/2	
Oregon Short Line—6s.		98	98	Cons. 6s, C. & R., 1923	123			
Ogdensb. & L. Ch.—Con. 6s				N. O. Pac.—1st, 6s, 1920	80		85 1/2	
Income				No. Penn.—1st, 6s, cp., '85			102 1/2	
Old Colony—7s.				2d, 7s, cp., 1896	119			
6s.				Gen., 7s, reg., 1903				
Pueblo & Ark. Val.—7s.				Gen., 7s, cp., 1903				
Rutland—6s, 1st.				Debtenture 6s, reg.	195			
Sonora—7s		100		Norfolk & West.—Gen. 6s				
T. Cinn. & St. L.—1st, 6s.		17		Oil City & Chic.—1st, 6s.				
Income				Oil Creek—1st, 6s, coup.	105 1/2			
Dayton Division				Pennsylv.—Gen. 6s, reg.	123			
Main line				Gen., 6s, cp., 1910			122	
STOCKS.								
Atchison & Topeka	80 3/4	80 1/2		Cons., 6s, reg., 1905	117			
Boston & Albany	182			Cons., 6s, coup., 1905			118	
Boston & Lowell	102			Cons., 5s, reg., 1919			125	
Boston & Maine		162		Pa. & N. Y. C.—7s, 1896	125			
Boston & Providence				7, 1906	125			
Cheshire, preferred				Perkiomen—1st, 6s, cp., '87			103 1/2	
Chic. & West Michigan				Phil & Erie—2d, 7s, cp., '88			111 1/2	
Cinn. Sandusky & Cleve.	16			Cons., 6s, 1920			103 1/2	
Concord		101		Cons., 5s, 1920			104	
Connecticut River				Phila. Newt. & N. Y.—1st				
Conn. & Passumpsic				Phil. & R.—1st, 6s, 1910				
Connott Valley				2d, 7s, coup., 1893	118 1/2			
Eastern, Mass.	40	42		Cons., 7s, reg., 1911	124			
Eastern, New Hampsh.				Cons., 6s, g., I. R. C. 1911				
Fitchburg	123			Imp., 6s, g., coup., 1897				
Flint & Pere Marquette.	21 3/4	23 1/4		Gen., 6s, g., coup., 1903	95		96	
Frederic	98 1/2	99		Gen., 7s, coup., 1908	100		101 1/2	
Fort Scott & Gulf—Pref.				Income, 7s, coup., 1896			94	
Common & Cent.				Cons. 5s, 1st ser., c. 1922				
Iowa Falls & Sioux City	*76	78		Cons. 5s, 2d ser., c. 1933	64		64	
Little Rock & Ft. Smith.	20			Conv. Adj. Scrip., '85-88	89			
Maine Central				Debtenture coup., 1893-94			76	
Manchester & Lawrence.				Deb. coup. off, 1893				
Marq. Hought'n & Onton.	33			Scrip., 1892			100	
Preferred				Conv., 7s, R. C., 1893-4				
Nashua & Lowell				Conv., 7s, coup. off, 1893	70		73	
N. Y. & N. England	24			Conv., 7s, cp. off, Jan., '85				
Northern of N. Hampsh.	110 1/2			Phil. Wil. & Balt.—4s, tr. et				
Norwich & Worcester				Pitts. Cinn. & St. L.—7s, reg.	92		93	
Ogdensb. & L. Champlain				Pitts. Titus. & B.—7s, cp.				
Old Colony		139		Shamokin V. & Potts.—7s	118		94	
Portland Saco & Portsm.	112			Sabury & Erie—1st, 7s.			127	
Rutland—Preferred		17		Samb. 7s, 7s & W.—1st, 5s			94	
Severe Beach & Lynn				2d, 6s, 1938			36	
Tol. Cinn. & St. Louis	1			Syr. Gen. & Corn.—1st, 7s.				
Verm't & Massachusetts				Union & Titusv.—1st, 7s.			95 1/2	
Verm't & Nashua.				United N. J.—Cons. 6s, '94				
Visconsin Central	17	18		Cons. 6s, gold, 1901.				
Preferred				Cons. 6s, gold, 1908.				
				Gen., 4s, old, 1923.	95			
				Warren & F.—1st, 7s, '96				
PHILADELPHIA.				West Chester—Cons. 7s.	114			
RAILROAD STOCKS. †				W. Jersey—1st, 6s, cp., '96	115			
Allegheny Valley.				1st, 7s, 1899				
Allegh. Gap.				Cons. 6s, 1909	113 1/2			
Buffalo N. Y. & Phil.	12 1/2	12 3/4		W. Jersey & Atl.—1st, 6s, C.	107 1/2			
Preferred	22	25 1/2		Western Penn.—6s, coup.				
Anden & Atlantic.				6s, P. B., 1896				
Preferred		41		Gen., 7s, coup., 1901				
Catawissa	23	27		CANAL BONDS.				
1st preferred		53 1/2		Ches. & Del.—1st, 6s, 1886	76			
2d preferred		57		Lehigh Nav.—6s, reg., '84.	114			
Delaware & Bound Brook				Mort. R.R., reg., 1897	114			
East Pennsylvania.				Mort. 7s, g., 1901				
Elmira & Williamsport.	41			Greenw'd Tr. 7s, reg.			122	
Preferred	58			Morris—Boat Loan rg., '85				
Mar. P. Mt. Joy & Lanc'r	75			Pennsylv.—6s, cp., 1910.	84 1/2		85	
unting'd'n & Broad Top		15		Schuylk. Nav.—1st, 6s, rg.	106 1/2			
Preferred		29		2d, 6s, rg., 1907.	90 1/2		91	
Shigh Valley	69 1/2	69 3/4						
Preferred								
Little Schuylk.	60	61 1/2						
Inehill & Sch. Haven	64							
Esquehoning Valley	52	53						
Norfolk & West'n—Com.								
Preferred								
Northern Central	55 1/2							
North Pennsylvania	68 1/2	69 1/4						
Pennsylvania	57 1/2	57 1/2						
Allotments								
Philadelphia & Erie.	18 1/2	20						
Allegh. & Norristown	110 1/4	111 1/2						
Phila. Newt. & N. Y.								
Phila. & Reading	26 1/2	26 1/2						
Phila. & Trenton								
Phila. Wilm. & Balt.	62							
Phila. Cin. & St. L.—Com.								
ited N. J. Companies	191	192						
est Chester—Cons. pref.								
est Jersey	49 1/2							
est Jersey & Atlantic	40							
High N. Y. STOCKS.	43 1/4	44 1/4						
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								
High Navigation								

RAILROAD EARNINGS.

Roads.	Week or Mo.	Latest Earnings Reported.		Jan. 1 to Latest Date.	
		1883.	1882.	1883.	1882.
Ala. Gt. Southern	July.....	73,301	61,040	547,604	423,586
Atch. Top. & S. Fe.	June.....	1,146,107	1,153,479	6,674,041	6,837,348
Bur. Ced. R. & N.	1st wk Aug.	48,389	47,013	1,525,234	1,536,689
Canad'n Pacific	1st wk Aug.	131,000	64,000	2,892,112	2,239,559
Central of Ga.	June.....	150,500	128,754	1,422,500	1,292,535
Central Iowa	July.....	100,972	91,587	678,797	637,738
Central Pacific	July.....	2,023,000	2,076,648	13,568,125	14,232,619
Chesap. & Ohio	July.....	336,475	316,787	2,133,334	1,715,906
Chicago & Alton	1st wk Aug.	185,024	177,549	4,706,559	4,314,299
Ohio, Bur. & Q.	June.....	1,937,916	1,437,164	11,465,203	9,155,615
Ohio & East. Ill.	1st wk Aug.	35,022	40,121	948,447	1,004,242
Ohio & Gr. Trunk	Wk Aug. 4	49,091	37,041	1,639,636	1,180,999
Ohio, Mil. & St. P.	2d wk Aug.	397,000	321,906	13,323,000	11,264,677
Ohio & Northw.	2d wk Aug.	471,800	423,500	14,019,915	13,545,693
Oh. St. P. Min. & O.	1st wk Aug.	97,568	82,544	2,880,767	2,670,667
Ohio & W. Mich.	4th wk July	28,128	25,955	871,817	831,587
Cin. Ind. St. L. & C.	1st wk Aug.	48,960	52,555	1,403,234	1,462,203
Cincinnati South	July.....	228,358	223,163	1,384,432	710,194
Cin. Wash. & Balt.	4th wk July	41,557	34,921	856,588	281,357
Clev. Akron & Col.	1st wk Aug.	9,776	6,441	304,190	231,357
Clev. Col. C. & Ind.	June.....	329,156	371,007	1,874,463	1,871,190
Connotton Val.	July.....	32,444	.....	.....	90,270
Danbury & Nor.	June.....	18,127	17,638	97,802	3,835,299
Deny. & Rio Gr.	2d wk Aug.	118,800	112,500	3,842,400	3,835,299
Deny. & R. Gr. W.	2d wk Aug.	11,400	.....	423,000	201,237
Des. Mo. & F. D.	1st wk Aug.	6,207	5,661	167,841	924,217
Des. Lan. & No.	1st wk Aug.	26,502	24,307	891,157	616,730
Dub. & Sioux C.	1st wk Aug.	17,108	18,234	605,732	1,503,591
Eastern	June.....	300,637	284,662	1,637,666	1,706,544
E. Tenn. Va. & Ga.	1st wk Aug.	70,265	60,312	2,204,639	1,706,544
Eliz. Lex. & B. S.	July.....	60,237	51,666	376,864	251,137
Evansv. & T. H.	1st wk Aug.	18,663	22,335	1,486,365	1,236,199
Flint & P. Marq.	1st wk Aug.	43,279	35,529	1,486,365	200,448
Flor. Cent. & W.	June.....	26,512	27,486	198,255	234,820
Flor. Tr. & Pen.	4th wk July	8,687	6,899	281,330	.....
Ft. W. & Denver.	.....	8,900	.....	.....	.....
Grand Trunk	Wk Aug. 4	318,225	295,483	10,064,005	9,271,958
Gr. Bay W. & St. P.	1st wk Aug.	6,562	6,489	224,772	1,212,976
Gr. Col. & San. Fe.	July.....	166,555	93,732	1,003,255	581,919
Hannibal & St. Jo.	1st wk Aug.	48,992	59,136	1,397,393	1,193,936
Hous. E. & W. Tex.	July.....	24,116	21,348	169,611	143,671
Illinois Cen. (Ill.)	1st wk Aug.	126,205	134,074	3,678,862	3,921,205
Do (Iowa)	1st wk Aug.	31,648	29,595	1,109,585	1,083,610
Do So. Div.	1st wk Aug.	56,946	59,215	2,240,823	1,838,220
Ind. Bloom. & W.	1st wk Aug.	72,404	59,850	1,677,534	1,415,634
K. C. Ft. S. & G.	3d wk July	31,956	31,315	694,951	465,687
K. C. Law. & So. June	.....	114,978	97,777	.....	.....
L. Erie & West'n	1st wk Aug.	21,001	25,747	277,484	221,357
L. R. & Ft. Smith	July.....	30,661	27,358	277,484	133,778
L. Rk. M. Riv. & T.	July.....	24,003	17,755	204,362	1,511,689
Long Island	2d wk Aug.	97,001	88,211	1,639,954	7,096,482
Louisv. & Nashv.	1st wk Aug.	239,170	224,795	7,783,853	6,474,112
Mar. Hough. & O.	4th wk July	50,137	67,315	402,357	580,323
Memp. & Charl.	1st wk Aug.	23,298	19,382	676,417	580,323
Mexican Cen.	3d wk July	24,503	.....	909,454	146,369
Do No. Div.	4th wk July	9,257	.....	438,913	508,196
Mexican Nat'l.	1st wk Aug.	22,053	.....	588,800	678,814
Mil. L. Sh. & West.	2d wk Aug.	21,495	16,560	785,749	4,128,281
Minn. & St. Louis	June.....	142,293	128,875	5,059,776	4,555,671
Missouri Pacific	1st wk Aug.	152,482	278,694	7,788,558	1,770,068
Central Br'ch.	1st wk Aug.	22,311	15,399	788,558	2,244,515
Int. & Gt. No.	1st wk Aug.	61,868	55,904	2,098,007	3,878,610
Mo. Kan. & T.	1st wk Aug.	131,066	114,855	4,039,147	2,606,164
St. L. Ir. Mt. & S.	1st wk Aug.	149,999	131,788	4,214,239	16,034,399
Tex. & Pacific	1st wk Aug.	112,378	93,525	3,486,675	1,014,121
Whole System	1st wk Aug.	660,104	590,164	19,636,453	1,167,819
Mobile & Ohio	July.....	136,836	135,173	1,100,655	1,167,819
Nash. Ch. & St. L.	July.....	195,468	186,495	1,297,457	1,830,923
N. Y. & N. Eng'd	July.....	309,288	298,441	1,937,886	1,216,494
N. Y. Susq. & W.	June.....	88,152	61,673	465,493	308,658
Norfolk & West.	June.....	201,622	191,535	1,411,056	2,587,711
Shenandoah V.	July.....	74,376	45,556	2,944,614	3,517,594
Northern Cent.	June.....	476,164	465,819	4,545,534	5,571,527
Northern Pacific	1st wk Aug.	214,380	164,210	5,571,527	543,377
Ogdensb. & L. Ch.	June.....	58,100	54,800	231,811	205,889
Ohio Central	4th wk July	30,399	26,917	571,527	543,377
Ohio Southern	1st wk Aug.	9,801	8,403	231,811	205,889
Oregon & Cal.	June.....	79,573	.....	436,212	1,518,562
Oregon Imp. Co.	June.....	358,217	283,696	1,817,619	2,726,299
Oregon R. & N. Co.	June.....	461,350	432,327	2,785,148	2,650,847
Pennsylvania	June.....	4,156,871	4,093,756	24,332,579	22,650,847
Penn. Dec. & Eve.	1st wk Aug.	13,807	12,563	391,683	453,466
Philadelp. & Erie	June.....	344,771	341,614	1,943,238	1,725,164
Phila. & Read.	June.....	2,810,489	1,714,730	10,965,860	9,531,496
Do C. & Iron	June.....	1,548,731	1,303,253	7,171,807	6,272,393
Richm. & Danv.	1st wk Aug.	147,500	133,000	2,084,588	1,956,998
Ch't Col. & Aug.	1st wk Aug.	16,046	15,679	446,610	379,283
Columb. & Gr.	1st wk Aug.	15,320	15,105	407,211	375,524
Va. Midland	1st wk Aug.	120,787	115,907	896,821	787,365
West No. Car.	1st wk Aug.	13,410	12,110	180,327	117,817
Rome Wat. & O.	June.....	143,206	138,028	92,260	83,361
St. Johns & L. Ch.	May.....	22,742	18,415	783,676	779,115
St. L. Alt. & T. H.	1st wk Aug.	29,230	37,030	459,802	478,166
Do (Orchs)	June.....	13,280	14,291	208,160	204,160
St. Louis & Cairo	4th wk July	8,796	8,684	2,050,437	1,903,967
St. L. & San Fran.	1st wk Aug.	73,445	71,505	726,014	564,790
St. L. & San Fran.	2d wk Aug.	30,908	23,237	4,678,531	4,675,029
St. Paul & Dul.	1st wk Aug.	153,223	190,700	327,455	306,285
St. P. Minn. & M.	April.....	364,629	369,816	1,358,784	1,338,331
So. Pac. Cal. N. D.	April.....	214,742	248,644	802,448	909,341
Do So. Div.	April.....	64,857	74,726	250,412	224,030
Do Arizona	April.....	47,526	45,462	289,944	285,961
Do N. Mex.	April.....	63,250	60,574	63,265	578,322
Scioto Valley	July.....	.....	.....	80,975	72,000
South Carolina	June.....	.....	.....	.....	.....
Tol. An Ar. & G. T.	June.....	1,084,000	1,205,000	16,764,960	17,285,224
Union Pacific	2 wks Aug.	79,829	131,237	574,480	774,513
Utah Central	June.....	29,304	26,633	262,286	241,538
Vicksb'rg & Mer.	July.....	376,431	318,043	477,858	415,240
Wab. St. L. & P.	1st wk Aug.	108,697	94,448	.....	.....
West Jersey	June.....	70,698	.....	.....	.....
Wisconsin Cent.	3 wks July	.....	.....	.....	.....

