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The Chronicle.

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THE FINANCIAL SITUATION.

The past week has been conspicuous for the scare with regard to the corn crop, the early reports affirming that frost had cut it, in so large a portion of the Northwest, that the yield would be very small. Such a result if assured would be serious in its influence upon the trade of the whole country; but the immediate effect of the statement was particularly important among speculators—so important in fact that highly colored exaggerations were for two or three days quite prevalent at the principal bread-stuff centres and on Wall Street.

We do not suppose that just now stocks are to be vitalized even by a large corn crop. It was said that the boom would strike the market when wheat was assured; then it was deferred until it was harvested; next until the beginning of a large movement of produce over the railroads; after that its date was made concurrent with the arrival of gold from abroad. One after another these expectations have been realized, this week even the gold having begun to come in, but instead of any active revival in speculation it seems to be once more put off and now until corn is in the granaries; after that event is reached, unless other conditions shall have improved, it is not unlikely that there will be still further postponements.

It is not, therefore, mainly as a temporary Wall Street influence that the condition of the corn crop interests the country. Harm to it affects either directly or indirectly every industry, and hence not only these frost rumors but also the September report of the Agricultural Department issued this week, have attracted more than usual attention. The latter, in fact, helps us in some degree to measure the former, and for that reason we have brought together the September figures for five years with the figures of acreage and production during the same time. We only give the conditions for the Western States, which are as follows.

AGRICULTURAL DEPARTMENT REPORTS—CONDITION OF CORN SEPT. 1.

States.	1879.	1880.	1881.	1882.	1883.
Ohio.....	91	100	65	74	82
Indiana.....	89	72	56	78	85
Illinois.....	105	80	58	56	82
Iowa.....	104	99	65	70	80
Missouri.....	111	81	42	91	84
Kansas.....	102	79	55	101	101
Nebraska.....	118	73	75	102	87
Michigan.....	84	92	73	88	60
Wisconsin.....	92	110	89	79	85
Minnesota.....	103	96	99	83	87
Average whole United States.....	95	91	60	83	84

Here it will be noticed that the crop in the very large corn-producing States of Ohio, Indiana, Illinois and Iowa was on Sept. 1 in a condition very decidedly above the condition at the same time of last year, Illinois in particular, and that Illinois and Indiana were also then even above the condition of 1880. In fact, these Western States taken together (if we omit Michigan, Wisconsin and Minnesota, which are very small corn producers, as we shall presently see) were in a more promising state on the first of this month than they were at the same date of the productive seasons of either of 1880 or 1882. The figures of acreage for the same five years were as follows.

ACREAGE IN CORN.

States.	1879.	1880.	1881.	1882.	1883.
	Acre.	Acre.	Acre.	Acre.	Acre.
Ohio.....	3,281,923	3,198,400	3,134,400	2,977,680	3,067,010
Indiana.....	3,678,420	3,421,700	3,657,800	3,438,332	3,541,482
Illinois.....	9,019,381	8,810,180	9,996,600	7,914,012	8,151,463
Iowa.....	6,616,141	6,847,150	6,710,200	6,777,362	6,980,621
Missouri.....	5,588,295	5,650,120	5,650,100	5,763,102	5,878,364
Kansas.....	3,417,817	3,625,200	4,196,500	4,280,430	4,708,473
Nebraska.....	1,630,660	1,619,600	2,149,200	2,364,120	2,813,303
Michigan.....	919,792	855,430	894,000	929,760	911,165
Wisconsin.....	1,015,393	1,023,254	1,051,000	1,117,240	1,106,068
Minnesota.....	438,737	442,230	508,500	661,050	727,155
Tot. Western.....	35,606,522	35,823,291	37,051,360	36,223,058	37,885,104
Tot. remainder of U. S.....	26,762,337	26,494,548	27,210,725	29,436,488	30,419,581
Total U. S.....	62,368,869	62,317,842	64,262,085	65,659,546	68,304,685

In the above table we have proof of the further and important fact that since the large crop of last year there has been an increase of 1,662,000 acres (or 4.59 per cent) in the Western States, and since the abundant crop of 1880 an increase of about 2 million

acres, or 5.76 per cent. So that these reports not only show a very decidedly better condition on September 1st in the more important States, but also a very large increase in acreage in the same district over previous years. In the same connection the figures of production will also be useful. We have prepared them in the same form as the above, since the States named cover the Northwest, and the frost reports only affected that district.

PRODUCTION OF CORN IN THE UNITED STATES.

States.	1879.	1880.	1881.	1882.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
Ohio.....	111,877,124	119,940,000	79,760,000	93,319,200
Indiana.....	115,482,300	99,229,500	79,618,000	107,484,300
Illinois.....	325,792,481	240,452,896	176,733,000	187,336,900
Iowa.....	275,024,247	260,192,840	173,289,000	178,487,600
Missouri.....	202,485,723	160,463,408	93,069,000	174,037,000
Kansas.....	105,729,325	106,218,360	76,377,000	150,452,600
Nebraska.....	65,450,135	59,507,600	58,913,000	82,478,200
Michigan.....	32,461,452	34,816,001	25,068,000	30,081,600
Wisconsin.....	34,230,579	33,767,382	29,040,000	30,201,600
Minnesota.....	14,831,741	15,478,050	16,252,000	21,127,600
Total Western.....	1,283,365,107	1,130,065,837	808,119,000	1,055,006,600
Pacific Coast.....	2,138,078	2,703,545	2,747,000	2,903,600
Rest of country.....	469,363,350	584,665,161	384,050,000	567,007,600
Grand total.....	1,754,861,535	1,717,434,543	1,194,916,000	1,624,917,800

We have not the space here to enlarge upon the significance of these figures. If, however, they are a correct indication of acreage and production in past years, and acreage and condition this year, they certainly hold out the promise on the 1st of September of a larger crop in the States named than was raised there even in 1880. And this inference accords with the general reports at that time prevalent—the common belief being that notwithstanding the loss from drought in the Southern States, the country had perfected the largest corn crop ever produced. As to the harm by frost since then the latest advices show that the early reports were gross exaggerations. The greatest damage was in Michigan and Wisconsin, where, as we have seen, the acreage is very small. In Northern Illinois and Indiana harm was also done, but the section affected raises only a small portion of the crop of those States; on the average probably not over 20 per cent of the production of that section was injured. Mr. Dodge, of the Agricultural Department, is reported to have said that the total loss to the corn crop of the United States from this cause does not exceed 5 per cent. Altogether, then, the fair inference seems to be that the public can still believe the country has raised a very abundant corn crop.

Another event of the week, the importance of which, however, will wholly depend upon the vigor with which the scheme is executed, is the adoption by the Railroad Commissioners of this State of the proposed resolution we have on previous occasions commented upon, requiring quarterly reports under oath from all railroads, &c., of their earnings and expenses. One provision of the resolution is particularly wholesome, and that is the requirement that the figures when ready be immediately made public through a daily newspaper published where the office of the company is situated. This feature is in strong contrast with the practice in one of the Western States, which exacted monthly reports, but never gave them out, even refusing to make or to allow to be made a copy of them. And still Wall Street seemed to have the figures pretty regularly for a time; but now we do not hear of them and presume the reports have been discontinued. So will these shortly unless one of the Commissioners makes it his business to see that they are published. In case the excuse is offered that all the figures cannot be got in soon enough, it would be desirable to have an estimated statement issued by the company, to be followed by the actual results as soon after as they can be made up. We are thus earnest in this matter, because we

believe that secrecy is the cause and cover of almost all the evils in the management of our railroads. The reports now ordered by the Commissioners by no means include everything that is needed, but they are an effort in the right direction, which time and experience will perfect.

Still another event of the week has been the reduction of the minimum rate of discount by the Bank of England to 3½ per cent from 4, at which point it has stood since May 10th. This was a great surprise to our foreign bankers, but is probably easily explained. A reference to the returns of the Bank on May 10th shows that it has since that date gained £3,700,000 bullion, and that the proportion of reserve to liabilities has in the meantime moved upward, until now it stands 12½ per cent above the proportion then reported. Furthermore, although the demand for money for the harvest does not end until about Nov. 1, the rate of interest has already and materially declined in the open market. Hence the Bank in maintaining its official minimum was depriving itself of business and also harming the trade of the country, while the gold reserve showed that there was no immediate necessity for that course. A circumstance also affecting the change was the fact that the Continental discount rates are low, much below London, and the Continental banks are also fairly strong. Trade has been so long quiet everywhere that as a result the bullion in Bank has increased at nearly all European centres of trade. The London *Statist* gives the following interesting comparison for three years on the last of August, which does not include Italy's 7 million pounds sterling. The silver in the Bank of France has decreased during the two years, but that is not material.