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

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

Sovereigns.....	\$4 84 @ \$4 83	Silver 1/4 and 1/2.....	99 1/2 @ par
Napoleons.....	3 85 @ 3 90	Five francs.....	92 @ 95
X X Reichmarks.....	4 73 @ 4 77	Mexican dollars.....	85 1/2 @ 86 1/4
X Guilders.....	3 96 @ 4 00	Do uncomm'cl.....	84 1/2 @ 86
Spain's Doubleons.....	15 50 @ 15 65	Peruvian soles.....	80 @ 81
Mex. Doubloons.....	15 45 @ 15 65	English silver.....	4 78 @ 4 84
Fine silver bars.....	1 10 3/8 @ 1 10 1/4	Prus. silv. thalers.....	68 @ 70 1/2
Fine gold bars.....	par @ 1/4 prem.	U. S. trade dollars.....	86 @ 87
Dimes & 1/2 dimes.....	99 1/2 @ par	U. S. silver dollars.....	99 1/2 @ par

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. 11:

Banks.	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
New York.....	2,000,000	9,355,000	1,535,000	660,000	8,860,000	495,000
Manhattan Co.	2,050,000	7,058,000	1,875,000	390,000	6,438,000	.....
Mechanics.....	2,000,000	7,638,500	1,883,000	711,000	7,097,500	314,600
Mechanics.....	2,000,000	7,210,000	1,168,000	1,169,000	7,354,000	.....
Union.....	1,200,000	4,049,000	1,167,400	147,400	3,550,000	.....
America.....	3,000,000	9,956,000	1,978,500	572,000	7,504,000	1,100
Phoenix.....	1,000,000	3,337,000	698,000	103,000	2,975,000	265,000
Traders.....	1,000,000	7,844,100	4,174,000	523,000	10,186,200	797,900
Fulton.....	600,000	1,591,400	535,000	88,000	1,428,400	.....
Chemical.....	300,000	12,980,100	4,191,900	522,800	14,446,800	251,700
Mechanics' Ex.	1,000,000	8,849,300	511,900	421,900	8,355,400	779,400
Gallatin Nat.	1,000,000	4,455,000	583,600	173,900	2,614,000	251,500
Butchers & D.	300,000	1,894,700	412,600	63,000	1,759,400	45,000
Mechanics' & Tr.	200,000	9,000,000	212,000	155,000	1,091,000	2,600
Greenwich.....	200,000	995,300	25,600	143,500	9,297,000	521,700
Leather Man's	600,000	3,174,900	208,200	363,700	2,378,700	10,900
Seventh Ward.	300,000	1,277,200	232,400	174,000	1,355,200	.....
State of N. Y.	800,000	3,632,900	643,200	187,500	3,144,000	.....
American Exch.	5,000,000	12,731,000	3,800,700	1,753,100	11,706,200	949,300
Commerce.....	1,000,000	6,032,700	1,015,600	235,300	4,781,400	847,700
Broadway.....	1,000,000	6,640,000	1,230,300	579,900	6,769,500	701,000
Pacific.....	422,700	2,677,800	287,800	132,300	2,617,700	390,000
Republic.....	1,500,000	4,656,500	514,400	397,900	3,894,400	45,000
Chatham.....	450,000	3,424,100	646,700	306,000	3,388,400	5,400
People's.....	200,000	1,531,800	18,000	117,500	1,729,500	.....
North America.	1,000,000	8,851,900	1,573,300	1,118,400	9,905,200	90,000
Hanover.....	500,000	3,084,500	335,600	450,400	2,955,100	344,500
Metropolitan.	3,000,000	13,178,000	1,883,200	461,000	9,316,000	2,076,500
Citizens.....	600,000	2,480,700	320,600	251,100	2,547,800	267,500
Nassau.....	500,000	2,270,000	149,100	167,500	2,391,500	432,000
Market.....	500,000	2,346,200	437,700	149,300	2,434,900	1,780,100
St. Nicholas.....	500,000	2,750,000	650,000	200,000	3,240,000	

ABSTRACT FROM REPORTS OF THE NATIONAL BANKS MADE TO THE COMPTROLLER, JUNE 22, 1883.

June 22, 1883.	No. of banks.	Capital.	Surplus.	Deposits.		Loans & discounts. (Incl. overdrafts.)	Gold and gold C. H. certificates.	Gold Treasury certificates.	Silver.	Silver Treasury certificates.	Leg. tend'rs & U. S. cts. of deposit.
				Individual.	Other.						
Maine.....	72	10,485,000	2,581,785	9,348,600	107,275	18,694,654	529,413	\$ 330	\$ 50,273	\$ 2,170	\$ 222,821
New Hampshire.....	49	6,155,000	1,116,585	4,143,698	313,049	8,197,475	128,040	2,300	38,336	1,200	120,591
Vermont.....	47	7,986,000	1,837,124	5,275,707	34,929	12,393,259	175,619	4,600	42,823	1,670	214,137
Boston.....	54	50,850,000	11,600,572	68,311,319	107,328	108,725,492	2,112,176	3,038,300	140,675	184,650	4,229,357
Massachusetts, other.....	192	45,502,500	13,496,142	44,569,140	317,716	83,812,206	1,336,013	44,270	269,104	21,340	1,644,945
Rhode Island.....	63	20,540,050	4,020,380	11,104,206	117,983	30,141,320	285,955	1,790	69,573	2,920	482,101
Connecticut.....	87	25,706,820	6,836,666	22,093,472	263,393	42,247,001	938,389	69,830	150,855	5,290	829,019
Total Div. No. 1.....	564	167,225,370	41,489,254	164,846,142	1,261,673	304,211,410	5,505,605	3,161,420	761,639	219,240	7,742,971
New York City.....	48	50,350,000	23,492,502	226,429,205	638,121	244,089,146	28,680,804	26,477,760	457,310	1,220,630	22,796,731
Albany.....	7	1,800,000	1,400,000	7,745,265	63,935	9,446,982	424,508	147,050	27,405	7,840	830,250
New York, other.....	257	34,444,160	8,557,234	79,103,966	708,454	90,099,273	2,331,750	278,800	499,303	27,960	3,710,252
New Jersey.....	32	12,096,109	3,716,665	27,449,404	166,758	31,550,995	718,546	49,480	243,693	15,070	1,737,294
Philadelphia.....	32	17,558,000	8,697,303	64,222,424	232,052	63,095,196	6,371,271	367,070	510,868	238,550	6,654,515
Pittsburg.....	23	10,050,000	3,299,769	23,619,740	268,057	27,092,028	1,424,138	177,120	113,168	9,150	2,348,641
Penna., other.....	212	31,280,266	8,855,445	64,693,367	411,521	67,189,799	2,674,286	169,110	691,759	90,600	2,982,539
Total Div. No. 2.....	647	157,578,535	58,018,918	493,263,371	2,488,898	532,563,419	42,625,303	27,666,390	2,543,506	1,609,800	41,080,222
Delaware.....	14	1,743,985	557,018	3,358,016	37,665	4,114,340	113,354	1,150	45,205	3,510	174,110
Baltimore.....	17	11,490,330	2,765,939	18,388,093	106,480	25,423,492	270,211	429,080	144,771	59,000	3,035,296
Maryland, other.....	23	2,481,700	741,652	5,326,858	65,373	5,615,699	206,189	3,700	62,347	8,220	379,339
Washington.....	5	1,125,000	247,721	2,683,968	65,373	2,161,214	53,696	45,200	14,231	29,560	211,925
Dist. of Col., other.....	1	252,000	60,000	674,597	471,209	370,864	51,405	60,000	5,465	3,150	25,500
Virginia.....	22	3,371,300	1,102,344	11,380,780	471,209	12,060,639	386,261	3,680	132,900	16,570	707,324
West Virginia.....	18	1,836,000	479,998	2,330,166	.....	3,470,676	144,484	.....	37,194	1,000	202,704
Total Div. No. 3.....	106	22,300,315	5,954,707	44,426,962	680,727	53,216,924	1,225,600	542,810	442,113	121,010	4,736,198
North Carolina.....	14	2,351,000	421,558	3,358,016	173,262	4,623,280	136,035	.....	101,576	7,350	380,287
South Carolina.....	13	1,885,000	700,038	3,024,332	183,861	3,630,277	256,248	4,700	146,454	20,500	257,473
Georgia.....	13	2,331,000	606,400	3,013,588	98,577	4,303,544	155,942	14,600	178,488	41,630	217,211
Florida.....	2	100,000	11,742	465,543	30,521	381,356	10,235	.....	15,239	.....	51,500
Alabama.....	9	1,443,000	274,659	1,766,769	.....	1,977,310	101,637	31,050	40,062	5,630	135,824
Mississippi.....	2	125,000	2,566	218,516	.....	161,536	32,016	5,670	13,641	13,840	10,863
New Orleans.....	7	2,875,000	1,065,000	9,225,807	.....	9,064,651	256,001	184,600	138,507	395,900	984,427
Louisiana, other.....	1	100,000	595	107,579	.....	146,560	1,786	870	3,670	7,170	20,217
Texas.....	33	3,005,500	922,450	9,214,965	225,200	8,677,411	291,310	42,370	150,042	80,650	871,721
Arkansas.....	5	455,000	65,000	1,291,214	74,711	773,639	13,855	2,196	11,663	9,690	154,212
Louisville.....	9	3,551,500	740,481	3,271,117	785,198	7,418,040	288,096	99,100	39,320	28,330	263,769
Kentucky, other.....	53	8,793,400	1,568,174	8,676,064	190,249	13,943,929	318,884	6,460	70,144	7,050	496,355
Tennessee.....	30	3,865,300	699,064	9,211,864	266,180	9,352,740	452,458	47,170	200,390	79,920	729,774
Total Div. No. 4.....	191	30,880,700	7,017,727	51,874,374	2,029,759	64,454,276	2,314,503	488,780	1,109,199	697,660	4,540,633
Cincinnati.....	13	8,990,805	1,029,600	13,663,290	735,000	20,153,195	367,155	22,000	67,849	31,150	2,622,332
Cleveland.....	7	4,410,000	770,000	8,245,033	463,125	10,553,008	201,121	6,000	35,537	.....	1,188,500
Ohio, other.....	177	21,204,000	4,107,065	35,617,179	430,422	45,522,949	1,851,140	58,400	357,464	38,440	2,310,712
Indiana.....	97	13,499,000	3,649,054	24,676,500	725,490	30,091,265	1,198,197	49,410	268,201	40,290	1,866,658
Chicago.....	11	10,050,000	2,365,000	40,076,521	69,278	45,820,011	5,489,699	253,800	140,117	127,500	7,185,343
Illinois, other.....	148	12,764,600	3,836,439	33,238,357	770,773	33,744,137	1,866,042	42,460	278,150	22,240	2,046,163
Detroit.....	5	2,650,000	140,000	6,438,775	456,822	8,038,771	620,041	12,000	53,332	10,000	608,535
Michigan, other.....	81	8,300,300	1,812,128	19,537,582	30,961	24,098,442	1,066,364	10,640	193,915	10,460	816,789
Milwaukee.....	3	650,000	285,000	4,407,994	475,412	3,820,109	297,089	80,000	22,723	4,520	399,696
Wisconsin, other.....	41	3,200,000	895,204	9,737,718	79,186	9,908,592	626,663	2,620	74,456	1,040	500,131
Total Div. No. 5.....	583	85,713,705	18,888,890	195,230,249	4,238,469	231,750,879	13,603,507	537,380	1,491,747	285,580	19,589,849
Iowa.....	101	8,273,100	1,814,466	17,311,070	180,894	19,095,252	1,033,856	12,660	222,475	17,920	1,291,672
Minnesota.....	39	8,101,900	1,245,110	16,998,325	473,395	22,836,549	683,634	540	93,353	2,110	913,864
St. Louis.....	6	3,150,000	705,742	5,869,330	176,540	10,150,330	816,333	324,000	46,039	80,000	1,540,285
Missouri, other.....	25	2,390,000	455,750	5,306,902	114,905	4,994,780	311,465	14,150	59,129	31,870	290,927
Kansas.....	27	1,800,000	334,196	5,730,806	349,194	4,775,523	296,241	7,880	46,852	19,490	481,815
Nebraska.....	35	2,440,000	379,750	7,771,070	321,312	8,032,981	390,417	3,400	72,658	7,980	431,432
Total Div. No. 6.....	233	26,155,000	4,935,014	58,987,503	1,616,240	69,885,415	3,533,946	362,630	540,506	159,320	4,949,995
Colorado.....	20	1,495,000	694,000	10,121,509	304,338	7,079,966	427,658	6,710	108,718	9,260	556,481
Nevada.....	1	75,000	18,618	188,923	.....	210,158	58,708	140	3,576	320	2,041
San Francisco.....	1	1,500,000	205,467	1,281,044	.....	2,354,698	568,170	.....	16,950	.....	7,740
California, other.....	12	1,900,000	376,891	5,901,355	31,468	5,469,421	995,933	46,870	58,195	14,600	83,891
Oregon.....	5	442,000	55,000	2,700,756	462,982	2,175,530	490,945	800	24,645	.....	13,666
Total Div. No. 7.....	39	5,412,000	1,349,976	20,193,587	798,788	17,289,773	2,541,414	54,520	212,084	24,180	963,819
Arizona.....	1	100,000	1,320	181,816	62,100	73,379	38,040	.....	3,545	.....	19,250
Dakota.....	27	1,631,700	277,021	3,912,631	140,626	3,284,974	144,390	1,200	30,719	950	357,442
Idaho.....	1	100,000	20,000	347,762	.....	148,878	13,600	.....	1,400	.....	35,050
Montana.....	9	1,175,000	141,500	4,449,617	212,642	3,990,664	139,567	1,000	24,691	1,800	339,098
New Mexico.....	6	550,000	135,318	1,812,298	187,268	1,139,962	103,650	330	16,393	140	76,147
Utah.....	4	450,000	157,500	1,356,232	86,656	1,000,236	151,599	20,000	15,423	690	30,957
Washington Ter.....	8	595,987	43,757	1,149,678	70,238	1,391,939	203,834	200	9,786	210	8,699
Wyoming.....	4	425,000	101,000	1,405,541	.....	1,189,274	88,258	4,980	6,107	550	57,088
Total Div. No. 8.....	60	5,027,687	877,416	14,115,575	759,530	12,219,806	882,938	27,710	108,064	4,340	923,771
Total for U. S.....	2,417	500,298,312	138,531,902	1,042,937,763	13,874,084	1,285,591,902	72,232,816	32,791,590	7,208,858	3,121,134	34,477,458

STATEMENT OF THE NATIONAL BANKS OF THE RESERVE CITIES, AND TOTALS.

TOTALS FOR RESERVE CITIES, & C.	Boston.	N. York.	Albany.	Phila.	Pittsburg.	Baltimore.	Wash.	New Orleans.	Louisville.	Cincinnati.	Cleveland.	Chicago.	Detroit.	Milwaukee.	St. Louis.	S. Francisco.	Total Reserve Cities.	Total Other Cities.	Total United States.
Resources.																			
Loans.....	108.73	244.09	9.45	63.09	27.09	25.42	2.16	9.06	7.42	20.15	10.55	45.82	8.04	3.82	10.15	2.35	597.39	688.19	1,285.6
Bonds for circulation.....	33.18	18.87	1.52	10.98	7.32	7.54	.73	2.48	2.93	6.64	1.85	.93	.93	.50	.81	.60	97.80	256.20	354.0
Other U. S. bonds.....	.53	4.85	.10	.45	.40	.30	.24	.....	.93	1.13	.56	2.44	.54	.55	.42	.....	13.44	20.67	34.1
Stocks, bonds, &c.....	2.62	13.10	.09	5.14	.74	.06	.14	.....	.88	.05	.65	.44	1.40	.07	.29	.48	25.65	42.90	68.6
Due from banks.....	21.79	18.17	2.61	13.58	4.28	3.22	.74	1.66	1.17	4.40	1.98	9.80	1.58	1.23	1.91	.20	88.27	123.99	212.3
Real estate.....	3.15	10.65	.33	2.63	1.43	.75	.44	.33	.12	.27	.38	.40	.09	.12	.20	.....	21.29	26.20	47

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

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

ANNUAL REPORTS.

Chicago & Northwestern Railway. (For the year ending May 31, 1883.)

The annual report of this company, just issued, is a comprehensive and interesting document, as usual. It gives a tolerably clear exhibit of the operations and financial condition of the immense system of railroads controlled by the company, except in two important particulars, namely, as to the disposition of the cash receipts from land sales, amounting to \$1,026,444, and as to the actual surplus assets of the company, which represent its cash investments not heretofore balanced by issues of stocks or bonds. As to other matters and statistics of the report, the President's remarks give full and satisfactory explanations; but neither last year nor this is anything said of the disposition of the land money, which is kept out of the income account; and there are no cancellations of bonds or increase in sinking funds sufficient to account for it.

As to the investments in proprietary roads, the general balance-sheet gives the only information, and as numerous items are carried on both sides of the account, it is not easy for the average reader or stockholder to understand precisely the meaning of the figures, so far as they indicate the company's surplus. A few explanatory remarks in the President's report might make the whole matter clear. On another page of the CHRONICLE to-day an article will be found which analyzes the balance-sheet in regard to the items here mentioned.

In taking a general view of the report, the most salient points are found to be the following:

The roads operated May 1, 1883, amounted to 3,584 miles, against 3,278 the previous year, an increase of 306 miles.

The gross earnings were \$24,081,834, against \$23,684,656, an increase of \$397,178.

The net earnings were \$10,009,318, against \$11,045,022, a decrease of \$1,045,704.

The net income applicable to dividends over interest, rentals, and all charges, was \$4,051,616, against \$5,378,075, a decrease of \$1,326,458.

STOCK AND DEBT.

During the fiscal year ending May 31, 1883, there was an increase in stock consisting of 17,336 shares of common and 1,136 shares of preferred stock, issued as follows:

11,880 shares common stock, for the stock of the Menominee River Railroad Company of Michigan, issued in consolidation, \$1,183,000; 4,320 shares common, for the stock of the Escanaba & Lake Superior Railway Company of Michigan, issued in consolidation, \$432,000; 1,135 shares common stock for conversion of Peninsula Railroad bonds, \$113,500; 1-10 shares common stock, issued in retiring old Galena & Chicago Union Railroad stock, \$110; total increase in common stock, \$1,733,610. 1,135 shares preferred stock for conversion of Peninsula bonds, \$113,500; 1-10 shares preferred stock issued in retiring old Galena & Chicago Union Railroad stock, \$110; total increase in preferred stock, \$113,610.