Banks of—	1883.	1882.	1881.
England.....	£23,480,000	£21,814,000	£23,752,000
Germany.....	39,446,000	27,675,000	23,193,000
France.....	{ Gold 39,414,000	40,053,000	24,500,000
	{ Silver 41,523,000	45,934,000	49,800,000
Holland.....	{ Gold 2,700,000	9,119,000	10,722,000
	{ Silver 7,733,000		
Belgium.....	3,800,000	3,904,000	3,774,000
Austria.....	{ Gold 7,280,000	6,730,000	18,132,000
	{ Silver 12,220,000	10,870,000	
Russia.....	24,600,000	25,434,000	24,496,000
Total.....	£193,196,000	£191,533,000	£183,369,000

The change in the Bank of England rate has been followed here by a reduction in the nominal price for sight sterling. Our exchange market, however, is now quoted dull but firm; the latter being due to a scarcity of commercial bills and a good demand for remittance for securities, chiefly United States called bonds. It is possible that these remittances for called bonds will put up the rate before it goes any lower, as it is said there are several millions of them still held abroad, while the amount being re-invested in stocks is very small, so that nearly the whole has to be provided for. After these bonds are surrendered, very few American securities can be picked up in the London market, and the demand here for exchange to remit for securities will be light. On the other hand, while it is reported on Wall Street that there is a liberal inquiry for our stocks on European account, those in a position to be well informed assert that it is not so. It is pretty evident, therefore, that the exchange market will have to rely upon commercial bills drawn against breadstuffs and cotton, and the volume of these will be governed not only by foreign requirements of the staples but by the price at which they are offered. If speculators succeed in advancing the price of wheat and corn, in spite of the abundant yield, foreign supplies will be obtained elsewhere. Consequently gold imports will depend upon the speculative influences in the grain market to a considerable extent.

On the 7th inst. there was an arrival of \$850,000 gold at San Francisco from Australia. This week we have had a consignment at New York which was reported to be about 1,000,000 francs—we now learn that although they were invoiced francs they consisted of French bars and Spanish coin, being valued at the Assay Office at about \$212,000. A further consignment of \$250,000 was reported as having left Havre on Thursday.

As already indicated, the Stock market still fails to respond, notwithstanding the favorable influences which are in operation. It is easier for it to decline on false reports of harm to corn, than it is to recover on their denial, although in the meantime earnings are increasing, the Bank of England rate of interest goes down, gold arrives, and trade improves. There seem to be, however, important movements in progress effecting changes in ownership and in the relations of railroad properties. For a long time it has been apparent that the South was attracting increasing attention on the part of railroad capitalists. Recently, though, some tangible evidence to this effect has appeared. This week the Richmond & Danville meeting was held, and the "Seney party" further strengthened its hold on the property, while at the same time upsetting the proposition to increase the company's stock; merchants of Norfolk met together it is said for the purpose of subscribing the money necessary to bring the Richmond & Danville system of roads into that city; and Mr. Baldwin of the Louisville & Nashville was admitted into the directory of the Western Union, in return for which, rumor has it, Messrs. Jay Gould and Russell Sage are to go into Louisville & Nashville at the meeting in October. There have been reports that the latter circumstance presages a settlement of the embarrassing suits against Western Union, in which certain gentlemen in the Louisville & Nashville board are known to be interested, and possibly that is so; there are those, however, who believe that this is merely an incident, important, without doubt, to Mr. Gould, but of minor significance compared with the larger object in view, which is as yet much involved in mystery. Those who are of this mind affirm that Mr. Gould is sure, not only of a seat in the Louisville board, but of the actual control of the property, and that the purchase also involves the control of the Georgia Central, and, of course, of the Georgia Railroad, which is jointly leased by the two.

What truth there is in all this, time only will develop. But in the same connection there are whisperings of a move against the East Tennessee. Mr. Gould really wanted the East Tennessee, we are told. He must have an outlet to the Atlantic Coast, and the Louisville & Nashville and Georgia Central are to supply it. Any one who knows anything about the location of these roads will readily see how preposterous that story is. The Louisville & Nashville connects with the Southwestern system at Memphis, and to utilize the road for any such purpose as that Mr. Gould would have to carry freight first up north to Nashville, and then down south to the coast, a most circuitous route, all the more objectionable that the particular ports to be reached thereby have no especial value. Still, it is maintained that the outcome of last spring's negotiations with the East Tennessee people were so unsatisfactory to Mr. Gould, that he insists upon punishing the refractory Seney. Unsatisfactory in what respect? To be sure, the Gould party and the Seney party appear at present to be pursuing independent paths, but may they not have a common aim and understanding? Or is it not possible that they are working towards one and the same goal, and that the better to attain it a

certain and separate piece of work has been assigned to each? The Seney control the East Tennessee now, and have definitely secured the Richmond & Danville and the Memphis & Charleston. To complete their part of the contract they probably want only the Norfolk & Western, with its ally, the Shenandoah Valley. The Norfolk & Western would be valuable and desirable for many reasons. The Seney apparently are taking no interest in the property, but neither did they seem to be in the Memphis & Charleston. Yet when control of the latter road was finally obtained, President Thomas admitted that they had been quietly "picking up the stock in the street" for some time past. The same policy is not impossible with Norfolk & Western, and the possession of an opposition line to that road in the Richmond & Danville serves as a useful feint to that end. On the other hand, Mr. Gould's part of the compact might be to secure possession of the Louisville & Nashville and the Georgia Central, and possibly another system. That accomplished, the two syndicates could unite forces, making a combination controlling the entire railroad system of the South. It would embrace the Louisville & Nashville, the Nashville Chattanooga & St. Louis, the Georgia, the Georgia Central, the East Tennessee, the Memphis & Charleston, the Richmond & Danville, the Norfolk & Western, and the Shenandoah Valley. Only two systems of any consequence would remain outside—the Chesapeake & Ohio, running east and west, and the Erlanger roads, running north and south. Certain it is that the South is the great railroad chess-board at present.

Money continues in abundant supply. The abnormal condition of the market is shown by the following, indicating the highest and lowest rates on call from July to September inclusive last year, compared with the same months this year, September being given to date.

Period.	1882.		1883.	
	Highest.	Lowest.	Highest.	Lowest.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.
July.....	8	2	5	1
August.....	8	2	6	1½
September.....	8 and com.	2	3	2

The domestic exchanges on New York have advanced at St. Louis to 25 cents per \$1,000 premium from par, and at Chicago to 60 cents per \$1,000 discount from 75 cents. This indicates a cessation of the inquiry from St. Louis and a lighter demand from Chicago. The redemption of called bonds at Washington on Wednesday amounted to \$2,358,800, making the payments of bonds embraced in the 121st call to that date \$16,038,550, showing that a little more than half of them have been surrendered. This makes it probable that nearly all of these bonds may be paid off by or soon after the maturity of the call on November 1st. The banks had of them on the 1st inst. \$4,340,500 as security for circulation and \$105,000 for public deposits, giving \$4,445,500 which may be surrendered at any time. The following statement, made up from returns collected by us, exhibits the week's receipts and shipments from and to the interior of gold and currency by the New York banks.

Week Ending Sept. 14, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$942,000	*\$1,218,000	Loss. \$276,000
Gold.....	14,000	420,000	Loss. 406,000
Total gold and legal tenders.....	\$956,000	\$1,638,000	Loss. \$682,000

* 390,000 of this was transferred in the shape of silver certificates by a deposit of gold in the Sub-Treasury.

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 gained \$1,250,000 through the operations of the Sub

Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total gain 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 Sept. 14, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$956,000	\$1,638,000	Loss. \$682,000
Sub-Treasury operations, net	1,250,000	.....	Gain. 1,250,000
Total gold and legal tenders.....	\$2,206,000	\$1,638,000	Gain. \$568,000

The following shows relative prices of leading bonds and stocks in London and New York at the opening each day, indicating the margin for profit on cable transactions.

	Sept. 10.		Sept. 11.		Sept. 12.		Sept. 13.		Sept. 14.	
	Lond'n prices.*	N.Y. prices.								
U.S. 4s. c.	119-43	119½	119-31	119½	119-31	119½	119-31	119½	118-21½	119½
U.S. 4½s.	112-13	112½	112-13	112½	112-01	112½	112-14	112½	112-14	112½
Erie.....	30-89	30¼	31-62	31¼	31-13	30¾	31-34	31¾	31-83	31¾
2d con.	94-38	95¾	94-38	95	94-38	94¾	96-77	94¾	96-77	94¾
Ill. Cent.	128-92	128½	129-89	128	128-43	128	129-15	129½	129-76	129¾
N. Y. C.	116-51	116	117-97	117½	117-24	116¾	115-18½	117¼	116-39½	117¾
Reading	25-17½	50¼	26-03½	51½	25-54½	51	25-75½	51¼	26-00½	51½
Ont. W'n	21-89	21½	22-36	22½	22-62	22¾	23-08	22¾	23-32	23
St. Paul.	104-35	104	106-30	106	104-84	104¾	104-97	105	105-94	106
Exch'ge. cables.	4-86½		4-86½		4-86½		4-86		4-86	

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

The Bank of England return for the week shows a gain of £140,000 bullion, and as £246,000 came in from abroad, it follows that £106,000 went to the interior. The proportion of reserve to liabilities was reduced 17-16. The Bank of France lost 2,575,000 francs gold and 4,475,000 francs silver. The Bank of Germany since the last report shows a decrease of 7,815,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Sept. 13, 1883.		Sept. 14, 1882.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	£ 24,122,597	.....	£ 21,601,694	.....
Bank of France.....	39,084,924	11,138,806	40,033,996	45,693,026
Bank of Germany.....	7,410,962	22,232,888	6,631,750	19,795,250
Total this week.....	70,618,483	63,371,694	68,267,440	65,488,276
Total previous week.....	70,899,875	63,956,063	68,494,916	65,824,550

The Assay Office paid \$53,754 for domestic bullion and \$16,000 for Spanish doubloons 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.
Sept. 7...	\$472,251 42	\$16,000	\$23,000	\$353,000	\$79,000
" 8...	492,530 67	14,000	19,000	404,000	54,000
" 10...	424,096 19	15,000	19,000	343,000	47,000
" 11...	544,347 52	19,000	29,000	444,000	51,000
" 12...	446,270 54	10,000	19,000	309,000	108,000
" 13...	455,869 99	25,000	39,000	339,000	52,000
Total.	\$2,835,366 33	\$99,000	\$148,000	2,192,000	\$391,000

A LESS FAVORABLE TRADE STATEMENT.

The belated return of our foreign trade for the month of July, issued this week by the Bureau of Statistics, does not accord with expectations. To be sure, the excess of imports is much smaller than in June, but it was not thought there would be any such excess. Besides, though the balance against us is also smaller than it was in the corresponding period a year ago—in July, 1883, the excess of imports was \$4,466,589, while in July, 1882, it was \$11,187,337—the exhibit is disappointing in that the reduction was effected entirely through a diminution in the volume of imports, exports indeed being over 2 millions smaller than in July, 1882, when they were 8½ millions below 1881 and 16½ millions below 1880. The following will show the export and import movement at each of the

six leading ports—both for July and the seven months of the year to July 31, in 1883 and 1882.

EXPORTS AND IMPORTS OF MERCHANDISE AT U. S. PORTS.

Exports (Domestic and Foreign.)	1883.		1882.	
	July.	Since Jan. 1.	July.	Since Jan. 1.
New York.....	\$ 29,761,979	\$ 262,419,338	\$ 29,874,674	\$ 187,643,453
New Orleans.....	2,403,258	53,248,137	2,008,231	38,830,144
Baltimore.....	2,988,760	28,705,153	3,434,804	17,648,544
Boston, &c.....	5,352,552	38,752,771	4,665,312	33,427,405
Philadelphia.....	3,030,511	22,826,392	2,401,045	18,674,482
San Francisco.....	1,806,090	21,687,899	3,254,085	27,801,812
All other ports.....	7,050,944	82,962,626	8,979,360	72,942,467
Total.....	52,394,094	450,602,316	54,617,541	396,968,307
Imports.				
New York.....	\$ 38,912,815	\$ 279,644,690	\$ 45,288,980	\$ 304,289,553
New Orleans.....	527,614	13,319,137	706,482	6,976,378
Baltimore.....	1,010,355	7,969,605	1,267,626	8,285,703
Boston, &c.....	6,598,887	45,821,002	6,416,631	46,792,638
Philadelphia.....	3,298,582	20,702,233	3,167,696	21,456,839
San Francisco.....	3,141,550	25,030,126	4,733,107	25,267,698
All other ports.....	3,370,880	24,499,093	4,224,446	31,523,865
Total.....	56,860,683	408,985,886	65,804,878	447,592,674

The smaller volume of imports is of course an encouraging feature. The total for July is \$56,860,683, against \$65,804,878 in July, 1882, a falling off of almost nine millions. There is also a large falling off as compared with the month immediately preceding, when the total reached \$61,791,422, and this confirms our remark made when the figures were first published that the latter total was merely the result of the changes in the tariff law. The present movement appears to be more nearly in accord with the existing condition of trade, and as, with the exception of that for June, the totals have now shown a large decrease for six months past, there would seem reason for believing that we are gradually settling down to that basis of lower imports which many believed inevitable long ago.

In this connection it may be interesting to refer to some of the recent changes in the totals of the stocks of goods remaining in the warehouses. With the passage of the new tariff, and the abolition of duties on some articles and the reduction on others, there was an increase of goods in bond awaiting the operation of these provisions of the new law. To show how pronounced this tendency was, we need only say that while on the 1st of December last year the value of the goods in the warehouses was a little less than 28 millions, on the 1st of June, 1883, the value was over 50 millions. Some parts of the law went into operation on the latter day, so that a small reduction from the highest total was noted in the succeeding statement, but as most of the provisions did not take effect until the 1st of July, it was not until after that date that stocks began to decline materially; in the 30 days following they were reduced to \$39,987,305. As the total now stands it is not materially different from that of August 1, 1882, or 1881. On the latter day it was \$39,285,740, and on August 1, 1882, it was \$38,295,777. In the summer months stocks in bond are usually largest, merchants being engaged in preparing for the fall trade; consequently up to about the 1st of December it is probable that the withdrawals will continue to be in excess of the entries. The following table will show the fluctuations in this particular for a year past.

STOCKS OF GOODS REMAINING IN WAREHOUSES.

Aug. 1, '82.....	\$38,295,777	Mar. 1, '83.....	\$33,404,283
Sept. 1, '82.....	34,337,885	April 1, '83.....	35,471,813
Oct. 1, '82.....	31,050,684	May 1, '83.....	42,023,611
Nov. 1, '82.....	28,078,565	June 1, '83.....	50,244,779
Dec. 1, '82.....	27,917,622	July 1, '83.....	48,546,473
Jan. 1, '83.....	31,245,800	Aug. 1, '83.....	39,987,305
Feb. 1, '83.....	32,046,900		

As to the exports, the smaller total is due altogether to the great falling off in the breadstuffs movement. Last July this movement reached 16½ millions, while in the present year it amounted to only about 10 millions, and would have been materially less except for a large increase in the corn shipments—to such small proportions were the wheat exports reduced. The provisions shipments, on the other hand, show an increase of nearly 4 million dollars, which is a very encouraging fact, for, considering the state of

prices and probable supplies, there would appear to be a strong probability that this gain will continue for some time to come. At any rate, larger provisions exports in the present fiscal year can be very confidently depended upon. In the cotton shipments there was some falling off in quantity in July, and probably a still larger falling off in value, as prices were from 2 to 3 cents lower. In petroleum, the month's exports record a decrease of about a million dollars. The following table exhibits the breadstuffs and provisions exports from each port.

EXPORTS OF BREADSTUFFS AND PROVISIONS FROM LEADING PORTS.

Breadstuffs.	1883.		1882.	
	July.	Since Jan. 1.	July.	Since Jan. 1.
	\$	\$	\$	\$
New York.....	4,680,419	39,039,667	8,107,332	36,047,934
New Orleans.....	285,829	6,062,404	300,012	1,103,373
Baltimore.....	1,851,714	15,177,216	2,497,975	8,091,636
Boston.....	897,623	8,336,254	838,694	5,796,726
Philadelphia.....	592,477	7,047,301	585,959	2,721,333
San Francisco.....	939,361	14,445,538	1,895,975	19,816,639
Other ports.....	892,169	5,250,152	2,243,222	7,746,937
Total.....	10,179,597	95,328,532	16,468,269	81,324,578
<i>Provisions, &c.</i>				
New York.....	8,292,169	44,906,507	5,968,324	40,730,183
New Orleans.....	6,021	55,329	2,545	36,922
Baltimore.....	160,916	1,092,308	44,657	530,761
Boston.....	2,078,562	9,931,643	1,721,236	9,859,422
Philadelphia.....	742,477	5,081,830	325,134	5,168,545
San Francisco.....	35,683	251,859	33,398	207,367
Other ports.....	1,565,337	4,075,133	881,384	2,860,668
Total.....	12,882,165	65,397,609	8,976,678	59,684,868

In the individual items of the breadstuffs exports, there is nothing to attract attention except the continued increase in corn over a year ago, and the most remarkable decline in the shipments of wheat. The flour exports do not differ materially in the two years, but of wheat only 3 1/2 million bushels went out in July, 1883, against nearly 10 1/2 million bushels in July, 1882. Subjoined are the figures.

EXPORTS OF BREADSTUFFS IN JULY AND SINCE JANUARY 1.

July.	Quantity.		Value.	
	1883.	1882.	1883.	1882.
			\$	\$
Barley.....bush.	51,147	11,251	37,189	7,025
Corn.....bush.	4,876,291	345,558	2,885,365	292,227
Corn-meal.....bbls.	23,880	22,331	77,166	85,081
Oats.....bush.	39,239	14,342	19,345	9,020
Rye.....bush.	415,869	73,969	280,150	61,448
Wheat.....bush.	3,752,486	10,484,261	4,149,326	12,961,106
Wheat-flour.....bbls.	486,533	487,384	2,731,956	3,052,362
Total.....			10,179,597	16,468,269
<i>Since Jan. 1.</i>				
Barley.....bush.	217,241	60,269	146,408	46,477
Corn.....bush.	39,730,280	10,525,251	26,299,189	7,946,126
Corn-meal.....bbls.	162,521	133,106	518,101	493,653
Oats.....bush.	149,266	131,532	84,291	80,429
Rye.....bush.	1,786,388	695,102	1,337,942	642,784
Wheat.....bush.	33,094,537	43,347,989	37,782,830	51,376,969
Wheat-flour.....bbls.	5,021,139	3,376,334	29,138,771	20,733,140
Total.....			95,328,532	81,324,578

As we remarked in reviewing the June statement, the provisions figures give evidence that in those articles we have passed the lowest point, and henceforth may expect an improvement in the totals. In June there were one or two articles that still lagged behind, but in July every single item, either of provisions or dairy products, shows an increase, which in many cases is very marked indeed. This will appear from the following table, furnishing details.