The aggregate of funded debt at the close of the fiscal year was \$69,821,000, including \$592,000 live bonds in the sinking funds, being an increase of \$5,573,000 in the year as follows:

Five per cent sinking fund bonds issued to represent new railroads at \$15,000 per mile on 140 miles, \$2,100,000; balance of issue of \$1,065,000 Dakota Central Railway Company 6 per cent first mortgage bonds, \$765,000; first half of \$2,000,000 of Dakota Central Railway 6 per cent first mortgage bonds, guaranteed (Southeastern division) on 125 miles, \$1,000,000; balance of issue of \$750,000 Chicago Milwaukee & Northwestern Railway 6 per cent construction bonds, guaranteed, \$300,000; Chicago & Northwestern Railway consolidated sinking fund bonds of 1917, issued in substitution for other bonds canceled, \$143,000; Chicago & Northwestern Railway Company 5 per cent debenture bonds of 1933, being a part of \$10,000,000 authorized towards the payment of a majority of the capital stock of the Chicago St. Paul Minneapolis & Omaha Railway, \$1,500,000; total bonds issued in the year, \$5,808,000; less bonds canceled, \$235,000; net increase in bonds, \$5,573,000.

NEW RAILROAD CONSTRUCTED.

The amount of new railroad constructed and added to the company's system during the year was 306.54 miles, consisting of 39.79 miles of Menominee River Railway, 43.30 miles of Escanaba & Lake Superior Railway, and 6.71 miles of Galesville & Mississippi River Railway, making 89.80 miles, all of which has since become a part of the Chicago & Northwestern Railway proper, by consolidation and purchase. There were also constructed 78.22 miles of Toledo & Northwestern Railway in Iowa and 107.02 miles of Dakota Central Railway in Dakota, making 185.24 miles of additional proprietary lines. Also 31.50 miles of Maple River Railroad, the same being an extension of one of the leased lines in Iowa, built by the Maple River Railroad Company.

PASSENGER AND FREIGHT TRAFFIC.

The earnings from passengers show an increase in every class and upon each division of the road. The total receipts were \$6,119,615, against \$5,171,423 in the preceding year, an increase of \$948,192, or 18.33-100 per cent. The freight earnings were \$16,894,351, a decrease of \$630,782, or 3.6-10 per cent from preceding year. The number of tons of freight car-

ried was 7,874,665, against 8,190,893 tons the previous year, a decrease of 316,228 tons, or 3.86-100 per cent; the number of tons carried one mile was 1,183,829,358, a decrease of 8,353,681 tons, or 70-100 per cent, and the earnings per ton per mile were 1.42-100 cents, a decrease of 3.40-100 per cent.

CONSTRUCTION EXPENDITURES.

The report says that increasing business of the company, extending over a wide extent of country, has required additional facilities for the storage and movement of trains, and for local and terminal facilities. The large amount of 67 miles of additional side tracks were constructed during the year, at an expense of \$442,538; the obtaining of right of way and enlarged facilities; new buildings, stock yards and miscellaneous structures, fences, bridges and other sundry items of construction, amounted, in the aggregate, to \$1,299,758.

Besides this class of construction expenditures, there was paid the further sum of \$3,560,295 for account of new construction on the several new roads constructed, or essentially improved, during the year. There was also expended for new engines and cars \$643,722, making the total sum \$5,503,776, from which should be deducted \$833,943 for premium on bonds and stocks sold and for sundry construction credits, leaving the sum of \$4,669,833 as the net outlay for construction, equipment and new railroads during the year.

CONSOLIDATIONS.

The consolidation of the Escanaba & Lake Superior and the Menominee River Railroad Companies of the State of Michigan with the Chicago & Northwestern Railway Company, was fully consummated and common stock of this company was issued in exchange and payment for the entire capital stock of the two Michigan companies, amounting to 16,200 shares. By this action all the proprietary lines in Michigan have become a part of the Chicago & Northwestern Railway. Two of the branch lines in Wisconsin—one of about six miles, extending from Janesville to Afton, and one of about six and a half miles, extending from Trempealeau to Galesville, were transferred to the Chicago & Northwestern Railway Company, by purchase of their property and franchises; these roads were two of the proprietary lines, and the consideration of transfer was the assumption of their bonds, and of their nominal liabilities, representing the first cost of the properties. No capital stock was issued in the absorption of these branches.

The requisite steps were taken to also consolidate the Elgin & State Line Railway Company and the Chicago Milwaukee & Northwestern Railway Company with the Chicago & Northwestern Railway Company, and the consolidation has been fully effected since the close of the fiscal year, in accordance with the plan proposed. The amount of common stock of the Chicago & Northwestern Railway Company which has been issued pursuant to the agreement of consolidation in exchange and payment for the capital stocks of these two companies is 97,451 shares, all of which is now in possession and is the property of the company; but, it having been issued subsequent to writing up the accounts of the last fiscal year, does not appear as capital stock outstanding in the condensed balance sheet of the report.

CHICAGO ST. PAUL MINNEAPOLIS & OMAHA.

In the month of November 1882 purchase was made of a majority of the capital stock, common and preferred, of the Chicago St. Paul Minneapolis & Omaha Railway. "The purchase consisted of 93,200 shares of common stock, at the average price of 48.40-100 plus, and 53,800 shares of preferred stock, at the average price of 104.04-100 plus, and the cost, including interest up to the date of delivery, was \$10,503,959.90. Provision was made for the payment of the greater portion of this amount by the issue of \$10,000,000 of 5 per cent 50 year debenture bonds of the Chicago & Northwestern Railway Company, all of which have since been sold, and \$1,500,000 of them were delivered in the last fiscal year. The residue of the issue has been delivered since that period. The balance of the purchase money was derived from the sale of a part of the 16,200 shares of Chicago and Northwestern common stock received in consolidation of the two Michigan roads. This transaction having been completed since the 1st of June last, and after the close of the fiscal year, does not appear in the condensed balance sheet appended to this report. The stock is now held as one of the assets of the company, and three quarterly dividends have been received on the preferred shares since the purchase." * * *

"The separation of these lines from their close and legitimate relations to the Chicago & Northwestern Railway system would work great injury and loss of revenue to both companies, and millions of capital would be required to replace the facilities which are now enjoyed by each in the harmonious working of the two lines. It is believed that the control of the Chicago St. Paul Minneapolis & Omaha Railway Company secures advantages of great importance to the stockholders of the two companies, and is in the interest of public convenience, economy and sound corporate policy."

LAND DEPARTMENT.

The total quantity of land in the various land grants on the 31st of May, 1882, was 2,178,281 acres, and 244,109 acres and 3,428 lots were sold during the year, partly on time and partly for cash, for the consideration of \$1,205,546. The cash receipts of the Land Department from all sources—land sales, collections on contracts, interest, stampage, &c., amounted to \$1,026,444, which sum is not included in the railroad earnings of the company. The amount of land remaining unsold in all the grants on the 31st of May, 1883, was 1,590,336 acres.

The following table shows the operations of 1882-3 in the sale of lands:

Name of Grant.	Unconveyed May 31, '82.	Acres Deeded.	Under Contract May, 1883.	Lands unsold May 31, '83.
Minnesota.....	1,246,854	133,839	328,482	784,532
Michigan.....	512,090	55,547	57,296	485,677
Wisconsin.....	327,792	6,044	1,621	320,125
*Men. River..	91,544	5,113	.....	.....
Total.....	2,178,281	200,545	387,399	1,590,336

*Transferred from Men. Riv. RR. grant to Mich. land grant, 86,431 acres.

The comparative statistics of operations and financial condition, prepared in the usual form for the CHRONICLE, will be found in the tables following:

ROAD AND EQUIPMENT.				
	1879-80.	1880-81.	1881-82.	1882-83.
Tot. miles operated	2,512	2,778	3,278	3,584
Locomotives.....	425	476	558	578
Pass., mail & ex. cars	297	327	365	424
Freight cars.....	12,682	16,072	17,932	18,089
All other cars.....	275	274	353	394
OPERATIONS AND FISCAL RESULTS.				
Operations—	1879-80.	1880-81.	1881-82.	1882-83.
Pass'gers carried.	3,964,798	4,482,317	6,754,717	7,968,560
Pass'ger mileage.	140,116,884	164,333,508	205,574,178	248,856,303
Rate p. pass. p.m.	2.67 cts.	2.53 cts.	2.52 cts.	2.46 cts.
Fr'ght (tns) mov'd	5,574,635	6,662,112	8,190,893	7,874,665
Fr'ght (tns) mil'ge	865,909,542	980,522,774	1,192,188,039	1,183,829,358
Av. rate p. ton p.m.	1.49 cts.	1.47 cts.	1.47 cts.	1.42 cts.
Earnings—				
Passenger.....	3,737,343	4,158,130	5,171,423	6,119,616
Freight.....	12,897,778	14,414,151	17,525,134	16,894,352
Mail, express, &c.	714,228	761,791	988,099	1,067,867
Tot. gross earns.	17,349,349	19,334,072	23,684,656	24,081,835
Expenses				
Maintenance of way & cars, &c.	8,049,358	9,979,619	3,574,119	3,372,991
Transportation.....			1,786,140	2,322,099
Miscellaneous.....			6,327,258	7,261,952
Taxes.....	382,241	446,202	429,259	496,686
			522,558	618,785
Total.....	8,431,599	10,425,821	12,639,634	14,072,516
Net earnings.....	8,917,750	8,908,251	11,045,022	10,009,319
P.c. op. ex. to earn.	48.59	53.92	53.37	58.44
INCOME ACCOUNT.				
	1879-80.	1880-81.	1881-82.	1882-83.
Receipts—				
Net earnings.....	8,917,750	8,908,251	11,045,022	10,009,319
Disbursements—				
Rentals paid.....	1,408,003	1,384,732	1,569,618	1,570,948
Interest on debt.....	3,322,015	3,647,897	3,999,208	4,238,633
Dividends.....	2,405,521	2,420,273	2,586,637	2,890,337
Rate on pref.....	7	7	7 ¹⁴	8
Rate on common.....	6	6	6 ¹²	7
Miscellaneous.....	107,562	98,120	98,120	98,120
Tot. disb'rsem'ts	7,243,101	7,551,022	8,253,583	8,848,038
Balance, surplus.	1,674,649	1,357,229	2,791,439	1,161,281
GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.				
	1880-81.	1881-82.	1882-83.	
Chic. & N. W.—Road & equip..	\$74,120,342	\$76,739,549	\$80,420,032	
Other companies do	48,311,241	54,679,521	55,668,872	
Real estate in Chicago.....	200,000	200,000	200,000	
Des Moines & Minn. RR.....	363,809			
Bonds owned.....	1,233,235	865,819	*2,913,219	
Bills and accounts receivable.	1,125,779	1,282,033	1,245,918	
Materials, fuel, &c.....	1,255,098	2,291,340	2,526,482	
Cash on hand.....	1,977,865	1,760,608	2,710,498	
Trustees' sinking fund.....	1,117,000	1,321,000	1,525,000	
Total.....	\$129,704,369	\$139,139,871	\$147,210,021	
Liabilities.				
Stock, common.....	\$15,093,488	\$15,095,924	\$16,229,916	
Stock, preferred.....	21,650,783	22,153,119	22,323,190	
Bonds of propriety roads, &c	21,244,650	22,883,150	22,463,400	
Stocks (See SUPPLEMENT).....	57,006,000	64,248,000	69,821,000	
Bonds purchased.....	363,000	366,000	460,000	
Divid's declared, not yet due	831,481	971,185	1,023,406	
Sinking funds paid.....	1,117,000	1,321,000	1,525,000	
Real estate, mortgages, &c.....	482,766	404,774		
Current bills, pay-rolls, &c.....	2,529,390	2,141,311	1,965,653	
Uncollected coupons, &c.....	63,786	74,829	82,668	
Rentals of roads in Ia., not due	272,232	439,935	530,364	
General consol. bonds unsold.	530,000	407,000	284,000	
Note of Consol. Coal Co.....			300,000	
Land income.....	303,046	689,531	1,033,565	
Accrued interest not due.....	675,430	675,430	675,395	
Miscellaneous.....	17,329	4,098	66,601	
Balance income account.....	7,533,987	7,264,582	8,425,863	
Total.....	\$129,704,369	\$139,139,871	\$147,210,021	

* Consol. sinking fund bonds, \$554,000; general consol. gold bonds, \$284,000; Northwestern Union 1st mort. \$1,000; bonds of sundry proprietary roads, \$2,074,219. † Including bonds in sinking funds. ‡ Not including amount in company's treasury.

GENERAL INVESTMENT NEWS.

Chicago Milwaukee & St. Paul.—In the old suit of William Barnes, trustee, against this company, which has before been noticed in the CHRONICLE, Judge Dyer at Milwaukee, Aug. 10, rendered a decision in favor of the railway company, the decision of the Special Master being reversed. Mr. Barnes' motion for a modification of the interlocutory decree, so as to allow parties having claims based upon any of the \$1,740,800 of bonds to present and support them, was denied, the court reaffirming its former decision that these bonds had been exchanged for stock in the Minnesota Company, and were, therefore, no equitable lien upon the mortgaged property. Judge Dyer, however, in his preliminary remarks, stated that in preparing the decision Judge Drummond and himself had acted upon the presumption that the case would go to the United States Supreme Court. It will now be appealed to that court by the plaintiff.

Denver Utah & Pacific.—The Farmers' Loan & Trust Company, as trustee, gives notice that they will sell at auction, Aug. 22, \$412,000 first mortgage bonds and \$453,000 stock of this road, deposited by the Denver Railroad & Construction Company as security for its notes, amounting to \$182,946, which went to default July 1, 1883.

Evansville & Terre Haute.—The following is a statement of gross and net earnings for nine months ending May 31, 1883:

	1883.	1882.
Gross earnings.....	\$347,084	\$549,133
Net earnings.....	255,320	213,433

Nashville Chattanooga & St. Louis Railway.—For the month of July, 1883, compared with July, 1882, the gross and net earnings were as follows:

	1882.	1883.	
Gross earnings.....	\$186,495	\$125,463	Inc.. \$3,973
Operating expenses.....	103,609	98,762	Dec.. 4,847
Net earnings.....	\$82,885	\$96,705	Inc.. \$12,820
Interest and taxes.....	\$53,983	\$55,073	Inc.. \$1,090
Surplus income.....	\$28,902	\$41,632	Inc.. \$12,730

New York West Shore & Buffalo.—The following statement was recently made of the sources from which the cash has been obtained for the construction and equipment of the New York West Shore & Buffalo Railway:

	1882.	1883.	
Gross earnings.....	\$186,495	\$125,463	Inc.. \$3,973
Operating expenses.....	103,609	98,762	Dec.. 4,847
Net earnings.....	\$82,885	\$96,705	Inc.. \$12,820
Interest and taxes.....	\$53,983	\$55,073	Inc.. \$1,090
Surplus income.....	\$28,902	\$41,632	Inc.. \$12,730
New York West Shore & Buffalo.—The following statement was recently made of the sources from which the cash has been obtained for the construction and equipment of the New York West Shore & Buffalo Railway:			
ONTARIO & WESTERN RAILWAY.—For use, to the extent necessary in completing its contract for the construction of the West Shore Railway, between Weehawken and Cornwall, fifty-two miles of double track, and to Middletown, twenty-five miles of single track, Reconstruction Fund.....			
		\$10,000,000	
Sale to Ontario & Western stockholders of the \$10,000,000 bonds paid by the West Shore Company to the Ontario & Western Company under its construction contract.....			
		5,000,000	\$15,000,000
NORTH RIVER CONSTRUCTION COMPANY.—Capital stock full paid.....			
		10,000,000	
Subscriptions to about \$15,000,000 West Shore bonds at par.....			
		15,000,000	25,000,000
WINSLOW, LANIER & CO. CONTRACT.—Of this sum an amount has been reserved by Winslow, Lanier & Co., deemed amply sufficient by their expert engineer for the completion of the bond between Syracuse and Buffalo. The bond interest maturing next January has also been reserved from this sum.....			
			15,000,000
Total cash.....			\$55,000,000

Postal Telegraph Company.—At a meeting of the directors of the Postal Telegraph Company, Mr. John W. Mackey, the California millionaire, was elected a director in place of Joel B. Erhardt, resigned. Subsequently Mr. Mackey was named as co-trustee with George S. Coe, President of the American Exchange National Bank, of the pooled stock of the company. The directors ordered the immediate beginning of work on the proposed lines from Chicago to St. Louis and to Pittsburg, Pa., by way of Olean and the oil regions, together with a short branch to Toledo. It could not be learned to what extent Mr. Mackey had become financially interested in the enterprise. It is reported that he has engaged to provide funds for the construction of the new lines to the extent of \$1,000,000, taking the bonds of the company as security, with an option for their purchase at an agreed price. The capital stock of the Postal Telegraph Company is \$21,000,000, of which \$19,000,000 has been issued, \$12,000,000 being placed in the hands of George S. Coe, President American Exchange Bank, and J. W. Mackey, representing a pool. This stock is to be held in trust for three years, during which time no member of the pool or syndicate can sell out. The company has executed \$10,000,000 first mortgage 6 per cent 30 year gold bonds, to secure which they have filed a mortgage of \$10,000,000, covering their factory at Ansonia, Conn., and all line equipments, &c. Three million dollars of these bonds have been issued, which has constituted a working capital, and \$7,000,000 yet remain in the treasury. The full board now consists of Messrs. Mackey, Roberts, Coe, Horton, Cummins, George S. Hart, A. W. Beard and William K. Soutter.