EXPORTS OF PROVISIONS, &c., IN JULY AND SINCE JANUARY 1.

July.	Pounds.		Value.	
	1883.	1882.	1883.	1882.
			\$	\$
Beef, fresh and salted.....	11,706,398	3,125,316	1,084,164	319,278
Bacon and hams.....	29,156,046	22,569,813	3,168,038	2,783,949
Lard.....	44,715,430	20,856,493	4,516,054	2,691,238
Pork.....	6,096,636	2,427,377	518,248	256,850
Tallow.....	5,218,317	2,080,810	410,697	188,468
Butter.....	2,171,674	756,410	362,269	153,515
Cheese.....	27,885,014	24,123,121	2,822,695	2,673,380
Total.....			12,882,165	8,976,678
<i>Since Jan. 1.</i>				
Beef, fresh and salted.....	89,722,425	53,951,722	8,798,357	5,053,858
Bacon and hams.....	232,309,280	234,655,088	25,111,023	24,562,462
Lard.....	154,457,179	140,220,127	16,970,185	16,365,559
Pork.....	38,843,112	40,953,331	2,674,057	3,701,095
Tallow.....	30,407,320	27,995,772	2,483,179	2,335,447
Butter.....	10,294,394	4,233,688	1,818,602	852,127
Cheese.....	60,715,519	62,213,206	6,542,206	6,814,320
Total.....			65,397,609	59,684,868

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

Railroad earnings for August show better results than for July, and considering the unsatisfactory state of general business, make a pretty favorable exhibit. The ratio of increase is not very large—only about 8 per cent—but the gains are so well distributed that out of seventy-one roads in our table there are only about a dozen that report any falling off from a year ago. It should be remembered, too, that the increase is continuous, August having for several years past recorded uninterrupted improvement. In August, 1882, our table, containing fifty-one roads, exhibited a total 10 per cent above the same month of the previous year, and this was on earnings of 1881 about 23 per cent above 1880, which in turn were 31 per cent above those of 1879. Thus the gains this year and last, though apparently only of small ratio, derive significance by reason of the heavy improvement made in the earlier years. There has been a free movement of corn this season, which tended to swell receipts in certain sections, but some of the roads most benefitted by this—notably the Burlington & Quincy—are not in our list; and besides, the corn movement appears large only in contrast with the very small total of 1882, for if we compare with 1881, we find a contraction of fully one-third. This is important chiefly as affirming that the constant improvement in earnings is not mainly or solely to be ascribed to heavier grain receipts. Following is our usual table.

GROSS EARNINGS AND MILEAGE IN AUGUST.

Name of road.	Gross Earnings.			Mileage.	
	1883.	1882.	Increase or Decrease.	1883.	1882.
	\$	\$	\$		
Ala. Gt. Southern.....	90,219	73,791	+16,428	296	296
Burl. Ced. Rap. & Nc.	232,522	224,921	+7,601	690	620
Canadian Pacific.....	576,310	261,799	+314,511	1,701	789
Central Iowa.....	120,333	97,550	+22,783	401	276
Central Pacific.....	2,282,000	2,350,557	-68,557	3,003	3,080
Chesapeake & Ohio.....	382,114	381,454	+660	512	512
Eliz. Lex. & Big San.	71,301	51,261	+17,040	130	130
Chicago & Alton.....	861,169	856,398	+4,771	847	847
Chic. & Eastern Ill.....	159,187	170,380	-11,193	240	240
Chic. & Gr. Trunk.....	222,729	158,784	+63,945	335	335
Chic. Milw. & St. Paul.	1,851,000	1,545,198	+305,802	4,550	4,353
Chicago & Northwest.	2,453,000	2,211,622	+241,378	3,600	3,324
Chic. St. P. Minn. & O.	480,400	422,718	+57,682	1,170	1,012
Chic. & West Mich.....	145,750	125,722	+20,028	410	371
Cin. Ind. St. L. & Ch.	242,691	237,496	+5,195	363	363
Cin. N. O. & Tex. Pac.	241,133	228,334	+12,799	336	336
Cleve. Ak. & Col.....	51,279	42,687	+8,592	144	144
Denv. & Rio Grande.....	582,000	566,000	+16,000	1,295	1,116
Des Moines & Ft. D.*	22,792	20,885	+1,907	143	87
Detroit Lans'g & No.	150,020	131,659	+18,361	225	225
Eastern.....	304,301	278,438	+25,863	283	253
East Tenn. Va. & Ga.	341,639	289,287	+52,352	1,100	900
Evansv. & T. Haute.....	83,753	95,476	-11,723	146	146
Flint & Pere Marq.....	203,805	166,157	+37,648	347	347
Flor. Cent. & West'n.	32,094	31,039	+1,055	234	234
Flor. Tran. & Penin'.	21,487	18,835	+2,652	243	243
Grand Trunk of Can. §	1,382,703	1,310,838	+71,865	2,322	2,322
Gr. Bay Win. & St. P.	30,935	30,697	+238	225	219
Gulf Col. & Santa Fe	146,162	97,964	+48,198	534	482
Hannibal & St. Jos.....	262,948	262,200	+748	292	292
Houston E. & W. Tex.	30,324	25,543	+4,781	135	88
Illinois Central (Ill.)..	645,155	686,844	-41,689	928	919
Do (Iowa lines).....	152,701	160,532	-7,831	402	402
Do (South. Div.).....	281,883	236,585	+45,298	578	578
Ind. Bloom. & West.....	319,713	278,817	+40,896	684	684
Lake Erie & Western.....	148,745	169,715	-20,970	385	385
Little Rk. M. R. & Tex.	25,013	21,611	+3,402	170	154
Little Rock & Ft. S....	36,626	34,610	+2,016	168	168
Long Island.....	352,787	357,916	-5,129	352	352
Louisville & Nashv.....	1,230,903	1,043,911	+186,992	2,066	2,028
Marq. Hough. & On.....	167,871	166,402	+1,469	103	103
Memphis & Char'ton.....	102,478	80,565	+21,913	330	330
Milw. L. Sh. & West.....	96,200	71,788	+24,412	326	276
Missouri Pacific.....	953,517	993,738	-40,221	996	996
Central Branch.....	141,665	93,391	+48,274	385	388
Intern'l & Gt. No.....	297,836	298,070	-234	825	775
Mo. Kan. & Texas.....	710,418	625,423	+84,995	1,386	1,296
St. L. Iron Mt. & So.	747,710	675,981	+71,729	905	795
Texas & Pacific.....	546,556	452,153	+94,403	1,487	1,412
Mobile & Ohio.....	157,950	137,475	+20,475	528	528
Nashv. Chat. & St. L.	216,658	189,787	+26,871	550	550
Norfolk & Western.....	204,896	179,562	+25,334	502	428
Shenandoah Valley.....	90,169	58,204	+31,965	239	239
Northern Pacific.....	1,016,650	727,215	+289,435	1,927	1,298
Ohio Central.....	111,664	84,195	+27,469	212	212
Ohio Southern.....	40,157	33,433	+6,724	128	128
Peo'ia Dec. & Evansv.....	76,481	75,723	+758	254	254
Rich. & Danville.....	317,594	296,717	+20,877	757	757
Char. Col. & Aug.....	58,784	48,294	+10,490	337	303
Columbia & Gr'v.....	49,204	45,108	+4,096	291	294
Virginia Midland.....	175,860	143,491	+32,369	353	353
West. No. Carolina.....	44,957	30,731	+14,226	190	190
St. L. A. & T. H. m. line.	128,082	166,637	-38,555	195	195
Do do (branches).....	71,440	83,327	-11,887	138	121
St. Louis & Cairo.....	39,583	32,558	+7,025	146	146
St. Louis & San Fran..	369,520	381,637	-12,117	726	661
St. Paul & Duluth.....	139,450	104,568	+34,882	208	203
St. Paul Minn. & Man.	629,613	801,759	-172,146	1,324	1,020
Union Pacific.....	2,652,000	2,770,000	-118,000	4,332	3,720
Vicksb. & Meridian.....	32,204	27,571	+4,633	144	144
Wab. St. Louis & Pac.	1,779,541	1,772,541	+7,000	3,518	3,348
Total.....	29,451,634	27,333,367	+2,118,267	55,736	51,185

* Three weeks only of August in each year. † For 23 days of August. § For the four weeks ended Sept. 1.

Northwestern roads again lead all others in amount of increase, but in point of actual improvement first place we think should rather be given to Southwestern roads; for the former last year in many cases suffered a reduction, while the latter at that time recorded very heavy gains. Still, Northwestern roads have done something more than merely recover last year's losses. Thus the Chicago & Northwestern gains \$241,378, though it lost only \$103,542 in August, 1882, and the St. Paul gains \$305,802, though it had lost only \$133,163, while the St. Paul & Omaha gains \$57,682, after having gained \$45,821 a year ago. The St. Paul Minneapolis & Manitoba, of course, with its large decrease, occupies an exceptional position among Northwestern roads, even as it did in 1882 with its heavy increase, but the falling off in the immigration movement and the competition of the Canadian Pacific readily account for that. Among other Northwestern roads, the Burlington Cedar Rapids & Northern has a small increase this year, after a similar increase last year, the Central Iowa a gain of \$22,783 on a loss of about \$3,500 in 1882, while the St. Paul & Duluth continues its uninterrupted upward movement. The latter reports earnings this year of \$139,450, against only \$73,002 in 1881, a gain of over 90 per cent in two years, during which time mileage has been increased only 24 miles. The influence of the grain movement on all these Northwestern roads, as well as on Western roads will appear from the subjoined table of the receipts of flour and grain at the leading lake and river ports for the four weeks ended September 1st this and last year.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDED SEPTEMBER 1.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago—						
1883	202,733	1,676,167	8,680,453	3,704,061	69,019	897,930
1882	143,722	2,684,389	4,095,489	3,669,879	29,364	195,611
Milwaukee—						
1883	166,395	307,358	111,200	100,140	35,346	58,562
1882	157,257	238,450	58,105	197,180	16,105	14,915
St. Louis—						
1883	126,084	3,007,589	1,163,415	570,485	23,445	26,439
1882	203,012	3,285,672	717,510	1,546,741	6,025	46,669
Toledo—						
1883	16,342	3,847,597	425,913	201,198	.....	79,538
1882	2,947	2,410,330	297,347	278,628	.....	4,602
Detroit—						
1883	11,872	600,480	76,653	119,019	273	1,165
1882	6,262	387,554	12,715	101,434	.....	.....
Cleveland—						
1883	9,181	572,841	42,364	238,800	.....	500
1882	6,363	477,497	14,115	64,968	2,325	1,025
Peoria—						
1883	4,682	50,972	907,620	1,593,480	24,000	117,250
1882	2,999	33,100	600,900	1,241,250	45,650	71,575
Duluth—						
1883	80,000	19,661	40,637	.....	.....	.....
1882	26,500	160,322	12,000	10,000	.....	.....
Total of all						
1883	617,289	10,082,665	11,448,255	6,527,183	151,083	1,181,384
1882	554,062	9,677,314	5,807,281	7,110,080	99,469	334,397
1881	683,652	7,949,929	18,616,890	3,481,724	335,490	444,956

The large increase in the receipts of corn at Chicago will attract attention. The movement is double that of last year, though still one-third less than in 1881. It is to Chicago chiefly that Northwestern roads carry. Yet it is not likely that the increase there in corn this year counted for much with the roads detailed above, since they lie too far north to embrace the corn belt. Some of them might share to an extent in the movement from Iowa, but it is more probable that roads like the Burlington & Quincy and the Rock Island would, from their position, secure the bulk of it. But if Northwestern roads were not much affected from this cause, neither were they, it is likely, affected by the decrease in wheat which is shown at Chicago. Chicago last year, it will be remembered, for a time sprang into prominence as a market for winter wheat, though ordinarily it figures mainly as a centre for spring wheat. The winter wheat came from points in Illinois and other tributary States, some from as far south as Tennessee, where the crop was excellent. As this year the conditions were materially dif-

ferent—by reason of the large stocks carried over from the previous crop, and the reduced yield in the very States that in 1882 furnished the bulk of supplies—it would seem that it must be in this particular that the falling off in receipts occurred. In confirmation of this theory, we have not only the uniformly good returns of Northwestern roads—carrying only spring wheat—but also the decline in the earnings of such roads as the Illinois Central main line, the Chicago & Eastern Illinois, and the Evansville & Terre Haute, all of which last year gained through the extraordinary movement of winter wheat then in progress. The Peoria Decatur & Evansville, in much the same territory, has a small increase this year, but the road lost \$10,500 in 1882, and, besides, Peoria does not, as the above table will show, get much wheat—the augmentation in its grain movement was rather in corn and oats.

A word as to the receipts of wheat at St. Louis and Toledo. It will be noticed that the totals at both points are heavy, not only in themselves, but as compared with last year, when they were thought to be exceptionally large. The explanation will be found if we take these August figures in conjunction with those for July published a month ago. The July receipts of wheat (winter variety), it will be remembered, were very small indeed, and one of the main causes for this was the backwardness of the crop, the grain not maturing until many weeks later than last year. This fact, which tended to reduce the movement in July, operated to increase it in August, much of the early wheat, instead of moving, as last year, in the former month, coming forward in the latter month. Hence it is that Toledo received 3,847,597 bushels this year, against only 2,410,330 bushels in August, 1882, and against only a little over two millions in 1881. St. Louis received a little less this August than last, but that is of little consequence, considering that in 1882 it just about doubled its movement of 1881. The main point to be borne in mind in this connection would seem to be that the movement of winter wheat in August in the district tributary to these ports, was, for the reason stated, exceptional this year, and cannot therefore be accepted as offering any positive guide for the future.

The Wabash, having a line to Toledo, probably received some benefit from the heavier movement of wheat at that point, and very likely also gained in corn (on its lines in the corn-raising States), so it is easy to understand how it has not only maintained the increase of \$229,706 established in August, 1882, but slightly improved upon the same. The roads that connect Chicago with Kansas City and points beyond, where the crop prospects are excellent and where, consequently, farmers have been freely sending their produce to market, all appear to be doing well. For instance, the Chicago & Alton has earnings of \$861,169 this year, against \$856,398 in 1882, and only \$769,751 in 1881. The Hannibal & St. Joseph has a small increase on earnings of last year over \$50,000 above those of August, 1881. In the St. Louis Alton & Terre Haute we have a line running east from St. Louis, and that does not make a favorable showing, though to its full extent, it should be said, the decrease merely offsets the gain of a year ago. But on the lines running west and southwest from St. Louis the returns, as already intimated above, are most satisfactory. The St. Louis & San Francisco loses \$12,000 of the \$95,000 added to receipts in August, 1882, but the roads in the Gould system make continuous gains, which in many cases are noteworthy. Thus the Missouri Pacific has further swelled its earnings this year \$44,000, after having gained over \$249,000 in 1882; the Missouri Kansas & Texas adds \$85,000 to its gain of \$111,000, the Iron Mountain \$71,000 to its gain of

\$31,000, and the Texas & Pacific \$94,000 to its gain of \$71,000. The International & Great Northern has a decrease, but it is merely nominal in amount. The Gulf Colorado & Santa Fe in the same State is augmenting its earnings rapidly.

Hardly second to the Southwestern roads in point of improvement stand the roads of the South—indeed, some of these make even more striking gains. The Louisville & Nashville gains \$186,989, after having gained \$167,718 in August, 1882. This is an increase of over 40 per cent, during which time mileage has risen 226 miles, or about 12 per cent. The East Tennessee gains \$52,000 in addition to the \$35,000 gained in 1882. Its mileage has increased 200 miles, to 1,100. The Memphis & Charleston lost about \$10,800 in 1882, but gains double that amount this year. The Mobile & Ohio has a gain this year not quite equal to its loss of a year ago. The Norfolk & Western, like its connecting line, the East Tennessee, records continuous gains, as do also the Richmond & Danville lines in quite a marked degree. The Cincinnati Southern and Alabama Great Southern likewise keep climbing upward. The cotton movement is not much of an influence in August, but to show the receipts of the staple at the leading Southern ports we give below our usual table. Galveston and New Orleans exhibit, comparatively speaking, quite an increase over 1882, and the gain at the latter point explains in great measure the improvement in the earnings of the Southern line of the Illinois Central. There is a small loss at Norfolk, but, as we have already seen, the roads running to that point record large gains in earnings despite that fact.

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

	1883.	1882.	Difference.
Galveston.....bales.	24,861	15,763	Inc.... 9,098
Indianola, &c.....	2,070	1,390	Inc.... 680
New Orleans.....	10,397	3,271	Inc.... 7,126
Mobile.....	776	451	Inc.... 325
Florida.....	56	40	Inc.... 16
Savannah.....	7,006	8,167	Dec.... 1,161
Brunswick, &c.....			
Charleston.....	2,123	2,454	Dec.... 331
Port Royal, &c.....	96	13	Inc.... 83
Wilmington.....	325	529	Dec.... 204
Morehead City, &c.....	206	322	Dec.... 116
Norfolk.....	3,239	4,898	Dec.... 1,659
West Point, &c.....	429	1,126	Dec.... 697
Total.....	51,584	38,424	Inc.... 13,160

The Pacific roads make fairly good exhibits. The Northern Pacific, of course, with the heavy additions to its mileage, keeps enlarging its earnings. The Central Pacific reports a decrease of \$68,000, but it should be remembered that last August it gained \$262,000. The Union Pacific loses its increase of a year ago, but then in 1881 the earnings were exceptionally heavy, there having been an increase in that year of over \$700,000 on 1880. The Canadian Pacific is doubling its receipts as well as its mileage, and attention is called to the fact that notwithstanding the large addition of new mileage, the earnings per mile are rising rather than falling. The Atchison Topeka & Santa Fe figures have not yet come to hand, but it is reported that the earnings are about the same as in August, 1882.

We have none of the large trunk lines in our list, but the Grand Trunk of Canada and its Chicago connection—the Chicago & Grand Trunk—keep steadily augmenting their receipts. Among roads that compete to some extent for trunk-line traffic, the Lake Erie & Western loses \$21,000 this year, after having gained slightly in 1882, while the Indiana Bloomington & Western has an unbroken gain.