Railroads of the United States.—The *Manual of the Railroads of the United States*, for 1883, published by H. V. & H. W. Poor, has just been issued. It is but moderate commendation of this volume to say that in style, in elaborate work, and apparently in the pains taken to secure accuracy in its statistics, the present issue surpasses all its predecessors. Two principal features command immediate attention in the book of this year—first, the elaborate tables of statistics given in the introduction, covering 100 pages of closely printed tables, and secondly the maps of states given separately at the head of the respective chapters, containing the description of the railroads of the different states. The statistical tables referred to above contain not only the general statistics for states and groups of states, but they show each individual road by name, with its mileage, stock, debt, earnings, interest charges, etc.

The introduction to the Manual is by Mr. Henry V. Poor, whose long familiarity with the railroad history and progress of the United States gives special interest to his comments upon the present situation as quoted in the following extracts:

"The accompanying statements show a mileage at the close of 1882 of 113,329 miles, 11,591 having been constructed within the year. The average mileage operated for the year was 107,158. The amount of share capital issued by the several companies up to the close of their respective fiscal years was \$3,456,078,196, an increase from the previous year of \$385,254,585. The funded debts of the several companies amounted to \$3,184,415,201, an increase from the previous year of \$352,554,496. Their floating or unfunded debts amounted to \$255,170,962, an increase of \$42,404,965 from the previous year. The total

increase of share capital and of funded and floating debts from the previous year equaled \$780,213,776. The total amount of all liabilities at the close of 1882 was \$6,895,664,359. The total per mile for completed mileage was \$61,342.

The gross earnings of all the roads for their several fiscal years of 1882 were \$770,356,716, an increase from the previous year of \$67,066,511. Of the gross receipts, \$202,140,775 were received from passengers, \$506,367,247 from freight, and \$61,848,734 from miscellaneous sources. The net earnings for the year were \$310,682,877, an increase of \$24,929,109 from the previous year. The amount of interest paid was \$149,295,380, an increase of \$20,708,078 from the previous year. The amount of dividends paid was \$102,031,434, an increase of \$9,687,244 from the previous year. The percentage in 1882 of gross earnings to investment was 11.2 per cent; in 1881, 11.5; in 1880, 11.4; in 1879, 10.8. The percentage of net earnings to investment in 1882 was 4.5 per cent; in 1881, 4.7; 1880, 5.1; and in 1879, 4.4 per cent. The earnings per mile of all the railroads operated for 1882 were, gross, \$7,188; net, \$2,899; in 1881, gross, \$7,527; net, \$3,040; in 1880, gross, \$7,435; net, \$3,293; in 1879, gross, \$6,652; net, \$2,761.

STATEMENT showing by groups of States the length of lines owned, share capital, funded debts, floating debts, length of lines operated, gross and net earnings, and interest and dividends paid by all the railroad companies of the United States for their respective fiscal years ending in 1882:

	Length of line owned.	Capital stock.	Funded debt.	Floating debt.
1882.	Miles.	\$	\$	\$
New England group.....	6,233	197,071,103	139,232,591	17,493,569
Middle group.....	16,810	970,552,703	825,554,524	105,839,369
Southern group.....	17,429	363,379,347	410,593,656	22,084,875
Western group.....	65,078	1,635,310,332	1,595,255,387	83,518,056
Pacific group.....	6,862	289,764,701	213,779,043	26,185,093
Totals.....	112,412	3,456,078,196	3,184,415,201	255,170,962
	Length of line operated.	Gross earnings.	Net earnings.	Interest paid.
1882.	Miles.	\$	\$	\$
New Eng'd.....	6,186	56,188,499	18,253,973	7,215,801
Middle.....	19,569	232,450,765	96,330,189	41,242,496
Southern.....	15,880	66,874,713	24,141,300	16,620,328
Western.....	59,711	373,088,096	152,343,859	76,612,487
Pacific.....	5,812	41,754,686	19,608,556	7,604,268
Totals.....	107,158	770,356,762	310,682,877	149,295,380

The more extended statement, embracing in detail all the railroads of the country, shows that since 1879, a period of three years, there have been opened in the United States 23,019 miles of railroad, and that 10,463 miles were opened the past year up to the close of the fiscal years of the several companies. "The extent actually opened during the calendar year was 11,591 miles. It is probable that the mileage given in the previous numbers of the *Manual* was somewhat in excess of its actual extent in consequence of duplications by the companies themselves, they often treating leased lines as their own. The amount of earnings given in the *Manual* for 1881 were undoubtedly too large, from the duplication by railroad companies of the earnings of leased lines, and from an error of \$10,000,000 discovered in revising the addition of the tables of the Western States for that year. The amount now given may be regarded as correct.

"The increase of share capital and indebtedness of the railroad companies for the three years ending December 31, 1882, was \$2,023,646,842, the average cost per mile of the new mileage being, in round numbers, \$70,000. The increase in the three years of the funded debts of the several companies has been \$864,926,029; of their floating debts, \$98,289,910; the two sums amounting to \$963,215,939, a sum equalling something over \$30,000 per mile of line. The cash cost of all the railroads constructed in the United States in the last three years did not exceed, probably, \$30,000 to the mile, or \$900,000,000 in all. To this sum is to be added at least \$150,000,000, derived chiefly from earnings, expended in improvements of old lines. It is safe to estimate that the actual cash expenditure upon all the railroads of the United States within the past three years did not exceed \$1,050,000,000, a sum \$973,646,842 less than the increase, in the period named, of capital and indebtedness of the several companies. Of course such an enormous increase of liabilities over actual cash outlay is to be greatly regretted, and is well calculated to create a distrust of all securities, good and bad."

"The construction of railroads in this country seems to proceed in great waves. In recurring periods it becomes the absorbing passion of our people. All this is very natural. No enterprise is so seductive as a railroad for the influence it exerts, the power it gives, and the hope of gain it offers. Every community, no matter how well supplied, eagerly welcomes a new line, for the money its cost brings in, and the promise it offers of lower rates of transportation. When there has been a considerable pause in the construction of railroads, and the traffic of old lines, which, without rivals, keeps pace with the progress of the country, their success is predicated of every new line wherever situated, no matter how wanting in real merit it may be. In a highly excited state of the public mind the promoters of new enterprises have, for a time, everything their own way; for the argument on the other side can only be presented by the result itself. There never was a period in our history in which, in the construction and consolidation of railroads, the good sense of our people was so thoroughly at fault as in the period from 1879 up to and including 1882. There can be no doubt that the country is vastly richer and stronger than it was in 1873, and that there is no reason to apprehend the terrible disasters that followed that year; but confidence in our vast strength has probably led to excesses wholly disproportionate to our needs or means. These

remarks are to be received not as discouraging the construction of new lines into new territory, nor in the older States when called for in the development of mining industries capable of unlimited expansion, but to put an end to those purely speculative schemes, the only object of which is the manufacture of securities for the purpose of imposing them upon the public. Attention should also be called to the enormous increase, for the same object, of stock and bonds of old companies, of which culpable examples might be given. While it is not probable that we shall ever again witness the construction, in a single year, of 11,500 miles of railroad, such construction will continue steadily and rapidly until our present mileage is doubled in extent. There are now, or soon will be, four great lines traversing the Continent from ocean to ocean. These lines render every portion of it accessible, and will serve as trunks from which branch lines will radiate in every direction. Included in the available area of the United States are 3,000,000 square miles. A ratio of 1 mile of railroad to 10 square miles of area will give 300,000 miles of line. Construction will proceed uninterruptedly until such an extent of mileage is reached."

RAILROAD CONSTRUCTION IN THE UNITED STATES, YEARS 1881 AND 1882

	1881.	1882.	Total.
New England States.....	114-10	59-75	173-85
Middle States.....	564-27	1,468-33	2,032-65
Southern States.....	1,314-57	1,506-43	2,821-00
Western States and Territories.....	7,128-09	7,278-80	14,906-89
Pacific States and Territories.....	668-20	777-57	1,445-77
Grand total.....	9,789-23	11,590-93	21,380-16

Statement showing the number of miles of railroad constructed and in operation each year in the United States, from 1830 to the close of 1882 inclusive:

Year.	Miles in operation.	Ann'l inc. of m'tge.	Year.	Miles in operation.	Ann'l inc. of m'tge.	Year.	Miles in operation.	Ann'l inc. of m'tge.
1830.....	23	---	1848.....	5,996	398	1866.....	36,801	1,742
1831.....	95	72	1849.....	7,365	1,369	1867.....	39,250	2,449
1832.....	229	134	1850.....	9,021	1,656	1868.....	42,229	2,979
1833.....	380	151	1851.....	10,982	1,961	1869.....	46,844	4,615
1834.....	633	253	1852.....	12,908	1,926	1870.....	52,914	6,070
1835.....	1,098	465	1853.....	15,360	2,452	1871.....	60,283	7,379
1836.....	1,273	175	1854.....	16,720	1,360	1872.....	66,171	5,873
1837.....	1,497	224	1855.....	18,374	1,654	1873.....	70,278	4,107
1838.....	1,913	416	1856.....	22,016	3,647	1874.....	72,383	2,105
1839.....	2,302	389	1857.....	24,503	2,487	1875.....	74,096	1,712
1840.....	2,818	516	1858.....	26,968	2,465	1876.....	76,808	2,712
1841.....	3,535	717	1859.....	28,789	1,821	1877.....	79,089	2,281
1842.....	4,026	491	1860.....	30,635	1,846	1878.....	81,776	2,687
1843.....	4,185	159	1861.....	31,286	651	1879.....	86,497	4,721
1844.....	4,377	192	1862.....	32,120	834	1880.....	91,944	7,174
1845.....	4,633	256	1863.....	33,170	1,050	1881.....	101,733	9,789
1846.....	4,930	297	1864.....	33,908	738	1882.....	113,329	11,591
1847.....	5,598	668	1865.....	35,085	1,177			

Richmond & Danville.—This company has this week issued its July statement of gross and net earnings on all the lines operated by it, from which and previous returns we have made up the following:

	Gross Earnings.	Net Earnings.
July.....	1883.	1882.
Richmond & Danville.....	\$272,282	\$244,380
Charl'te Col. & Aug..	46,785	40,788
Columbia & Greenville.....	35,023	35,012
Virginia Midland.....	146,777	122,696
West. No. Carolina.....	30,553	20,184
Total.....	\$531,420	\$463,060
Jan. 1 to Aug. 1.....	\$2,037,058	\$1,918,998
Richmond & Danville.....	440,564	373,639
Charlotte Col. & Aug..	401,891	370,419
Columbia & Greenville.....	876,034	771,458
Virginia Midland.....	176,917	115,707
West. No. Carolina.....		
Total.....	\$3,932,494	\$3,550,191
	\$1,550,269	\$893,381

Toledo Cincinnati & St. Louis.—Cincinnati Northern.—At Chicago, Aug. 16., Judge Drummond entered an order allowing the Toledo Cincinnati & St. Louis Railroad to borrow \$94,000 with which to pay off the employees of the road the amount due for June. The loan is to be a first lien on the road, to bear interest at not more than 6 per cent, and to run not over 18 months.

—At Cincinnati, Ohio, Aug. 14, the attorneys of the Central Trust Company of New York filed in the Circuit Court of the United States a bill in equity against the Toledo Cincinnati & St. Louis, the Cincinnati Northern, et al., praying for a foreclosure of a mortgage on first mortgage bonds of \$1,000,000 at 6 per cent; on the ground that Oct. 1 and April 1, two pay-days, had passed without the interest having been paid. This proceeding was against the Cincinnati Northern Railway, and it prayed for the appointment of a receiver other than the receiver already appointed for the Toledo Cincinnati & St. Louis Railway. Whether a different receiver will be allowed is not yet known.

United States Bonds to be Redeemed.—The following circular, with regard to the payment of bonds embraced in the one hundred and twenty-first call, was issued Aug. 15.

WASHINGTON, D. C., Aug. 15, 1883.
Notice is hereby given that on Wednesday, August 22, 1883, and on each Wednesday following, United States bonds embraced in the one hundred and twenty-first call will be redeemed at the Treasury Department in Washington to the amount of \$5,000,000, without rebate of interest. Bonds presented at the Department at 10 o'clock A.M. and on the day named for redemption will be paid in the order of their presentation, and if an excess of \$5,000,000 be presented on either day, such excess will be first paid on the next redemption day. Parties transmitting bonds for redemption should address them to the "Secretary of the Treasury, loan division, Washington, D. C." and the bonds should be assigned to the "Secretary of the Treasury for redemption." When checks in payment are desired in favor of any one but the payee, the bonds should be assigned to the "Secretary of the Treasury for redemption for account of _____" (there insert the name of the person or persons to whose order the check should be made payable).
H. F. FRENCH, Acting Secretary

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Aug. 17, 1883.

A sharp decline in railroad securities, amounting to a semi-panic on the Stock Exchange on Monday, was a slightly disturbing influence in trade circles. To some extent it checked speculation, and therefore disturbed values. But failures were few, and mainly due to irregular causes, and the storm seems to have cleared up the financial atmosphere, and left matters in a more hopeful position. It has been very cool in northern and middle latitudes, but needed rains have fallen at the South.

Provisions have latterly been irregular and somewhat easier. The feeling early in the week was better, and a liberal speculation in lard took place at higher prices; since then, while for export the interest has been fair for the season, the general drift has been downwards; to-day the closing tone was dull and easy. The speculative interest was slight and the export and consumptive inquiries were by no means sufficient to sustain values; prime Western sold at 8.67½c.; refined for the Continent, 9.05c., and for South America, 9.65c.; for Western contracts, September options, the prices realized were 8.70@8.62c.; October, 8.75@8.66c.; December, 8.52c.; seller year 8.43c.; January, 8.55c.; closing strong. Bacon continued dull at 7½c. for long clear. Pork sold fairly at easy prices; mess, \$14.50; clear back, \$18.50@19.50. Beef hams were quiet at \$31@32. Beef continued slow at \$19@19.50 for City extra India mess. Tallow sells steadily at 7¼@7½c., and stearine at 10½@11c. for prime, and 10½c. for oleomargarine. Cheese is rather slow at the moment, and the best grades are not above 9¼@9½c.

Rio coffee has been steady but quiet on the spot at 9¼@9½c. for fair cargoes of old and new crop respectively; options have been less active at some advance; to-day 18,750 bags No. 7 sold at 7.50c. for September, 7.50@7.60c. for October, 7.60c. for November, 7.60@7.65c. for December, 7.70@7.75c. for January and 7.80c. for February; mild grades have sold quite freely and in the main at steady prices. Tea was steady for most grades at the last auction, though Japan declined 1 to 2c. Rice has sold well at steady prices. Molasses has been dull at 24@25c. for 50-degrees test refining Cuba; grocery grades have been in fair demand and steady. Spices have been dull and weak. Raw sugar was dull and depressed until to-day, when a better demand set in and the tone became steady at 6.9-16c. for fair refining and 7.9-16c. for 96-degrees test centrifugal; refined has been weak, but to-day was steadier at 8.11-16@9c. for hards and 8.3-16@8¼c. for standard "A."

In Kentucky tobacco a fair movement has been effected, and the tone of prices is maintained with firmness. The sales for the week include 432 hhds., of which 318 hhds. were for export and 114 for consumption. The exports for the week aggregate 3,659 hhds. Lugs were quoted at 5¼@6¼c. and leaf at 6¼@12c. Seed leaf is quiet at the moment. Buyers are awaiting samples of the new crop. The recent sales embrace 1,550 cases, including 400 cases 1882 crop, State, private terms; 250 cases 1882 crop, New England, 6@20c.; 300 cases 1880-81 crops, Pennsylvania, 6@12c.; 200 cases 1883-81 crops, Ohio, 4@7c., and 400 cases 1882 crop Wisconsin Havana, 12@15c. Also 400 bales Havana, 85c. to \$1.20 and 100 bales Sumatra, \$1.10 to \$1.50.

Little of interest has transpired in naval stores. The demands are alike slow for export and consumption. Common to good strained rosins were quoted at \$1.52½@1.62½, and spirits turpentine at 41c. Refined petroleum has been advanced and sales at 8c. for 70 Abel test deliverable to the 20th September have been readily made. The offerings are now restricted. Crude certificates have been alternately weak and firm; the large flowing of the Porcupine wells has created an unsettled state of affairs. To-day the sales on the two Exchanges aggregated 6,000,000 bbls.; the opening price was \$1.10¼; highest, \$1.11½c.; lowest and closing, \$1.10. Ingot copper has ruled steady, with recent sales of Lake at 15½@15¼c. In American and Scotch pig irons, iron and steel rails and tin nothing of interest has transpired. Lead, common and refined, has sold down to 4¼c. Hops have improved on reduced stocks here. State, 1882, now quoted at 25@33c., latter for fancy. Linseed oil sells steadily at 56@57c., and lard oil at 67@70c. Wool receives more attention and the undertone is firm.

A fair movement in ocean freight room was reported early in the week, but latterly the interest has fallen off and rates look somewhat irregular. Oil vessels have been quoted lower, owing to the advance in refined petroleum. Grain vessels remain about steady. Grain to Liverpool, steam, quoted 3¼d.; flour, 11s. 3d.; bacon, 17s. 6d. @20s.; cheese, 25@30s.; cotton, ½@9.64d.; grain to London by steam, 4¼d. afloat and 4½d. from store; do. to Antwerp 6@6½d.; do. to Havre, by steam, 4s. 9d. per qr.; refined petroleum to Bristol, 3s. 3d.; do. to Bremen, 3s. 3d.; do. to Antwerp, 3s. 4d.; do. in bbls. and cases to Valencia, 4s. 3d. and 22c.

COTTON.

FRIDAY, P. M., August 17, 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 17) the total receipts have reached 10,305 bales, against 9,706 bales last week, 7,064 bales the previous week and 8,296 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,960,565 bales, against 4,672,191 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,288,374 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	656	800	1,421	207	903	354	4,341
Indianola, &c. ....	.....	.....	.....	.....	.....	459	459
New Orleans	82	470	561	134	208	226	1,631
Mobile	102	90	.....	1	.....	45	238
Florida .....	.....	.....	.....	.....	.....	.....	.....
Savannah	9	200	296	256	118	48	927
Brunsw'k, &c. ....	.....	.....	.....	.....	.....	.....	.....
Charleston	40	5	27	12	5	21	110
Pt. Royal, &c. ....	.....	.....	.....	.....	.....	18	18
Wilmington	14	6	.....	.....	.....	.....	20
Moreh'd C., &c. ....	.....	.....	.....	.....	.....	41	41
Norfolk	13	166	23	336	71	185	814
West Point, &c. ....	.....	.....	.....	.....	.....	326	326
New York .....	.....	42	40	.....	.....	.....	82
Boston .....	.....	87	79	129	6	354	655
Baltimore .....	.....	.....	.....	.....	.....	512	512
Philadelph'a, &c. ....	.....	.....	.....	.....	.....	81	81
Totals this week	916	1,866	2,447	1,095	1,311	2,670	10,305

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

Receipts to August 17.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883.	1882.
Galveston	4,341	815,475	1,058	429,093	7,494	805
Indianola, &c.	459	17,838	320	14,499	.....	.....
New Orleans	1,631	1,669,014	707	1,186,698	61,225	17,788
Mobile	238	311,580	65	263,497	4,560	726
Florida .....	.....	18,448	.....	27,250	.....	.....
Savannah	927	813,063	884	730,051	3,017	2,045
Brunsw'k, &c. ....	.....	5,508	.....	7,026	.....	.....
Charleston	110	566,590	193	497,898	2,723	504
Pt. Royal, &c.	18	24,642	9	24,525	.....	9
Wilmington	20	127,416	83	136,524	1,244	330
M'head C., &c.	41	19,663	301	26,887	.....	.....
Norfolk	814	799,841	802	615,879	15,495	628
West Point, &c.	326	227,993	166	195,566	.....	.....
New York	82	138,212	972	163,524	139,227	104,663
Boston	655	192,042	250	232,411	5,880	3,880
Baltimore	512	70,580	.....	26,039	12,946	3,875
Philadelph'a, &c.	81	112,610	556	94,914	5,461	6,877
Total	10,305	5,960,565	6,356	4,672,191	259,272	142,130

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.
Galveston, &c.	4,800	1,378	3,895	1,649	3,489	2,111
New Orleans	1,631	707	5,220	780	330	499
Mobile	238	65	1,127	236	60	276
Savannah	927	834	3,763	726	97	1,181
Charl'st'n, &c.	129	192	1,478	1,047	86	501
Wilm'g't'n, &c.	61	384	87	77	29	206
Norfolk, &c.	1,140	968	1,210	1,711	272	430
All others	1,330	1,778	3,758	2,170	480	495
Tot. this w'k.	10,305	6,356	20,538	8,396	4,843	5,699

Since Sept. 1. 5,960,565 4,672,191 5,809,123 4,916,971 4,448,406 4,273,515
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 17,977 bales, of which 15,550 were to Great Britain, 1,627 to France and 800 to the rest of the Continent, while the stocks as made up this evening are now 259,272 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Aug. 17.				From Sept. 1, 1882, to Aug. 17, 1883.			
	Great Brit'n.	France	Conti- nent.	Total.	Great Britain.	France	Conti- nent.	Total.
Galveston .....	.....	.....	.....	.....	821,455	99,525	180,593	521,376
New Orleans .....	.....	.....	.....	.....	859,812	292,870	441,326	1,593,808
Mobile .....	.....	.....	.....	.....	34,840	9,356	1,180	45,290
Florida .....	.....	.....	.....	.....	.....	.....	100	100
Savannah .....	.....	.....	.....	.....	110,312	25,858	293,028	418,993
Charleston .....	.....	.....	.....	.....	131,080	24,775	217,015	372,870
Wilmington .....	.....	.....	.....	.....	53,172	.....	4,590	57,762
Norfolk .....	.....	.....	.....	.....	372,728	.....	28,985	491,713
New York	13,948	1,627	600	16,175	558,704	32,964	163,159	749,827
Boston	85	.....	85	185,338	.....	.....	543	185,881
Baltimore	1,433	.....	200	1,636	175,641	4,829	63,294	243,749
Philadelph'a, &c.	86	.....	86	102,003	.....	.....	3,386	105,389
Total	15,550	1,627	800	17,977	2,900,085	429,568	1,387,109	4,696,762
Total 1881-82	8,957	909	2,590	12,456	2,359,562	379,949	812,032	3,551,543

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

In addition to above exports, our telegrams to-night also give 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.

AUG. 17, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans....	2,978	2,815	None.	1,807	7,600	53,625
Mobile.....	None.	None.	None.	None.	None.	4,560
Charleston.....	None.	None.	None.	50	50	2,673
Savannah.....	None.	None.	None.	50	50	2,967
Galveston.....	None.	None.	None.	769	769	14,725
Norfolk.....	None.	None.	None.	700	700	14,795
New York.....	4,350	350	450	None.	5,150	131,077
Other ports.....	1,000	None.	None.	None.	1,000	24,531
Total 1883	8,328	3,165	450	3,376	15,319	243,953
Total 1882	6,482	None.	450	844	7,776	134,354
Total 1881	17,198	3,309	2,155	4,969	27,631	190,265

The speculation in cotton for future delivery at this market has been less active in the past week, and prices have latterly had a downward tendency. Last Saturday, however, the two weeks' reports of the weather and the conditions of the crop in Texas, indicating damage by drought, caused a very buoyant market, and Monday opened at a further advance, in sympathy with the upward turn of the Liverpool market; but weakness was soon developed, the early advance was more than lost, there was an irregular decline on Tuesday, and Wednesday opened weak. Then came a fresh advance, attributed to private advices of damage to the crop by worms, and Wednesday closed 4@6 points dearer. But on Thursday Liverpool accounts were disappointing; that market did not respond to our advance as fully as was expected by our "bull" party, reports were received of the fall of needed rains over a large portion of the cotton growing region, and there were consequently free sales to realize, under which prices closed 7@9 points lower. To-day there was a sharp decline in Liverpool, and Manchester was weak; our market sympathized to some extent, and the more distant deliveries closed lower. Cotton on the spot has been less active. Neither shippers nor home spinners have been free buyers. Quotations were reduced 1-16c. on Tuesday. To-day the market was easy but not quotably lower, Middling Uplands closing at 10 3/16c. Stocks in store have been reduced by free deliveries on contracts.

The total sales for forward delivery for the week are 488,400 bales. For immediate delivery the total sales foot up this week, 3,159 bales, including 1,026 for export, 2,133 for consumption, — for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

Aug. 11 to Aug. 17.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. #2 B.	71 1/16	71 1/16	7 5/8	71 1/16	71 1/16	7 7/8	71 1/16	71 1/16	7 7/8
Strict Ord.	8 1/8	8 1/8	8 1/8	8 3/8	8 3/8	8 3/8	8 3/8	8 3/8	8 3/8
Good Ord.	8 1/8	8 1/8	8 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8
Str. G'd Ord.	9 1/8	9 1/8	9 1/8	9 3/4	9 3/4	9 1/8	9 3/4	9 3/4	9 1/8
Low Midd'g.	9 7/8	9 7/8	9 13/16	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Str. L'w Mid.	10 1/16	10 1/16	10	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16
Middling.	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16
Good Mid.	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16
Str. G'd Mid.	10 1/16	10 1/16	10 1/16	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Midd'g Fair.	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Fair.	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8
STAINED.									
Good Ordinary.....#2 B.	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
Strict Good Ordinary.....	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
Low Middling.....	8 3/8	8 3/8	8 3/8	8 3/8	8 3/8	8 3/8	8 3/8	8 3/8	8 3/8
Middling.....	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8

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.

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex- port.	Con- sump.	Spec- ult'n	Trans- it.	Total.	Sales.	Deliv- eries.
Sat. Quiet and steady		145			145	97,700	500
Mon. Quiet.....	326	409			735	89,100	900
Tues. Quiet at 1 1/16 dec.		628			628	83,700	4,000
Wed. Easy.....	670	243			913	84,300	300
Thurs. Quiet.....		224			224	70,500	300
Fri. Easy.....	30	484			514	63,100	700
Total	1,026	2,133			3,159	488,400	6,700

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

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the

daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

Market, Prices and Sales of FUTURES.	Range and Total Sales.	DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
		August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.
Saturday, Aug. 11—	Buoyant. 97,700	Aver. 10-25	Aver. 10-24	Aver. 10-14	Aver. 10-11	Aver. 10-14	Aver. 10-22	Aver. 10-34	Aver. 10-45	Aver. 10-55	Aver. 10-68	Aver. 10-75	Aver. 10-80
Sales, total.....	97,700	600	23,600	2,600	8,200	5,500	31,700	10,838	5,800	3,400	700	1,800	1,800
Sales, total (range)	10-09@10-75	10-22@10-28	10-18@10-27	10-09@10-17	10-10@10-15	10-12@10-17	10-12@10-26	10-12@10-37	10-14@10-48	10-15@10-59	10-16@10-70	10-17@10-70	10-18@10-70
Closing.....	Steady.	10-23-10-24	10-25-	10-14-10-15	10-13-10-14	10-15-10-16	10-24-10-25	10-35-10-37	10-47-10-48	10-53-10-59	10-67-10-70	10-75@	10-80@
Monday, Aug. 13—	Variable. 89,100	Aver. 10-23	Aver. 10-24	Aver. 10-15	Aver. 10-12	Aver. 10-14	Aver. 10-24	Aver. 10-37	Aver. 10-47	Aver. 10-58	Aver. 10-70	Aver. 10-80	Aver. 10-80
Sales, total.....	89,100	1,900	17,700	13,200	6,800	6,900	27,300	3,400	4,300	1,900	1,900	500	500
Sales, total (range)	10-09@10-80	10-21-10-23	10-24-10-28	10-14-10-15	10-09@10-16	10-12@10-18	10-20@10-27	10-34@10-38	10-44@10-49	10-56@10-60	10-69@10-71	10-80@	10-80@
Closing.....	Steady.	10-21-10-23	10-24-10-28	10-14-10-15	10-11-10-13	10-15-10-18	10-24-10-25	10-35-10-37	10-40-10-48	10-57-10-59	10-68-10-70	10-75@	10-80@
Tuesday, Aug. 14—	Drooping. 83,700	Aver. 10-12	Aver. 10-19	Aver. 10-11	Aver. 10-08	Aver. 10-11	Aver. 10-20	Aver. 10-33	Aver. 10-45	Aver. 10-55	Aver. 10-68	Aver. 10-75	Aver. 10-80
Sales, total.....	83,700	3,400	23,200	5,300	6,800	7,100	26,100	3,800	7,300	1,900	1,900	500	500
Sales, total (range)	10-08@10-55	10-14@10-18	10-15@10-23	10-06@10-13	10-03@10-10	10-10@10-15	10-23@10-24	10-33@10-35	10-40@10-46	10-56@10-60	10-67@10-69	10-75@	10-80@
Closing.....	Steady.	10-16-	10-21-	10-12-10-13	10-10-10-11	10-13-10-15	10-23-10-24	10-33@10-35	10-45-10-47	10-56-10-58	10-67-10-69	10-75@	10-80@
Wednesday, Aug. 15—	Variable. 84,500	Aver. 10-12	Aver. 10-21	Aver. 10-13	Aver. 10-10	Aver. 10-11	Aver. 10-25	Aver. 10-35	Aver. 10-48	Aver. 10-61	Aver. 10-70	Aver. 10-82	Aver. 10-82
Sales, total.....	84,500	5,900	16,300	7,700	11,800	6,200	30,200	4,700	2,500	1,300	1,300	400	400
Sales, total (range)	10-08@10-85	10-09@10-22	10-16@10-26	10-09@10-18	10-08@10-16	10-11@10-20	10-20@10-29	10-33@10-39	10-45@10-52	10-61@10-68	10-73@10-78	10-79@10-85	10-82@
Closing.....	Firmer.	10-22-10-23	10-28-	10-16-10-17	10-10-10-11	10-13-10-15	10-23-10-24	10-33@10-35	10-45-10-47	10-56-10-58	10-67-10-69	10-75@	10-80@
Thursday, Aug. 16—	Lower. 70,500	Aver. 10-16	Aver. 10-20	Aver. 10-12	Aver. 10-08	Aver. 10-10	Aver. 10-24	Aver. 10-33	Aver. 10-47	Aver. 10-56	Aver. 10-68	Aver. 10-75	Aver. 10-80
Sales, total.....	70,500	1,300	13,300	7,700	5,400	6,300	26,900	4,700	2,500	1,300	1,300	400	400
Sales, total (range)	10-08@10-70	10-16@10-22	10-10@10-14	10-08@10-14	10-10@10-12	10-10@10-16	10-20@10-26	10-34@10-36	10-46@10-48	10-56@10-57	10-68@10-70	10-75@	10-80@
Closing.....	Dull.	10-15-10-16	10-16-10-17	10-08-10-09	10-07-10-08	10-10-10-11	10-21-	10-32-10-34	10-44-10-46	10-55-10-57	10-68-10-68	10-75@	10-80@
Friday, Aug. 17—	Lower. 63,100	Aver. 10-12	Aver. 10-14	Aver. 10-05	Aver. 10-04	Aver. 10-08	Aver. 10-17	Aver. 10-29	Aver. 10-41	Aver. 10-51	Aver. 10-62	Aver. 10-72	Aver. 10-72
Sales, total.....	63,100	2,000	9,800	5,400	4,900	7,200	21,700	1,500	5,000	1,700	1,700	100	100
Sales, total (range)	10-03@10-72	10-13@10-18	10-15@10-16	10-05@10-07	10-03@10-06	10-06@10-09	10-15@10-19	10-28@10-31	10-39@10-42	10-50@10-56	10-60@10-64	10-72@	10-72@
Closing.....	Steady.	10-12-	10-15-	10-06-10-07	10-05-10-06	10-08-10-09	10-18-	10-29@10-30	10-41-10-42	10-52-10-53	10-63-10-64	10-72@	10-72@
Total sales this week.	488,400	15,100	163,900	53,900	46,800	39,200	163,900	18,700	27,300	7,200	9,600	2,800	2,800
Average price, week.	10-17	10-20	10-12	10-12	10-09	10-13	10-22	10-34	10-45	10-56	10-68	10-77	10-77
Sales since Sep. 1, 1882*	25,727,400	4,191,700	1,063,800	762,300	611,300	356,400	612,700	90,500	134,100	56,000	35,900	5,800	200

* 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, 1,919,900. Transferable Orders—Saturday, 10-25c; Monday, 10-25c; Tuesday, 10-20c; Wednesday, 10-25c; Thursday, 10-20c; Friday, 10-15c. Short Notices for August—Tuesday, 10-03@10-13c; Wednesday, 10-07@10-09c; Thursday, 10-13c.

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

The following exchanges have been made during the week.
 .01 pd. to exch. 200 Jan. for Sept.
 .05 pd. to exch. 100 Aug. s. n. 14th for regular.
 .07 pd. to exch. 500 Aug. for Sept.
 .06 pd. to exch. 100 Aug. s. n. 18th for regular.
 200 Jan. for Sept. even.

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. 17), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	909,000	654,000	750,000	657,000
Stock at London.....	48,900	69,500	43,200	50,600
Total Great Britain stock	957,900	723,500	793,200	707,600
Stock at Hamburg.....	3,800	2,700	4,300	4,800
Stock at Bremen.....	45,000	36,600	50,800	29,700
Stock at Amsterdam.....	30,000	13,000	34,100	16,100
Stock at Rotterdam.....	2,100	1,300	3,900	2,700
Stock at Antwerp.....	8,200	300	2,500	981
Stock at Havre.....	103,000	122,000	201,000	66,300
Stock at Marseilles.....	9,900	1,500	4,340	8,130
Stock at Barcelona.....	68,000	24,000	33,100	58,000
Stock at Genoa.....	17,000	13,200	8,000	11,000
Stock at Trieste.....	13,000	6,100	6,000	9,500

Total continental stocks...	300,000	220,700	348,040	207,241
Total European stocks...	1,257,900	944,200	1,141,240	914,841
India cotton afloat for Europe...	214,000	283,000	204,000	185,000
Amer'n cotton afloat for Europe...	52,000	57,000	113,000	89,000
Egypt, Brazil, &c., afloat for Europe...	28,000	10,000	26,000	19,000
Stock in United States ports...	259,272	142,130	217,396	130,879
Stock in U. S. interior towns...	41,670	12,467	39,744	29,864
United States exports to-day...	2,300	725	5,400	3,000

Total visible supply.....1,855,142 1,449,522 1,747,280 1,371,384

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

American—				
Liverpool stock.....	631,000	338,000	583,000	443,000
Continental stocks.....	174,000	82,000	205,000	108,000
American afloat for Europe.....	52,000	57,000	113,000	89,000
United States stock.....	259,272	142,130	217,396	130,879
United States interior stocks.....	41,670	12,467	39,744	29,864
United States exports to-day...	2,300	725	5,400	3,000

Total American.....1,160,242 632,322 1,164,040 803,543

East Indian, Brazil, &c.—

Liverpool stock.....	278,000	316,000	167,000	214,000
London stock.....	48,900	69,500	43,200	50,600
Continental stocks.....	126,000	138,700	143,040	99,241
India afloat for Europe.....	214,000	283,000	204,000	185,000
Egypt, Brazil, &c., afloat.....	28,000	10,000	26,000	19,000

Total East Indian, &c.....694,900 817,200 583,240 567,841

Total American.....1,160,242 632,322 1,164,040 803,543

Total visible supply.....1,855,142 1,449,522 1,747,280 1,371,384

Price Mid. Up., Liverpool.....511¹/₁₆d. 73¹/₁₆d. 7d. 71¹/₁₆d.