For the first eight months of the year the statement is quite satisfactory. The percentage of gain is somewhat heavier than for August, some of the earlier months having been more favorable in this respect than the later

ones. There are but 16 lines (out of 69) that make a poorer showing than a year ago, and the aggregate decrease on these is only \$2,128,663, against an increase of \$18,030,623 on the remaining roads. The Central Pacific falls behind most, but that road had large gains a year ago, so that its receipts are still much better than in 1881. The Union Pacific, on the other hand, is now close on to the total of 1882, which was pretty nearly \$400,000 above that of 1881. The decrease on such roads as the Illinois Central main line, the Chicago & Eastern Illinois, the Evansville & Terre Haute, the Cincinnati Indianapolis St. Louis & Chicago, the Peoria Decatur & Evansville, and the Alton & Terre Haute, is probably traceable almost entirely to a smaller supply of grain traffic, either of wheat or of corn, or of both. The falling off on the Marquette Houghton & Ontonagon road reflects the depression in the mining industry in the northern peninsula of Michigan. As to this road, it is to be said, that August showed some signs of improvement in the mining business, and that the company's earnings for that month are consequently the largest ever made in that period of the year. The following is our usual table, giving earnings of each individual road, for the eight months this year and last.

GROSS EARNINGS FROM JANUARY 1 TO AUGUST 31.

Name of Road.	1883.	1882.	Increase.	Decrease.
	\$	\$	\$	\$
Alabama Gt. Southern ..	637,823	497,380	140,443	.....
Burl. Cedar Rap. & No...	1,709,367	1,714,597	.....	5,230
Canadian Pacific.....	3,335,922	1,440,813	1,895,109	.....
Central Iowa.....	799,130	735,288	63,842	.....
Central Pacific.....	15,850,125	16,583,176	.....	733,051
Chesapeake & Ohio.....	2,514,181	2,097,360	416,821	.....
Eliz. Lex. & Big Sandy	451,366	305,401	145,965	.....
Chicago & Alton.....	5,382,704	4,993,148	389,556	.....
Chic. & Eastern Illinois.	1,072,612	1,134,501	.....	61,889
Chicago & Gr. Trunk....	1,862,365	1,339,783	522,582	.....
Chicago Milw. & St. Paul	14,370,000	12,147,354	2,222,646	.....
Chicago & Northwest....	15,512,815	14,886,820	625,995	.....
Chic. St. P. Minn. & Omaha.	3,263,599	3,011,194	252,405	.....
Chicago & West Mich....	1,020,617	957,310	63,307	.....
Cin. Ind. St. L. & Chic...	1,596,968	1,647,149	.....	50,181
Cin. N. O. & Texas Pac...	1,625,565	1,631,869	.....	6,304
Cleve. Ak. & Col.....	345,693	317,603	28,090	.....
Denver & Rio Grande....	4,178,500	4,167,599	10,901	.....
Des Moines & Ft. Dodge*	184,426	216,511	.....	32,085
Detroit Lansing & No...	1,016,330	1,034,570	.....	18,240
East Tenn. Va. & Ga....	2,489,713	1,942,705	547,008	.....
Eastern*.....	2,276,695	2,111,190	165,505	.....
Evansv. & T. Haute.....	478,559	583,499	.....	104,940
Flint & Pere Marquette..	1,646,891	1,366,827	280,064	.....
Fla. Cent. & Western....	230,611	258,119	.....	2,522
Florida Tran. & Penin*..	302,715	252,861	49,854	.....
Grand Tr. of Canada....	11,446,705	10,582,696	864,009	.....
Green Bay Win. & St. P..	249,145	237,181	11,964	.....
Gulf Col. & Santa Fe.*..	1,149,417	679,883	469,534	.....
Hannibal & St. Joseph..	1,611,319	1,397,000	214,319	.....
Houst. E. & W. Texas....	199,935	169,214	30,721	.....
Ill. Central (Il. line)...	4,197,812	4,473,975	.....	276,163
Do (la. leased lines).	1,230,638	1,214,547	16,091	.....
Southern Division.....	2,465,760	2,015,590	450,170	.....
Indiana Bloom. & West..	1,924,843	1,634,601	290,242	.....
Little Rock & Fort Smith	314,110	255,967	58,143	.....
Little Rk. M. R. & Tex...	229,375	155,419	73,956	.....
Long Island.....	1,829,691	1,688,881	140,810	.....
Louisville & Nashville..	8,745,583	7,915,804	829,779	.....
Marq. Houghton & Ont..	570,228	813,814	.....	243,586
Memphis & Charleston..	755,597	641,506	114,091	.....
Milw. L. Shore & West'n.	643,350	548,324	95,026	.....
Missouri Pacific.....	5,830,811	4,858,325	972,486	.....
Central Branch.....	910,912	533,663	377,249	.....
Int. & Gt. North.....	2,333,975	2,012,234	321,741	.....
Mo. Kansas & Texas....	4,618,499	3,755,083	863,416	.....
St. L. Iron Mt. & So....	4,812,000	4,422,803	389,197	.....
Texas & Pacific.....	3,920,853	2,964,792	956,061	.....
Mobile & Ohio.....	1,258,605	1,151,596	107,009	.....
Nashv. Chatt. & St. L...	1,514,115	1,357,605	156,510	.....
Norfolk & Western.....	1,633,518	1,396,056	237,462	.....
Northern Pacific.....	5,347,754	4,080,599	1,267,155	.....
Ohio Central.....	683,191	627,572	55,619	.....
Ohio Southern.....	262,167	230,969	31,198	.....
Peoria Dec. & Evansville.	454,179	516,021	.....	61,842
Richmond & Danville...	2,354,682	2,215,715	138,967	.....
Charl. Col. & Aug.....	499,348	421,903	77,445	.....
Col. & Greenville.....	451,095	415,527	35,568	.....
Virginia Midland.....	1,051,894	914,949	136,945	.....
West. Nor. Carolina....	221,874	146,441	75,433	.....
St. L. A. & T. H. main line	882,528	908,722	.....	26,194
Do do (branches)....	519,507	552,202	.....	32,695
St. Louis & Cairo.....	247,743	236,718	11,025	.....
St. Louis & S. Francisco.	2,346,512	2,214,099	132,413	.....
St. Paul & Duluth.....	802,647	621,771	180,876	.....
St. Paul Minn. & Man....	5,154,921	5,286,038	.....	131,167
Union Pacific.....	18,632,766	18,755,278	.....	122,512
Vicksburg & Meridian...	294,490	269,109	25,381	.....
Wabash St. L. & Pac....	10,380,045	10,602,629	.....	222,584
Total.....	199,159,461	183,267,501	18,030,623	2128,663
Net increase.....			15,901,960	.....

* Three weeks only of August in each year.

† January 1 to August 28.

Net earnings for July and the first seven months of the year are generally favorable. The large gains in net on the Atchison we have already alluded to in a previous issue. The Burlington & Quincy likewise reports heavy

gains. The larger corn movement from along its lines favors it this year. The Pennsylvania figures are not satisfactory, but were reviewed at length some weeks ago. The Northern Central, too, a Pennsylvania line, shows some falling off in July in net, but last year the total was exceptionally large. For four years past the July net are: 1883, \$176,629; 1882, \$204,397; 1881, \$63,263; 1880, \$161,524. The Philadelphia & Reading has a further loss on the Coal Company, and also exhibits a small loss on the Railroad if we allow for the Central New Jersey, whose operations are embraced this year but were not included last. The Union Pacific deserves particular mention. The approximate figures of gross for July exhibited a small decrease, but the actual figures now published make a gain of \$362,752, of which only \$131,828 was covered by expenses, so that the net this year are \$230,924 greater than in July, 1882. Still it is not to be forgotten that the loss last year, on 1881, was \$341,000. For the seven months net are now \$508,578 above the corresponding period of 1882, while the total last year was over \$375,000 in excess of that for 1881. Some minor roads, like the Ogdensburg & Lake Champlain, Rome Watertown & Ogdensburg, and West Jersey, are comprised in our list, and these all render a satisfactory accounts of themselves. Most encouraging, however, are the exhibits of Southern roads, which almost without exception record handsome gains. Conspicuous among these are the Chesapeake & Ohio, with its connecting line the Elizabethtown Lexington & Big Sandy; the Norfolk & Western, the Louisville & Nashville, the Nashville Chattanooga & St. Louis, and all the Richmond & Darville lines. The following table embraces all railroads from which monthly returns can be obtained.

GROSS AND NET EARNINGS TO LATEST DATES.