The imports into Continental ports this week have been 12,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 405,620 bales as compared with the same date of 1882, an increase of 107,862 bales as compared with the corresponding date of 1881 and an increase of 483,753 bales as compared 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:

Movement to August 17, 1883.										Movement to August 19, 1882.									
Receipts.					Shipments.					Receipts.					Shipments.				
Towns.	This week.	Since Sept. 1, '82.	This week.	Stock Aug. 17.	This week.	Since Sept. 1, '81.	This week.	Stock Aug. 1.	Towns.	This week.	Since Sept. 1, '81.	This week.	Stock Aug. 1.	Towns.	This week.	Since Sept. 1, '81.	This week.	Stock Aug. 1.	
Augusta, Ga.....	145	180,212	56	4,326	107	162,931	405	1,571	Atlanta, Ga.....	131	102,607	946	757	St. Louis, Mo.....	109	54,739	125	390	
Columbus, Ga.....	83	111,041	131	3,148	124	102,607	946	757	St. Charles, Mo.....	31	67,517	22	103	St. Louis, Mo.....	109	54,739	125	390	
Macon, Ga.....	51	57,517	81	2,108	10	60,174	80	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
Montgomery, Ala.....	65	134,467	97	1,448	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
Mobile, Ala.....	32	509,359	5	2,582	22	387,329	22	39	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
Memphis, Tenn.....	301	44,866	1,184	765	34	56,205	1,084	2,381	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
Nashville, Tenn.....	84	44,866	687	765	34	56,205	1,084	2,381	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
Dallas, Tex.....	40	44,994	40	309	6	57,961	11	1,836	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
Jefferson, Tex.....	20	2,685	15	10	12	11,576	11	1	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
Shreveport, La.....	260	106,408	372	3,659	58	64,702	124	14	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
Vicksburg, Miss.....	56	116,709	54	45	28	137,089	34	17	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
Columbus, Miss.....	10	39,119	1	8	5	28,385	6	10	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
Griffin, Ala.....	31	44,920	1	8	5	28,385	6	10	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
Atlanta, Ga.....	14	141,705	726	4,566	26	125,454	54	14	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
Rome, Ga.....	12	83,885	693	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,517	22	103	4	96,340	115	1,135	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Louis, Mo.....	109	54,739	125	390	17	32,708	359	13	St. Louis, Mo.....	109	54,739	125	390	St. Charles, Mo.....	31	67,517	22	103	
St. Charles, Mo.....	31	67,5																	

would be benefitted by rain. Satisfactory progress in picking is being made. Average thermometer 87, highest 101, lowest 73.

Brenham, Texas.—We have had a worthless shower during the week, the rainfall reaching thirty-two hundredths of an inch. The cotton crop is going from bad to worse very fast. Much damage has been done by drought. Picking is progressing finely. The thermometer has averaged 87, ranging from 70 to 103.

Palestine, Texas.—We have had a trifling shower on one day of the week, the rainfall reaching but one hundredth of an inch. We are suffering much from drought. Good progress making with picking. The thermometer has averaged 84, the highest being 97 and the lowest 70.

Huntsville, Texas.—It has rained (insufficient) on two days of the week, the rainfall reaching twenty-five hundredths of an inch. It is very hot. The crop is good, but needs rain badly, and the result depends altogether upon how soon it will come. Picking is making satisfactory progress. The thermometer has ranged from 71 to 102, averaging 87.

Weatherford, Texas.—It has been showery on one day of the week, the rainfall reaching three hundredths of an inch. The cotton crop prospect continues first class in every respect. Picking has begun. Average thermometer 80, highest 96 and lowest 63.

Belton, Texas.—We have had no rain during the week. Everything parching from drought. Much damage has been done. The bolls are dropping badly. It is very hot. Picking progresses finely. The thermometer has averaged 87, ranging from 71 to 102.

Luling, Texas.—We have had a worthless shower during the week, the rainfall reaching two hundredths of an inch. The cotton crop in this section is doomed; it will not make exceeding one quarter of average yield. Picking is making good progress and will finish earlier than ever known before. Water has become very scarce for stock and indeed for every other purpose. The thermometer has averaged 87, the highest being 101 and the lowest 73.

New Orleans, Louisiana.—It has rained on three days of the week, the rainfall reaching eighty-two hundredths of an inch. The thermometer has averaged 84.

Shreveport, Louisiana.—We have had very warm and fair weather during the week. Rain is badly needed. The thermometer has ranged from 70 to 102.

Vicksburg, Mississippi.—It has been showery on two days and has rained severely one day of the week, the rainfall reaching sixty-eight hundredths of an inch. Caterpillars have certainly appeared, but the damage done is as yet limited. The thermometer has averaged 81, ranging from 72 to 95.

Last week it rained on one day, and the rainfall reached eighty-six hundredths of an inch. The thermometer averaged 86, the highest being 96 and the lowest 65.

Meridian, Mississippi.—Telegram not received.

Columbus, Mississippi.—We have had rain (general in this section) on one day of the week, the rainfall reaching eighty-seven hundredths of an inch. Rain will do sandy lands no good, as the plant had stopped blooming. Dry weather has caused premature opening on thin lands. Caterpillars have generally appeared, though the injury done is as yet limited. Two bales of new crop cotton were received on the fifteenth. Average thermometer 83, highest 103 and lowest 66.

Little Rock, Arkansas.—It has been cloudy on three days of the week, with rain on two days, and the remainder of the week has been clear and pleasant. The rainfall reached one inch and four hundredths. The thermometer has averaged 78, ranging from 67 to 92.

Memphis, Tennessee.—It has rained on four days of the week, the rainfall reaching one inch and twenty hundredths. Much damage is reported to have been done throughout this section by the protracted drought prior to this week. The thermometer has averaged 77, the highest being 90 and the lowest 67.

Nashville, Tennessee.—We have had rain on three days of the week, the rainfall reaching one inch and fifteen hundredths. The thermometer has ranged from 64 to 88, averaging 76.

Mobile, Alabama.—It has been showery on one day and has rained severely on one day of the week, the rainfall reaching one inch and twelve hundredths. We have not had enough rain to do much good. It is claimed that much damage has been done by drought and worms. Five bales of new cotton have been received this week. Average thermometer 82, highest 95 and lowest 71.

Montgomery, Alabama.—We have had rain on six days of the week, the rainfall reaching eighty-two hundredths of an inch. Much damage is feared. The thermometer has averaged 79.

Selma, Alabama.—It has rained on three days of the week, the rainfall reaching two inches and fifteen hundredths. The thermometer has averaged 79.

Madison, Florida.—Telegram not received.

Macon, Georgia.—It has rained on one day of the week. Average thermometer 77, highest 90 and lowest 65.

Columbus, Georgia.—It has rained slightly on three days of the week. It is claimed that caterpillars are stripping the bottoms and that rust is spreading on uplands. The thermometer has averaged 75, ranging from 62 to 90.

Savannah, Georgia.—The weather has been warm during the week, with rain on two days, the rainfall reaching sixty-nine hundredths of an inch. The thermometer has averaged 80, the highest being 93 and the lowest 71.

Augusta, Georgia.—We have had light rain on four days of the week, the rainfall reaching three hundredths of an inch. There is no improvement in the accounts; from drought and other causes the outlook is not encouraging. At one point in this section worms have appeared. Picking to a limited extent is going on. One bale of new cotton was received on the 14th. The thermometer has ranged from 67 to 93, averaging 79.

Atlanta, Georgia.—Telegram not received.

Charleston, South Carolina.—We have had rain on two days of the week, the rainfall reaching one inch and sixty-five hundredths. The thermometer has averaged 80, ranging from 70 to 92.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock August 16, 1883, and August 17, 1882.

	Aug. 16, '83.		Aug. 17, '82.	
	Feet.	Inch.	Feet.	Inch.
New Orleans	Below high-water mark	8	6	7
Memphis	Above low-water mark	13	2	15
Nashville	Above low-water mark	3	10	8
Shreveport	Above low-water mark	7	10	10
Vicksburg	Above low-water mark	22	8	23

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 16.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1883	2,000	2,000	4,000	440,000	770,000	1,210,000	3,000	1,534,000
1882	3,000	1,000	4,000	719,000	586,000	1,305,000	7,000	1,586,000
1881	2,000	1,000	3,000	2,200,000	522,000	804,000	10,000	1,137,000
1880	.....	3,000	3,000	352,000	477,000	829,000	8,000	1,061,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 4,000 bales, shipments are the same in both years, and the shipments 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.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1883.....	1,000	.....	1,000	81,200	10,800	92,000
1882.....	700	200	900	103,900	31,900	135,800
Madras—						
1883.....	1,000	.....	1,000	7,100	1,000	8,100
1882.....	2,900	.....	2,900	45,900	4,100	50,000
All others—						
1883.....	800	.....	800	12,300	2,000	14,300
1882.....	2,000	.....	2,000	40,000	17,900	57,900
Total all—						
1883.....	2,800	.....	2,800	100,600	13,800	114,400
1882.....	5,600	200	5,800	189,800	55,900	245,700

The above totals for the week show that the movement from the ports other than Bombay is 3,000 bales less than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	4,000	1,210,000	4,000	1,305,000	3,000	804,000
All other ports.	2,800	114,400	5,800	243,700	4,200	185,200
Total	6,800	1,324,400	9,800	1,548,700	7,200	989,200

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, August 16.	1882-83.		1881-82.		1880-81.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars)*—						
This week.....	.....	2,254,000	.....	2,831,720	.....	2,775,000
Since Sept. 1	.....	.....	.....	.....	.....	.....
Exports (bales)—						
To Liverpool.....	239,000	.....	215,900	.....	1,250	250,000
To Continent	89,000	.....	176,271	.....	.....	154,705
Total Europe	328,000	.....	422,171	.....	1,250	404,705

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Aug. 16 were — cantars and the shipments to all Europe were — bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is dull and rather easier, the business done being limited. We give the prices of to-day below, and leave previous weeks' prices for comparison.

1883.						1882.					
32s Cop. Twist.			8½ lbs. Shirtings.			32s Cop. Twist.			8½ lbs. Shirtings.		
d.	d.	s.	d.	s.	d.	d.	d.	s.	d.	s.	d.
J'me15	8½	9	5	9	7 1½	5 11½	9½	10½	6	6	8 3¼
" 22	8½	9	5	9	7 3	5 11½	9½	10½	6	6	8 3¼
" 29	8½	9	5	9	7 3	5 11½	9½	10½	6	6	8 3¼
July 6	8½	9	5	9	7 3	5 11½	9½	10½	6	6	8 3¼
" 13	8½	9	5	9	7 1½	5 11½	9½	10½	6	6	8 3¼
" 20	8½	9	5	8	7 0	5 11½	9½	10½	6	6	8 3¼
" 27	8½	9	5	8	7 0	5 11½	9½	10½	6	6	8 3¼
Aug. 3	8½	9	5	8	7 0	5 11½	9½	10½	6	6	8 3¼
" 10	8½	9	5	8	7 0	5 11½	9½	10½	6	6	8 3¼
" 17	8½	9	5	8	7 0	5 11½	9½	10½	6	6	8 3¼

FIRST BALE OF SEA ISLAND COTTON.—The first bale of new Sea Island cotton reached Savannah on Monday, Aug. 13, consigned to Messrs. W. W. Gordon & Co. It came from Mr. Ransom T. Prescott, of Echols County, Georgia. Last year the first bale was received at Savannah August 11, and in 1881, August 15; both bales also coming from Mr. Prescott.

NEW MISSISSIPPI COTTON.—The first bale of New Mississippi cotton was received at New Orleans, Monday, A. M., August 13, consigned to Messrs. Richardson & May. It was grown by Col. David Mayer, on his Mount Level plantation, Mayersville, Issaquena County, classed middling, and weighed 520 pounds. Vicksburg received the first new bale last year Aug. 23.

NEW COTTON AT VICKSBURG AND COLUMBUS, MISSISSIPPI.—Our correspondent at Vicksburg telegraphs us that the first bale of new cotton was received there on Wednesday, the 15th inst., from the Big Black River bottoms. It classed good middling and brought 12½ cents per pound. Last year Vicksburg received her first bale Aug. 23. The first bale actually raised in the section came from the Mississippi bottoms and was consigned to New Orleans.

Our Columbus correspondent also telegraphs that two bales of new cotton were received on the 15th inst.

NORFOLK'S FIRST BALE.—The bale of new cotton which left Selma, Ala., Aug. 6, arrived at Norfolk, Aug. 14. Last year Norfolk received her first bale Sept. 5, and it came from North Carolina.

CONDITION OF COTTON.—The following, from our correspondents and exchanges, shows the condition of cotton at late dates:

North Carolina.—Statesville, Iredell Co., August 11. The *Landmark* says:

"The dry weather continues. * * * Cotton is at a standstill, but is thus far probably not seriously injured."

Richmond and Robeson counties.—The *Wilmington Star* of August 11, contained the following:

"Letters received in this city yesterday from Robeson and Richmond counties, in this State, and from Marion and Marlborough counties, in South Carolina, state that the drought still continues in that section, and the corn crop is badly damaged. * * * The cotton crop, it is hoped, will yet come out and do well, which will be the case if soon visited by seasonable rains."

South Carolina.—The report of the Commissioner of Agriculture of South Carolina, issued on August 13, gives the following on the condition of cotton August 1:

"Fifty-nine correspondents report the weather in July favorable and 402 unfavorable. Drought, together with dry, hot winds, has prevailed generally throughout the State, checking the growth of cotton and corn and causing much damage to growing crops, although in localities rains have been abundant and crops are reported in good condition. The cotton crop is badly damaged by the drought. It was recently freed from grass which was stimulated by the June rains, but the severe drought in July checked its growth and caused it to shed much of its fruit. A deficiency in labor has caused considerable areas in some of the counties to be abandoned. The condition of the cotton crop is reported to have been on July 31st, 76 in the upper counties, 81 in the middle counties and 79 in the lower counties, against conditions of 93, 87 and 84 for those respective sections a month earlier. The average condition of cotton for the State is 79, against 92 at the end of June."

Georgia.—Commissioner Henderson, of the Georgia Department of Agriculture, issued his report for August 1 on the 8th inst. From it we extract the following, bearing on cotton:

"The general condition of the cotton crop is very similar to that of the crop of 1881 at the same date, but varying greatly in the several sections. In North Georgia August 1st, 1883, the prospect compared to an average was 70; Middle Georgia, 73; Southwest Georgia, 80; East Georgia, 68; Southeast Georgia, 87; in the whole State, 75. The general prospect was 6 per cent below that of the same date in 1881 and 18 per cent below the prospect on the 1st day of August, 1882, when it was 93. * * * It may be remarked that a falling off in the general yield of 25 per cent, as indicated, is exceptional. But the condition of the crop at this date (August 6th) in a large portion of the State, still suffering for rain, and with but ten or fifteen days in which to make effective growth, is very critical. When seasonable rains do occur, the danger to be apprehended and which is practically unavoidable, is the wholesale shedding of forms and young fruit, and the tardy effort of the plant to produce new forms will prove abortive unless the fall shall prove exceptionally late and otherwise favorable."

The Savannah *Morning News* of Sunday, August 12, published replies from thirty-seven counties in Georgia, of dates August 3d to 9th, which it summarized as follows:

"The drought in Georgia has been generally broken, and the prospects of the staple are correspondingly improved, though fears of rust are entertained in some quarters."

Florida.—In connection with its report for Georgia, the Savannah *Morning News* published replies from eight counties in Florida, dates ranging from the 3d to the 9th inst. Its summary is as follows:

"In Florida worms and caterpillars have appeared and are doing considerable damage, but the condition of the crop is, upon the whole, better than in Georgia. Picking has begun to a limited extent, but will be pretty general after the 15th inst. The supply of labor is from fair to good, though scarce in some sections. The yield will largely depend upon the character of the residue of the season."

Texas.—The Galveston *News* of August 8 gave extensive details concerning the condition of cotton in Texas, which it summarized editorially as follows:

"Corn has not fared quite so well as the small grains. The protracted drought has cut the crop short in many localities. Especially is this the case in the northern portions of the State, where it was later in maturing. Owing to the largely-increased acreage over last year, there can be no question, however, as to the general yield being amply sufficient for all demands."

"With cotton the past month has been more productive of change in the prospects than any previous portion of the season. * * * In a majority of counties the protracted drought has worked the most serious injury. Worms have appeared in some sections also, doing considerable damage. With a general rainfall within the next two weeks, the outlook may be considerably improved, particularly in the more northern portions of the cotton-producing belt."

JUTE BUTTS, BAGGING, &C.—The market has shown a steady tone all the week, and the demand for small parcels for consumers' wants is quite active. Orders are coming to hand for the various grades and stocks are not showing much accumulation. Holders are quoting 9½c. for 1½ lbs., 10c. for 1¾ lbs., 10½c. for 2 lbs. and 11½c. for standard grades, though on a large lot it is probable that a shade better might be done. Butts have not been very active, though a fair business is reported. Some parcels have come to hand, but these have had no effect on prices, which are steady at 1½c. for paper grades and 2c. for bagging qualities, with sales of 6,000 bales at these quotations.

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

Monthly Receipts.	Year Beginning September 1.					
	1882.	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,848	98,491
October..	980,584	853,195	968,318	888,492	689,264	578,532
Novemb'r	1,024,697	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
January	752,827	487,727	571,701	647,140	618,727	689,610
February.	595,598	291,992	572,728	447,918	566,824	472,054
March...	482,772	257,099	476,582	264,913	303,955	340,525
April....	284,519	147,595	284,246	158,025	167,459	197,965
May.....	185,523	113,573	190,054	110,006	84,299	96,314
June.....	73,504	68,679	131,871	88,455	29,472	42,142
July.....	42,299	36,890	78,572	54,258	13,988	20,240
Total year	5,936,515	4,657,377	5,759,853	4,891,586	4,435,737	4,258,486
Percentage 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 1,279,133 bales more than in 1881-82 and 176,682 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 we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82	1880-81	1879-80	1878-79	1877-78
Tot. 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	2,938	1,519	507	1,465
" 3....	2,927	533	2,477	2,394	8.	393
" 4....	1,296	2,014	3,058	1,191	562	8.
" 5....	8.	711	3,705	1,303	698	596
" 6....	1,300	8.	1,783	1,891	330	509
" 7....	2,285	764	8.	1,526	666	529
" 8....	1,099	586	3,424	8.	1,182	340
" 9....	1,284	609	1,900	1,298	527	700
" 10....	2,442	329	1,615	1,444	8.	468
" 11....	916	1,812	2,110	1,354	776	8.
" 12....	8.	809	2,230	827	764	712
" 13....	1,866	8.	2,906	2,242	347	612
" 14....	2,447	604	8.	1,232	239	737
" 15....	1,095	1,971	5,138	8.	809	505
" 16....	1,311	692	3,024	1,657	520	1,623
" 17....	2,670	513	2,263	1,037	8.	634
Total....	5,960,565	4,670,424	5,801,916	4,912,551	4,444,083	4,268,450
Percentage of total port receipts Aug. 17		98-94	98-76	98-22	99-93	98-22

This statement shows that the receipts since Sept. 1 up to to-night are now 1,290,141 bales more than they were to the same day of the month in 1882 and 153,649 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to August 17 in each of the years named.

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 16,170 bales, against 12,310 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports

and direction since September 1, 1882, and in the last column the total for the same period of the previous year

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

Exported to—	Week ending—				Total since Sept. 1.	Same period previous year.
	July 26.	Aug. 2.	Aug. 9.	Aug. 16.		
Liverpool.....	4,741	4,139	8,173	12,732	541,217	432,358
Other British ports.....	1,581	.....	1,128	1,211	12,487	26,567
TOTAL TO GREAT BRITAIN	6,322	4,139	9,301	13,943	553,704	458,925
Havre.....	.....	1,000	867	1,627	32,864	33,639
Other French ports.....	.....	.....	.....	.....	100	7
TOTAL FRENCH.....	.....	1,000	867	1,627	32,964	38,646
Bremen and Hanover.....	.....	100	153	298	53,193	57,609
Hamburg.....	.....	1,650	1,939	302	33,917	27,443
Other ports.....	51	.....	.....	.....	56,191	22,812
TOTAL TO NORTH EUROPE	51	1,750	2,142	600	153,301	107,864
Spain, Oporto, Gibraltar, &c.....	.....	.....	.....	.....	3,497	8,550
All other.....	.....	300	.....	.....	6,361	3,259
TOTAL SPAIN, &c.....	.....	300	.....	.....	9,858	11,809
GRAND TOTAL.....	6,373	7,189	12,310	16,170	749,827	617,244

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

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orleans.....	6,903	301,797	.....	11,919	.....	.....	.....	.....
Texas.....	1,237	210,254	.....	22,045	.....	.....	.....	.....
Savannah.....	.....	221,101	.....	76,354	16	17,564	.....	94,402
Mobile.....	.....	.....	.....	7,652	.....	.....	.....	.....
Florida.....	.....	9,578	.....	.....	.....	.....	.....	21,870
S. Carolina.....	150	171,974	.....	2,646	.....	10,768	15	18,188
N. Carolina.....	27	57,523	.....	.....	.....	.....	.....	.....
Virginia.....	1,160	232,248	4	90,142	1,009	63,803	359	122,313
North. pts.....	.....	188	815	142,371	.....	.....	.....	2,279
Tenn., &c.....	82	138,212	268	191,703	154	97,375	500	66,341
Foreign.....	652	5,863	.....	.....	.....	.....	.....	.....
This year.....	9,916	*	1,087	544,832	1,179	?	874	323,393
Last year.....	4,614	†	1,784	456,949	389	?	334	239,437
	* 1,348,738	† 1,209,261	† 139,510			\$ 113,344		

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 19,523 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

Total bales.	
NEW YORK—To Liverpool, per steamers Abyssinia, 2,503	2,503
Baltic, 775.....City of Berlin, 1,821.....City of Paris, 1,703	12,732
.....Helvetia, 2,168.....Nasmyth, 854.....Pavonia, 2,908.	1,211
To Hull, per steamer Rialto, 1,211.....	1,627
To Havre, per steamer Canada, 1,627.....	298
To Bremen, per steamers Mary Louisa, 100.....Oder, 198.....	302
To Hamburg, per steamer Frisia, 302.....	1,993
NEW ORLEANS—To Liverpool, per steamer Architec, 1,933.....	200
BALTIMORE—To Bremen, per steamer Hermann, 200.....	919
BOSTON—To Liverpool, per steamers Missouri, 553.....Norsemann, 366.....	246
PHILADELPHIA—To Liverpool, per steamer British Crown, 246.....	19,528

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

	Liverpool.	Hull.	Havre.	Bremen.	Hamburg.	Total.
New York.....	12,732	1,211	1,627	293	302	16,170
New Orleans.....	1,993	.....	.....	.....	.....	1,993
Baltimore.....	.....	.....	.....	200	.....	200
Boston.....	919	.....	.....	.....	.....	919
Philadelphia.....	246	.....	.....	.....	.....	246
Total.....	15,890	1,211	1,627	493	302	19,528

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

BOSTON—For Liverpool—Aug. 10—Steamers Palestine, 5.....Samaria, 80
BALTIMORE—For Liverpool—Aug. 14—Steamer Andean, 466.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.....	9 ⁶⁴ @13 ⁶⁴	9 ⁶⁴ @13 ⁶⁴	9 ⁶⁴ @13 ⁶⁴	9 ⁶⁴ @13 ⁶⁴	9 ⁶⁴ @13 ⁶⁴	9 ⁶⁴ @13 ⁶⁴
Do sail.....d.....	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *
Havre, steam.....c.....	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *
Do sail.....c.....	3 ⁸ @7 ¹⁶	3 ⁸ @7 ¹⁶	3 ⁸ @7 ¹⁶	3 ⁸ @7 ¹⁶	3 ⁸ @7 ¹⁶	3 ⁸ @7 ¹⁶
Bremen, steam.....c.....	3 ⁸ @7 ¹⁶	3 ⁸ @7 ¹⁶	3 ⁸ @7 ¹⁶	3 ⁸ @7 ¹⁶	3 ⁸ @7 ¹⁶	3 ⁸ @7 ¹⁶
Do sail.....c.....	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *
Hamburg, steam.....d.....	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *
Do sail.....d.....	150	150	150	150	150	150
Amst'd'm, steam.....c.....	150	150	150	150	150	150
Do sail.....c.....	7 ³² @1 ⁴	7 ³² @1 ⁴	7 ³² @1 ⁴	7 ³² @1 ⁴	7 ³² @1 ⁴	7 ³² @1 ⁴
Baltic, steam.....d.....	11 ¹⁶ *	11 ¹⁶ *	11 ¹⁶ *	11 ¹⁶ *	11 ¹⁶ *	11 ¹⁶ *
Do sail.....d.....	5 ⁸ *	5 ⁸ *	5 ⁸ *	5 ⁸ *	5 ⁸ *	5 ⁸ *
Barcelona, steam.....c.....	5 ⁸ *	5 ⁸ *	5 ⁸ *	5 ⁸ *	5 ⁸ *	5 ⁸ *
Genoa, steam.....d.....	5 ⁸ *	5 ⁸ *	5 ⁸ *	5 ⁸ *	5 ⁸ *	5 ⁸ *

* Compressed. † Per 100 lbs.

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 27.	Aug. 3.	Aug. 10.	Aug. 17.
Sales of the week.....bales.	51,000	62,000	43,000	47,500
Of which exporters took.....	2,700	3,100	2,800	5,100
Of which speculators took.....	340	1,820	1,970	3,200
Sales American.....	42,000	46,000	29,000	33,500
Actual export.....	6,100	3,600	4,100	3,900
Forwarded.....	4,700	7,300	6,100	7,700
Total stock—Estimated.....	955,000	927,000	932,000	909,000
Of which American—Estimated.....	697,000	673,000	650,000	631,000
Total import of the week.....	24,500	40,000	54,000	27,000
Of which American.....	10,500	26,500	12,000	18,000
Amount afloat.....	184,000	202,000	153,000	142,000
Of which American.....	40,000	34,000	35,000	28,000

The tone of the Liverpool market for spots and futures each day of the week ending Aug. 17, and the daily closing prices of spot cotton, have been as follows.

	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Spot.	Mod. inq. freely supplied.	Steady.	Mod. inq. freely supplied.	Mod. inq. freely supplied.	Mod. inq. freely supplied.	Dull and easier.
Market, 12:30 P.M.	Steady.	Steady.	Steady.	Steady.	Steady.	Dull and easier.
Upl'ds	51 ¹⁶	51 ¹⁶	51 ¹⁶	51 ¹⁶	51 ¹⁶	51 ¹⁶
Mid. Orl's	51 ¹⁶	51 ¹⁶	51 ¹⁶	51 ¹⁶	51 ¹⁶	51 ¹⁶
Sales	8,000	10,000	10,000	10,000	10,000	8,000
Spec. & exp.	500	1,000	500	1,000	1,000	500
Futures.	Steady.	Stronger.	Dull.	Dull.	Dull and easier.	Dull.
Market, 2:30 P.M.	Steady.	Stronger.	Dull.	Dull.	Dull and easier.	Dull.
Market, 4 P.M.	Barely steady.	Firm.	Quiet.	Easy.	Easy.	Quiet.

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. 11.				Mon., Aug. 13.				Tues., Aug. 14.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
Aug.....	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Aug-Sept.....	5 40	5 42	5 40	5 41	5 43	5 45	5 43	5 45	5 44	5 44	5 41	5 41
Sept-Oct.....	5 39	5 41	5 39	5 40	5 42	5 44	5 42	5 44	5 42	5 42	5 40	5 40
Oct-Nov.....	5 38	5 40	5 38	5 39	5 41	5 43	5 41	5 43	5 41	5 41	5 39	5 39
Nov-Dec.....	5 37	5 39	5 37	5 38	5 40	5 43	5 40	5 42	5 41	5 41	5 39	5 39
Dec-Jan.....	5 39	5 40	5 39	5 39	5 40	5 43	5 40	5 43	5 41	5 41	5 39	5 39
Jan-Feb.....	5 45	5 45	5 45	5 45	5 45	5 45	5 45	5 45	5 44	5 44	5 41	5 41
Feb-March.....	5 42	5 42	5 42	5 42	5 46	5 46	5 46	5 46	5 44	5 44	5 44	5 44
Mar-Apr.....	5 47	5 47	5 47	5 47	5 47	5 47	5 47	5 47	.....	.....	.....	.....
April-May.....	5 49	5 49	5 49	5 49	5 49	5 49	5 49	5 49	.....	.....	.....	.....
May-June.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

	Wednes., Aug. 15.				Thurs., Aug. 16.				Fri., Aug. 17.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
Aug.....	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Aug-Sept.....	5 42	5 42	5 41	5 41	5 42	5 42	5 41	5 41	5 39	5 39	5 38	5 38
Sept-Oct.....	5 41	5 41	5 40	5 40	5 40	5 41	5 40	5 40	5 38	5 38	5 37	5 37
Oct-Nov.....	5 40	5 40	5 38	5 38	5 39	5 40	5 39	5 39	5 37	5 37	5 36	5 36
Nov-Dec.....	5 39	5 39	5 38	5 38	5 39	5 40	5 39	5 39	5 36	5 36	5 35	5 35
Dec-Jan.....	5 40	5 40	5 38	5 38	5 39	5 40	5 39	5 39	5 36	5 36	5 35	5 35
Jan-Feb.....	5 42	5 42	5 40	5 40	5 41	5 41	5 41	5 41	5 39	5 39	5 38	5 38
Feb-March.....	5 44	5 44	5 44	5 44	5 44	5 44	5 43	5 43	5 41	5 41	5 40	5 40
Mar-Apr.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April-May.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
May-June.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BREADSTUFFS.

FRIDAY, P. M., Aug. 17, 1883.

Flour has been more active both for export and for home consumption, and prices have in some cases advanced. The export trade has been stimulated by higher markets in Europe. The demand has been brisk, not only for the common shipping grades, but for better brands and even patents, whether spring or winter. Freshly-milled flour has had an advantage in the market; new Southern and Western winter wheat patents have sold more readily than old. To-day the market was firm, with a good demand for most descriptions.

Wheat has at times sold more freely for export, owing to the advancing quotations abroad and the estimates of a reduced yield in England and France, and prices here have risen 1@2c. The tendency within a day or two, however, has been towards rather lower prices, owing to weaker markets in Europe. The supply in England is liberal and the visible stock in this country is increasing. The advices from our wheat belt tend to confirm the estimates of a reduced yield of winter wheat, but it is estimated that the increase in the crop of spring wheat will offset the diminution. Spring wheat has been in especial request, owing to the continued scarcity of genuine No. 2 red, and large sales have been made at \$1 12½@1 13½. There has been a fair speculation at a moderate advance. The turn has latterly been toward easier prices, however, this being

ed by the bulls as due to sales to realize, and by the as the natural result of increased receipts at the Western markets. To-day the market was steady for Wheat on the spot, but slightly lower for future delivery, with a fair trade; No. 2 red sold at \$1 18@ \$1 19 for August, \$1 18 3/4@ \$1 19 3/4 for September, \$1 20 3/4@ \$1 21 1/4 for October, \$1 23@ \$1 23 3/4 for November and \$1 25@ \$1 25 3/4 for December.

Indian corn has been less active but prices have, nevertheless, advanced 1/2c. to 1 1/2c., owing to higher prices at the West and firmer markets in Europe. No. 2 mixed has sold here at as high as 65c. afloat. The cool weather at the West has had some influence at times, and fears of a general drought at the West have also had some effect, though it is now confined to a comparatively small area. The aggregate of the transactions here has been light, even the speculative interest being slight. Apprehensions of an early frost, which were at one time entertained, have not been realized, and the weather is now warmer. To-day the market was moderately active at a decline, compared with yesterday's prices, of 1/2 to 1c.; No. 2 mixed sold at 63 3/4c. delivered; 62 3/4@ 63 3/4c. for August, 62@ 62 3/4c. for September, 62 1/2@ 62 3/4c. for October and 61 3/4@ 62c. for November.

Rye has been in fair demand and firmer. Barley has been dull and nominal. Oats have been quiet at irregular prices, white being higher, while mixed have declined, owing to a weak market in Chicago, where the receipts have been large. To-day the market here was quiet and lower for mixed; No. 2 mixed sold at 35 1/2@ 35 3/4c. for August, 34 1/2@ 34 3/4c. for September and 35 1/2@ 35 3/4c. for October.

The following are closing quotations:

FLOUR.			
No. 2 spring... bbl.	\$2 50 @ 3 10	Patents, winter.....	\$5 50 @ 7 25
No. 2 winter.....	2 75 @ 3 60	City shipping extras..	5 35 @ 6 25
Superfine.....	3 20 @ 4 00	Southern bakers' and	.....
Spring wheat extras..	4 25 @ 4 75	family brands.....	5 85 @ 7 25
do bakers'.....	5 00 @ 6 25	South'n ship'g extras..	4 60 @ 6 15
Wis. & Minn. rye mix.	5 00 @ 5 50	Rye flour, superfine..	3 50 @ 4 25
Minn. clear and strat'	4 25 @ 6 40	Corn meal—	.....
Winter ship'g extras..	4 00 @ 4 30	Western, &c.....	3 00 @ 3 40
Patents, spring.....	5 75 @ 7 50	Brandywine, &c.....	3 40 @ 3 50

GRAIN.			
Wheat—		Corn—	
Spring, per bush.....	.....	Yellow Southern.....	70 @ 72
Spring No. 2.....	1 13 @ 1 20	White No. 2.....	69 @ 70
Red winter, No. 2.....	1 20 @ 1 22	Rye—Western.....	72 @ 73
Red winter.....	1 05 @ 1 12	State & Canada.....	77 @ 78
White.....	90 @ 1 20	Oats—Mixed.....	34 @ 39
White No. 1.....	.....	White.....	39 @ 52
Corn—West. mixed.....	54 @ 61	No. 2 mixed.....	35 1/2 @ 35 3/4
West. mix. No. 2.....	63 1/2 @ 63 3/4	No. 2 white.....	46 1/2 @ 47
White Southern.....	68 @ 73	Barley nominal.....	.....