NAME.	July.			Jan. 1 to July 31.	
	Gross Earnings	Operating Expenses	Net Earnings	Gross Earnings	Net Earnings
Atch. Top. & Santa Fe...1883	1,167,987	486,000	681,897	7,842,029	4,665,712
Do do do...1882	1,117,093	618,902	498,192	7,951,352	2,875,878
Kan. City Law. & So...1883	157,723	71,617	86,106	852,074	430,977
Do do do...1882	137,410	54,874	82,536	693,127	292,332
Burl. Cedar Rap. & No...1883	195,980	135,279	60,710	1,476,845	384,454
Do do do...1882	198,276	140,004	57,672	1,489,676	481,829
Central of Georgia...1883	171,806	165,914	5,892	1,591,390	366,020
Do do do...1882	165,914	142,046	23,868	1,458,449	83,959
Chesapeake & Ohio...1883	235,298	207,573	27,725	2,130,067	663,398
Do do do...1882	316,787	299,584	17,203	1,715,966	442,431
Chic. Burl. & Quincy...1883	1,824,705	1,039,751	784,954	13,229,998	6,166,591
Do do do...1882	1,925,096	873,820	1,051,276	10,780,211	4,641,098
Des Moines & Ft. D...1883	25,227	19,000	6,227	161,634	24,651
Do do do...1882	23,598	24,615	def. 1,017	195,626	58,792
Eliz. Lex. & Big Sandy...1883	63,435	34,312	29,123	380,032	141,337
Do do do...1882	51,666	31,441	20,225	251,137	107,137
Louisv. & Nashv...1883	1,139,340	687,016	452,324	7,514,683	2,916,979
Do do do...1882	1,063,765	686,984	376,781	7,184,661	2,694,166
Norfolk & Western...1883	219,188	122,216	96,972	1,428,622	598,908
Do do do...1882	191,535	106,793	84,742	1,216,494	489,292
Northern Central...1883	474,524	297,845	176,679	3,419,138	1,254,183
Do do do...1882	484,534	289,137	195,397	3,072,245	1,027,274
Ogdensb. & L. Champl'n...1883	61,900	42,300	19,600	19,600	19,600
Do do do...1882	60,400	46,700	13,700	13,700	13,700
Penn. (all lines east of Pitts. & Erie)...1883	4,130,950	2,638,216	1,492,734	28,483,529	10,011,569
Do do do...1882	4,149,150	2,592,057	1,647,093	26,799,997	9,837,215
Phila. & Erie...1883	329,032	213,715	115,317	2,272,370	807,436
Do do do...1882	377,266	216,232	161,034	2,102,370	734,490
Philadelp'a & Reading*...1883	2,979,094	1,539,672	1,439,422	13,944,954	6,066,805
Do do do...1882	2,026,459	1,031,827	994,632	11,557,955	4,809,571
Phila. & Read. C. & Iron...1883	1,439,747	1,374,822	64,925	8,611,554	141,982
Do do do...1882	1,422,331	1,308,656	113,675	7,694,724	372,810
Rome Wat. & Ogdensb...1883	141,956	90,278	51,678	51,678	51,678
Do do do...1882	148,287	114,078	34,209	34,209	34,209
Union Pacific...1883	2,597,806	1,351,877	1,245,929	15,980,766	7,471,641
Do do do...1882	2,205,054	1,220,049	985,005	15,985,278	6,963,063
West Jersey...1883	178,147	88,626	89,521	656,092	251,994
Do do do...1882	164,888	78,292	86,596	579,656	255,801

NAME.	August.			Jan. 1 to Aug. 31.	
	Gross Earnings	Operating Expenses	Net Earnings	Gross Earnings	Net Earnings
Houst. E. & W. Texas...1883	30,324	9,831	20,493	199,935	122,512
Do do do...1882	25,543	.....	.....	169,214	.....
Nash. Chat. & St. Louis...1883	216,658	105,314	111,344	1,514,115	688,801
Do do do...1882	189,787	112,187	77,600	1,357,005	573,024
Richmond & Danville...1883	317,591	202,379	115,212	2,354,682	974,200
Do do do...1882	293,717	188,031	105,686	2,215,715	639,821
Char. Col. & Augusta...1883	58,788	38,423	20,365	429,951	206,411
Do do do...1882	48,296	38,358	9,938	421,905	81,123
Columb. & Greenville...1883	49,295	40,572	8,723	451,094	131,539
Do do do...1882	45,109	42,166	2,943	415,528	51,584
Virginia Midland...1883	175,860	79,372	96,488	1,051,894	417,927
Do do do...1882	143,491	82,919	60,572	914,919	294,958
West. Nor. Carolina...1883	44,957	25,998	18,959	221,874	75,810
Do do do...1882	30,734	14,917	15,817	146,441	2,851

* Includes Central Railroad of New Jersey in June and July, 1883.

IMPORTS AND EXPORTS FOR JULY, 1883, AND FOR THE SEVEN AND TWELVE MONTHS ENDED JULY 31, 1883.

[Prepared by the Bureau of Statistics and corrected to Sept. 4, 1883.]

Below is given the first monthly statement for the current fiscal year of the imports and exports of the United States.

The excess of the value of imports over exports and of exports over imports of merchandise was as follows:

Month of July, 1883 (excess of imports).....	\$4,466,589
Seven months ended July 31, 1883 (excess of exports)...	41,616,430
Twelve months ended July 31, 1883 (excess of exports)...	107,379,236

The total values of imports and of domestic and foreign exports for the month of July, 1883, and for the seven and twelve months ended July 31, 1883, are presented in the following tables:

MERCHANDISE.			
	For the month of July.	For the 7 months ended July 31.	For the 12 months ended July 31.
1883.—Exports—Domestic.....	\$51,131,021	\$438,838,619	\$802,349,941
Foreign.....	1,263,073	11,703,697	19,275,014
Total.....	\$52,394,094	\$450,542,316	\$821,624,955
Imports.....	56,860,633	403,985,886	714,236,719
Excess of exports over imports.....	.....	\$46,556,430	\$107,379,236
Excess of imports over exports.....	\$4,466,589	.....	.....
1882.—Exports—Domestic.....	\$53,013,712	\$386,463,987	\$724,215,935
Foreign.....	1,603,829	10,499,320	17,910,273
Total.....	\$54,617,541	\$396,963,307	\$742,126,183
Imports.....	65,804,878	447,592,674	738,021,773
Excess of exports over imports.....	.....	\$11,368,633	\$1,104,410
Excess of imports over exports.....	\$11,187,337	50,224,037	.....

GOLD AND SILVER—COIN AND BULLION.			
1883.—Exports—Dom.—Gold.....	\$74,270	\$2,112,892	\$4,246,089
do Silver.....	552,583	8,287,501	11,919,295
Foreign—Gold.....	26,700	2,634,443	2,701,347
do Silver.....	567,238	5,154,378	7,763,990
Total.....	\$1,220,791	\$18,189,214	\$26,630,721
Imports—Gold.....	\$429,754	\$3,216,875	\$18,001,701
Silver.....	1,119,447	7,045,145	11,454,719
Total.....	\$1,549,201	\$10,262,020	\$29,456,420
Excess of exports over imports.....	.....	\$7,972,139	.....
Excess of imports over exports.....	\$328,410	.....	\$2,825,699
1882.—Exports—Dom.—Gold.....	\$4,749,090	\$35,437,409	\$36,059,084
do Silver.....	1,335,560	8,028,153	12,142,071
Foreign—Gold.....	5,332	1,083,578	1,170,357
do Silver.....	320,421	3,047,496	4,857,344
Total.....	\$6,410,403	\$47,596,627	\$54,229,356
Imports—Gold.....	\$162,292	\$3,617,702	\$33,783,404
Silver.....	419,970	4,688,311	7,344,854
Total.....	\$582,262	\$8,306,013	\$41,633,258
Excess of exports over imports.....	\$5,828,141	\$39,290,114	\$12,596,098
Excess of imports over exports.....	.....	.....	.....

TOTAL MERCHANDISE AND COIN AND BULLION.			
1883.—Exports—Domestic.....	\$51,757,874	\$449,299,012	\$818,506,325
Foreign.....	1,857,011	19,492,518	2,976,351
Total.....	\$53,614,885	\$468,791,530	\$821,482,676
Imports.....	58,409,881	424,247,906	745,693,139
Excess of exports over imports.....	.....	\$44,543,624	\$105,789,537
Excess of imports over exports.....	\$4,794,996	.....	.....
1882.—Exports—Domestic.....	\$9,098,362	\$429,934,510	\$772,417,060
Foreign.....	1,929,582	14,630,394	23,938,479
Total.....	\$11,027,944	\$444,564,904	\$796,355,539
Imports.....	\$6,387,057	\$458,899,187	\$779,659,031
Excess of exports over imports.....	\$4,640,887	\$1,114,564,934	\$16,700,508
Excess of imports over exports.....	5,359,100	\$11,331,257	.....