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

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 196 lbs	Bush. 60 lbs	Bush. 56 lbs	Bush. 32 lbs	Bush. 48 lbs	Bush. 56 lbs
Chicago.....	55,115	353,713	1,663,961	386,981	13,839	107,080
Milwaukee.....	42,135	70,907	75,700	39,522	5,128	11,494
Toledo.....	4,945	898,474	86,521	42,951	.....	10,369
Detroit.....	1,897	43,924	29,438	10,477	65	.....
Cleveland.....	2,167	82,210	6,000	148,500	.....	.....
St. Louis.....	30,421	755,156	275,539	78,029	1,239	1,380
Peoria.....	1,245	8,370	125,500	178,500	4,800	14,000
Duluth.....	25,900	13,900	13,098	.....	.....	.....
Tot. wk. '83.....	162,925	2,232,644	2,275,298	884,960	28,041	144,333
Same wk. '82.....	135,643	1,809,241	1,088,802	630,340	16,194	33,739
Same wk. '81.....	156,191	1,688,067	4,185,151	728,446	16,366	70,695
Since Aug. 1—						
1883.....	312,246	3,779,213	4,491,159	2,040,430	46,936	235,456
1882.....	280,418	5,268,602	2,391,422	1,493,797	39,096	85,168
1881.....	376,570	8,453,457	7,746,521	1,315,053	42,563	190,476

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Aug. 11, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour..... bbls.	5,339,005	4,365,235	5,435,683	2,542,902
Wheat..... bush.	19,625,077	24,738,686	32,476,570	40,203,142
Corn..... bush.	64,313,025	45,092,160	67,452,438	82,626,278
Oats..... bush.	26,958,451	18,225,275	22,599,641	15,714,249
Barley..... bush.	4,613,998	2,135,005	2,058,547	1,630,171
Rye..... bush.	2,692,185	1,533,530	1,170,267	1,387,196
Total grain.....	118,202,736	91,724,656	123,757,463	141,611,016

Below are the rail shipments from Western lake and river ports for four years:				
	1883.	1882.	1881.	1880.
	Week	Week	Week	Week
	Aug. 11.	Aug. 12.	Aug. 13.	Aug. 14.
Flour..... bbls.	60,510	135,643	148,257	132,692
Wheat..... bush.	530,385	1,809,241	454,633	797,517
Corn..... bush.	495,140	1,008,802	935,428	457,163
Oats..... bush.	522,153	630,340	642,516	804,791
Barley..... bush.	8,678	16,194	7,708	12,578
Rye..... bush.	18,423	33,739	39,465	33,067
Total.....	1,574,779	3,503,316	2,079,820	2,105,119

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

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Aug. 11.....	143,431	1,479,541	2,133,826	817,666	8,678	58,423
Aug. 4.....	169,981	953,472	2,692,772	743,557	6,359	221,181
July 23.....	109,174	646,396	1,508,068	665,028	9,039	101,415
July 21.....	133,259	656,566	1,653,823	872,921	8,062	87,029
Tot., 4 wks.....	560,815	3,767,975	8,048,492	3,099,172	32,138	268,048
4 wks 82.....	562,219	10,781,668	4,583,776	2,215,036	31,559	140,006

The receipts of flour and grain at the seaboard ports for the week ended Aug. 11 follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	93,664	479,320	437,536	194,196	82	130,800
Boston.....	51,958	1,040	137,716	58,319	1,075	.....
Portland.....	950	.....	10,200	2,900	.....	.....
Montreal.....	13,355	108,265	91,005	3,616	.....	.....
Philadelphia.....	18,089	253,300	148,400	37,550	1,200	.....
Baltimore.....	23,237	1,156,674	205,786	38,860	.....	4,269
New Orleans.....	14,557	4,778	391,403	43,170	.....	.....

Total week..... 215,810 2,033,377 1,332,046 378,611 2,375 135,069
Cor. week '82..... 237,684 4,437,260 300,052 539,272 1,600 3,316

The total receipts at the same ports for the period from Dec. 25, 1882, to Aug. 11, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour..... bbls.	8,097,356	6,661,746	7,933,094	5,790,916
Wheat..... bush.	31,812,790	35,419,670	56,892,600	69,237,262
Corn..... bush.	55,934,524	21,637,431	71,193,349	96,953,970
Oats..... bush.	16,566,886	14,976,258	17,203,932	14,373,517
Barley..... bush.	2,214,489	2,289,203	2,026,433	1,539,867
Rye..... bush.	2,393,965	1,022,615	907,072	947,603
Total grain.....	103,922,615	75,375,182	143,218,336	183,107,219

The exports from the several seaboard ports for week ending Aug. 11, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York.....	43,488	679,898	541,872	1,934	224,813	852
Boston.....	35,799	11,296	141,897	75	.....	.....
Portland.....	.....	.....	.....	.....	.....	.....
Montreal.....	6,086	145,524	224,168	.....	24,059	23,489
Philadelph.....	5,972	113,566	375	.....	.....	.....
Baltimore.....	9,534	671,753	154,538	.....	.....	.....
N. Orleans.....	887	.....	140,012	.....	.....	.....
Total w'k. 8 time time 1882.....	106,766	1,622,037	1,202,862	2,009	248,872	24,341
1882.....	150,822	4,218,086	36,225	1,175	12,351	3,909

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

Exports for week to—	Flour.	Wheat.	Corn.
	1883. Week, Aug. 11.	1882. Week, Aug. 12.	1883. Week, Aug. 11.
	Bbls.	Bbls.	Bush.
Un. King.....	61,451	91,289	770,112
Continent.....	3,177	6,159	2,430,954
S. & C. Am.....	15,290	17,612	1,767,132
W. Indies.....	16,949	20,371	934,836
Brit. Col's.....	9,332	15,391	243,629
Oth. cnt's.....	567	.....	16,795
Total.....	106,766	150,822	16,000
1882.....	106,766	150,822	16,000

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

Exports since Sept. 1 to—	Flour.	Wheat.	Corn.
	1882-83. Sept. 1 to Aug. 11.	1881-82. Sept. 1 to Aug. 12.	1882-83. Sept. 1 to Aug. 11.
	Bbls.	Bbls.	Bush.
Un. Kingdom.....	5,731,389	3,043,690	37,389,597
Continent.....	421,740	232,345	37,101,888
S. & C. Am.....	640,358	709,140	16,720,522
West Indies.....	812,141	687,992	8,339,589
Brit. Col'nies.....	618,819	558,643	4,380,987
Oth. countr's.....	42,802	31,558	8,217
Total.....	8,294,729	5,263,368	65,953,839
1881-82.....	8,294,729	5,263,368	65,953,839

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. 11, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	3,209,560	1,155,378	808,103	548	187,221
Do. afloat (est.).....	415,000	358,000	.....	.....	65,000
Albany.....	700	6,300	41,800	.....	2,000
Buffalo.....	574,411	296,512	51,393	11,800	7,760
Chicago.....	5,660,956	1,694,724	275,678	21,834	320,645
Milwaukee.....	1,555,603	67,937	10,169	193,611	41,736
Duluth.....	180,752	121,869	.....	.....	.....
Toledo.....	1,369,861	229,224	57,356	.....	24,812
Detroit.....	233,635	25,167	23,294	.....	.....
Oswego.....	99,000	230,000	1,000	.....	7,000
St. Louis.....	1,023,343	651,255	79,374	10,680	50,766
Cincinnati.....	151,000	89,000	7,200	8,000	63,000
Boston.....	1,449	88,124	87,816	1,944	396
Toronto (lth).....	154,000	.....	.....	26,000	400
Montreal.....	110,872	43,098	90,053	45,942	15,827
Philadelphia.....	481,356	357,418	56,915	1,682	69,556
Peoria.....	2,870	29,474	23,447	.....	23,400
Indianapolis.....	208,200	46,700	40,009	.....	.....

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Kansas City.....	181,852	105,861	36,042	210	13,283
Baltimore.....	2,125,555	265,173	.....	.....	.....
Down Mississippi.	90,113	69,700	40,247	.....	.....
On rail.....	658,591	670,074	714,931	10,797	32,830
On lake.....	1,149,350	3,538,331	350,588	.....	99,320
On canal.....	743,116	651,358	28,528	.....	331,175
Tot. Aug. 11, '83.	20,401,650	10,790,395	2,823,948	338,548	1,376,127
Tot. Aug. 4, '83.	18,759,986	10,917,788	3,504,671	331,919	1,593,894
Tot. Aug. 12, '82.	13,483,325	5,339,623	1,244,155	38,825	615,745
Tot. Aug. 13, '81.	17,405,069	16,045,101	7,259,348	104,784	298,728
Tot. Aug. 14, '80.	14,179,091	17,883,332	1,360,783	169,757	432,718

* In store and afloat.

AGRICULTURAL BUREAU REPORT.—In the CHRONICLE of last Saturday we gave a brief telegraphic abstract of the August report of the Bureau of Agriculture on the cereal crops of the country. We now give the report in full:

CORN.

There has been improvement in appearance of corn fields during the month of July in New England, the Middle States, the Ohio Valley and west of the Mississippi. In Illinois, Missouri and Kansas it is slight, measured by a single point. There has been a retrograde in the South in consequence of drought, and some decline in Michigan from too much moisture.

Taking the whole area together, condition has advanced from 88 to 89 per cent of a perfect crop. The condition of the Census crop (1879) in August was 99 and the yield was 25 bushels per acre. The present returns indicate a yield of not much over 25 bushels per acre, or seventeen hundred million, which is as much as was produced in 1879. Condition is 6 points higher than last year in August, and lower than in any August from 1870 to 1880 inclusive.

Nights have been too cool for rapid development and the crop is late. Fears are expressed that frost may yet cause disaster. In August, 1874, condition was one degree higher than the present average, the crop late from a wet spring and local summer droughts, and the yield less than 21 bushels per acre.

The averages of the States of principal production are: Illinois 86, Indiana 95, Ohio 89, Michigan 68, Kentucky 97, Missouri 83, Kansas 97, Iowa 85, Nebraska 84, Wisconsin 85. On the Atlantic coast: New York 90, Pennsylvania 99, New Jersey 101. In the South: Virginia 93, North Carolina 83, South Carolina 70, Georgia 74, Alabama 80, Mississippi 87, Louisiana 100, Texas 93, Arkansas 87, Tennessee 89.

SPRING WHEAT.

The average of condition of spring wheat for Aug. 1 is 97, the same as in 1882, but higher than for any previous August since 1877. In Wisconsin recent rains have injured the crop in the southern and southwestern counties; average, 90.

The prospect in Minnesota favors a crop of 13½ bushels per acre, notwithstanding bad weather in early spring and subsequent drought in northern counties; condition, 98.

The fears excited by excessive heat early in July in Northern Dakota have been happily dispelled. Cass and Richland counties promise a better yield than last year. Other counties will scarcely equal their last record. In South Dakota the harvest is progressing, the straw is bright, the heads large, and the yield better than last year.

The returns of August do not essentially change the indicated aggregate of July for the entire crop. The result of the harvest will be more fully tested on the return of the threshers' blanks. It is now certain that a shortage exists which will require all the surplus of last year and keep the prices well sustained.

A cable dispatch received from the London Statistical Agent of the Department says that the weather has been unsettled during the first ten days of August, and temperature low for this time of the year. The wheat market is advancing and stocks are large. The quality of the new crop is fair. The general prospects of last month's dispatch are confirmed. Counting decrease of acreage, the total out-put of European wheat will be one-fifth less than last year, and one-tenth below average, and German, French and Russian advices are worse.

OATS.

The condition of oats is represented by 100, a figure surpassed only by last August since 1878. North of the parallel of 40 degrees high condition is almost universal. In some western districts there has been injury from lodging, the result of storms.

BARLEY.

Condition of barley averages 95, the same as in August, 1882, but higher than in any previous year since 1874. The average for New York is 102, Pennsylvania, 97; Ohio, 80; Michigan, 96; Wisconsin, 96; Minnesota, 96; Iowa, 99; Nebraska, 102; California, 88. These States produce more than two-thirds of the crop.

POTATOES.

The returns indicate full development of the potato crop; condition 101. The promise is better in the Central States of the West than on the northern border, where the soil had been saturated with moisture.

BUCKWHEAT.

A breadth of buckwheat equal to that of last year has been sown and its condition is high, represented by 99.

TOBACCO.

The average condition of tobacco is 88. Kentucky, 93; Tennessee, 89; Virginia, 74; North Carolina, 70; Ohio, 93; Pennsylvania, 96; Connecticut, 87; Wisconsin, 90.

THE DRY GOODS TRADE.

FRIDAY, P. M., Aug. 17, 1883.

The demand for dry goods at first hands has been comparatively light the past week, the disturbed condition of affairs in Wall Street having contributed to this result. The negotiation of "single name" business paper at a reasonable rate was for a time extremely difficult, and this had a tendency to check operations, and confirm buyers in the wisdom of the hand-to-mouth policy they have lately pursued. Fortunately few obligations on the part of wholesale merchants are maturing at present, and the general soundness of the trade is beyond question, but recent events have effectually checked all tendency toward speculation, hence agents for domestic manufacturers and importers have expressed some disappointment at the outcome of the week's business. On the other hand there has been a still further improvement in the jobbing branches of the trade, retailers from Southern and far Western markets having taken hold with considerable freedom, and made liberal provision for the coming season—a very important

fact, considering the intimate relations existing between retailers and consumers.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 2,394 packages, the more important shipments having been 659 to Great Britain, 473 to Argentine Republic, 434 to China, 180 to Peru, 120 to Santo Domingo, 120 to Chili and 103 to U. S. of Colombia. There was an unsatisfactory demand for cotton goods at agents' hands, selections having been made in very small parcels, and the distribution having been light in the aggregate. Prices for plain and colored cottons have not materially changed, but it is a buyers' market as far as nearly all low-grade fabrics are concerned, and many of the better makes are barely steady. Stocks are abundantly large in first hands, with a tendency towards accumulation, and a material curtailment of production would greatly benefit the market, although there is unquestionably a large demand for consumption in sight. Print cloths have been quiet and steady at last quotations, namely, 3½¢ less ½¢ per cent for extra 64x 64s, 37-16c, for 64x64 "seconds" and 31-16c. for 56x60s, the stock on hand being about the same as the previous week. Prints are rather slow in first hands, but more active with jobbers, and a fair business was done in gingham and cotton dress goods.

DOMESTIC WOOLEN GOODS.—The situation in the woolen goods market is substantially unchanged. Heavy clothing woollens were taken in small lots to a moderate amount, and rather more business was done in spring cassimeres and worsteds for future delivery. Satinets were somewhat more active, and there were moderate transactions in Kentucky jeans and doeskins. Ladies' cloths, sackings and cloakings were fairly active in first hands, and a very fair business was done in all-wool and worsted dress fabrics by agents and jobbers alike. For flannels there was a steady inquiry by package buyers, and plain scarlet and white flannels have slightly appreciated in some cases. Blankets ruled quiet, but a satisfactory distribution of shawls and skirts was made by agents.

FOREIGN DRY GOODS have been a little more active, British and Continental dress goods having moved with considerable freedom, while silks, velvets and velveteens continued in good request and firm. Mens-wear woollens and cloakings were in fair demand, and there was a light business in linen goods, white goods, embroideries and laces.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Aug. 16, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.												
Week Ending Aug. 17, 1882.				Since Jan 1, 1882.		Week Ending Aug. 16, 1883.				Since Jan. 1, 1883.		
	Pkgs.	Value.	Pkgs.	Value.		Pkgs.	Value.	Pkgs.	Value.		Pkgs.	Value.
Manufactures of—												
Wool.....	1,431	\$ 703,510	33,786	\$ 14,735,330	1,898	747,316	\$ 31,914	13,078,906				
Cotton.....	1,431	449,057	50,812	16,625,697	1,295	334,220	48,783	15,346,681				
Silk.....	1,286	750,092	53,677	23,656,277	1,806	987,448	27,028	16,042,531				
Flax.....	1,148	258,086	53,997	9,171,371	3,004	353,606	51,928	8,820,839				
Miscellaneous.....	942	221,643	68,583	5,910,871	1,534	173,036	62,349	4,661,976				
Total.....	6,456	2,412,388	242,835	70,109,546	9,537	2,593,624	225,014	57,950,316				
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.												
Manufactures of—												
Wool.....	661	243,635	11,012	4,520,533	625	218,049	18,812	7,598,785				
Cotton.....	289	87,171	8,688	2,572,097	164	48,906	14,319	4,237,703				
Silk.....	334	191,531	5,852	3,836,443	384	239,543	10,860	6,631,683				
Flax.....	471	90,937	15,145	2,629,816	373	64,400	16,337	2,833,447				
Miscellaneous.....	254	29,550	78,369	1,548,785	743	40,062	90,298	1,798,629				
Total.....	2,009	638,884	118,796	15,107,674	2,289	610,960	150,126	23,097,800				
Entered for consumption.	6,456	2,412,388	242,835	70,109,546	9,537	2,593,624	225,014	57,950,516				
Total on market.....	8,465	3,051,272	361,631	85,217,220	11,826	3,204,584	375,140	81,043,316				
ENTERED FOR WAREHOUSE DURING SAME PERIOD.												
Manufactures of—												
Wool.....	496	189,957	13,324	5,336,706	586	203,250	20,601	8,043,375				
Cotton.....	294	91,959	10,105	2,801,231	188	50,433	12,636	3,536,477				
Silk.....	192	153,107	5,841	3,914,611	311	207,459	11,415	6,935,634				
Flax.....	412	86,784	14,334	2,700,255	678	121,595	14,152	2,585,777				
Miscellaneous.....	230	30,082	69,007	1,618,365	1,079	96,121	97,985	2,220,403				
Total.....	8,671	523,889	113,611	16,471,671	2,835	678,508	156,519	22,334,636				
Entered for consumption.	6,456	2,412,388	242,835	70,109,546	9,537	2,593,624	225,014	57,950,516				
Total at the port.....	10,127	2,936,277	355,466	86,551,217	12,372	3,274,132	381,533	81,292,202				