The following is a statement showing, by principal customs districts, the values of merchandise imported into, and exported from, the United States during the month of July, 1883, and the values of imported merchandise remaining in the warehouses of the United States July 31, 1883:

Customs Districts.	Imports.	Domestic Exports.	Foreign Exports.	Remaining in warehouse July 31, '83
Baltimore, Md.....	\$1,010,355	2,987,234	\$1,476	\$23,125
Bath, Me.....	2,619	.....	.....	99,035
Beaufort, S. C.....	.....	69,235	.....	.....
Boston & Charlestown, Mass.....	6,593,887	5,322,359	30,193	8,585,608
Brazos de Santiago, Tex.....	28,068	81,627	8,359	1,257
Brunswick, Ga.....	.....	116,358	.....	.....
Buffalo Creek, N. Y.....	30,213	33,047	110	3,328
Cape Vincent, N. Y.....	26,840	21,211	3,212	.....
Champlain, N. Y.....	414,156	198,709	700	11,104
Charleston, S. C.....	43,115	255,004	.....	855
Chicago, Ill.....	61,182	398,879	4,513	332,487
Corpus Christi, Texas.....	30,655	182,689	11,258	.....
Cuyahoga, Ohio.....	4,924	82,016	.....	5,092
Detroit, Mich.....	134,097	85,831	1,810	62,737
Duluth, Minn.....	2,923	59,540	.....	.....
Galveston, Texas.....	23,663	228,348	.....	19,791
Genesee, N. Y.....	34,909	72,714	.....	7,649
Huron, Mich.....	194,715	1,931,761	113,268	.....
Key West, Florida.....	57,233	145,744	.....	69,937
Miami, Ohio.....	2,115	263,622	.....	.....
Milwaukee, Wis.....	6,975	247,630	.....	5,961
Minnesota, Minn.....	94,724	341,817	2,380	3,174
Mobile, Ala.....	1,010	71,069	.....	.....
New Haven, Conn.....	98,885	9,060	112	58,881
New London, Conn.....	18,422	.....	.....	26,986
New Orleans, La.....	527,614	2,331,077	22,181	515,006
New York, N. Y.....	32,912,815	28,804,825	957,154	25,141,977
Niagara, N. Y.....	154,145	1,852	.....	.....
Norfolk & Portsmouth, Va.....	.....	157,460	.....	.....
Oregon, Oregon.....	1,400	400,385	.....	.....
Oswegatchie, N. Y.....	170,541	53,962	.....	1,150
Oswego, N. Y.....	333,026	224,875	2,325	131,397
Paso del Norte, Tex. & N.M.....	49,829	.....	40,661	419

Customs Districts.	Imports.	Domestic Exports.	Foreign Exports.	Remaining in wareh'se July 31 '83
	\$	\$	\$	\$
Passamaquoddy, Me.....	100,082	43,403	.....	8,435
Pensacola, Fla.....	526	193,921	143	.....
Philadelphia, Pa.....	3,298,582	3,029,936	575	2,195,824
Portland & Falmouth, Me.	261,692	39,586	17,136	282,138
Portsmouth, N. H.....	1,484	.....	.....	72,169
Salem and Beverly, Mass..	5,077	.....	.....	89,941
Saluria, Texas.....	10,468	79,440	.....	.....
San Francisco, Cal.....	3,141,550	1,760,622	45,468	1,565,817
Savannah, Ga.....	1,567	248,977	.....	13,424
Vermont, Vt.....	495,356	171,139	.....	18,663
Willamette, Oregon.....	23,083	26,354	.....	11,571
Wilmington, N. C.....	1,116	134,596	.....	18,922
Interior ports.....	.....	.....	.....	251,943
All other customs districts	173,095	173,057	39	139,461
Totals.....	56,860,683	51,131,021	1,263,073	39,987,305

Monetary & Commercial English News

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

EXCHANGE AT LONDON—Sept. 1.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12.5 1/2 @ 12.5 3/8	Sept. 1	Short.	12.14
Amsterdam	Short.	12.2 3/4 @ 12.3 3/4	.....	.....	.....
Hamburg	3 mos.	20.6 1/2 @ 20.7 1/2	Sept. 1	Short.	20.50
Berlin	"	20.68 @ 20.72	Sept. 1	"	20.50
Frankfort	"	20.68 @ 20.72	Sept. 1	"	20.51
Vienna	"	12.12 1/2 @ 12.15	Sept. 1	"	11.98
Antwerp	"	23.5 @ 23.4	Sept. 1	"	25.36
Paris	Checks	25.31 1/4 @ 25.36 1/4	Sept. 1	Checks	25.33
Paris	3 mos.	25.51 1/4 @ 25.56 1/4	Sept. 1	3 mos.	25.34
Genoa	"	25.60 @ 25.65	Sept. 1	Short.	25.25
Madrid	"	46 @ 46 1/4	Sept. 1	"	47.10
Lisbon	"	51 1/16 @ 51 1/8	Sept. 1	"	53 1/8
Alexandria	.....	.....	Aug. 28	"	95 7/8
New York	.....	.....	Sept. 1	"	4.81 3/4
Bombay	60 dys	1s. 7 1/2 d.	Sept. 1	tel.trsf.	1s. 7 1/2 d.
Calcutta	"	1s. 7 1/2 d.	Sept. 1	tel.trsf.	1s. 7 1/2 d.
Hong Kong	.....	.....	Sept. 1	4 mos.	3s. 5 3/4 l.
Shanghai	.....	.....	Sept. 1	"	5s. 1 d.

[From our own correspondent.]

LONDON, Saturday, Sept. 1, 1883.

The weekly return of the Bank of England is again very satisfactory; indeed, it is much more favorable than the majority of people had anticipated. The position of the Bank has, in fact, become quite strong, the proportion of reserve to liabilities being as much as 47.54 per cent, against 46.70 per cent last week and only 39 1/8 per cent last year. As there is no demand of any importance for gold for exportation, while there are moderate supplies coming forward almost daily from the Continent, the accumulation at the Bank is still uninterrupted, and a stronger position is looked forward to. This is the more likely to be the case, because instead of gold being withdrawn from this centre to meet the wants of the agricultural community, coin has been returned from provincial circulation, and has been assisting the accumulation which is taking place in London. During the week embraced in the last return, the Bank had gained, according to the daily statements, about £343,000; but the increase in the supply of bullion, compared with the preceding return, is £395,047. The circulation of notes has fallen away to the extent of £107,095, thus making an increase in the total reserve of £502,142. The reserve now amounts to £13,915,617, against £11,133,781 last year, showing an increase of £2,776,836; while the stock of bullion is £23,875,597, against £21,781,525, being an augmentation of £2,094,071. The total of other securities is small, being only £21,315,997, against £22,789,694, or a decrease of £1,473,697.

With these figures to face, with business, both commercial and financial, very slack, and with every prospect of cheap food, it would be by no means surprising if the question of a reduction in the Bank rate were very speedily to be taken into consideration. It has, however, to be borne in mind that business is usually at its lowest ebb at this period of the year, and that a strong financial position is necessary in order to conduct the trade of the next six months with confidence and with success. In order to attain that desirable result the Bank is by no means in too strong a position. In the course of a very brief period, our imports of the newly-grown produce of the world will be upon a large scale. We shall have heavy payments to make, and manufacturers and merchants will be hoping for an increased trade, both domestic and foreign. There is much to encourage business—certainly more than to discourage it—for food is cheap, the financial position more satisfactory than it has been for some time past, and there are no serious political difficulties. To expect a very active trade is doubtful, as business has for so long been carried on

with great caution, and with some degree of success, that no encouragement is likely to be given to foolhardy speculation; but the country should be satisfied if a steady legitimate movement should be the leading feature in commercial circles during the next four months. The position is believed to be a sounder one than it was at this date last year, and it would be wise to retain the soundness by trading judiciously.

The demand for money has been falling away perceptibly during the week. The supply of commercial bills in existence is small, and there is more floating money. Hence the rates of discount have declined.

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.	Disc't H'ses	
		Three Months	Four Months	Six Months	Three Months	Four Months	Six Months			At Call.	7 to 14 Days.
July 27	4	3 3/4 @ 3 3/4	3 3/4 @ 3 3/4	4 @ 4 1/4	4 @ 4 1/4	4 @ 4 1/4	4 @ 4 1/4	3	3	3 1/4 - 3 1/2
Aug. 3	4	3 3/4 @ 3 3/4	3 3/4 @ 3 3/4	4 @ -	3 3/4 @ 4 1/4	4 @ 4 1/4	4 @ 4 1/4	3	3	3 1/4 - 3 1/2
" 10	4	3 3/4 @ 3 3/4	3 3/4 @ 3 3/4	4 @ 4 1/4	4 @ 4 1/4	4 @ 4 1/4	4 @ 4 1/4	3	3	3 1/4 - 3 1/2
" 17	4	3 3/4 @ -	3 3/4 @ 3 3/4	4 @ 4 1/4	4 @ 4 1/4	4 @ 4 1/4	4 @ 4 1/4	3	3	3 1/4 - 3 1/2
" 21	4	3 3/4 @ 3 3/4	3 3/4 @ -	3 3/4 @ 4	3 3/4 @ 4 1/4	4 @ 4 1/4	4 @ 4 1/4	3	3	3 1/4 - 3 1/2
" 31	4	3 3/4 @ 3 3/4	3 3/4 @ -	3 3/4 @ 3 3/4	3 3/4 @ 4	3 3/4 @ 4 1/4	4 @ 4 1/4	3	3	3 1/4 - 3 1/2

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, of wheat, of cotton and of yarn and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
Circulation.....	25,709,980	26,392,745	26,688,295	27,285,875
Public deposits.....	5,927,582	4,217,475	5,152,057	7,028,053
Other deposits.....	23,164,532	23,991,038	26,241,242	24,873,578
Government securities	11,962,631	12,455,154	14,663,619	16,358,886
Other securities.....	21,315,997	22,789,694	22,660,904	18,063,336
Res'v'e of notes & coin	13,915,617	11,138,781	12,579,066	16,035,424
Coin and bullion in both departments..	23,875,597	21,781,526	23,517,361	23,321,299
Proport'n of reserve to liabilities.....	47.54	39 1/8	39 3/4	46 3/4
Bank rate.....	4 p.c.	4 p.c.	4 p.c.	2 1/2 p.c.
Consols.....	100	99 3/4	98 3/8	97 3/8
Eng. wheat, av. price	43s. 8d.	47s. 10d.	51s. 10d.	44s. 1d.
Mid. Upland cotton...	55 1/2 d.	7 1/2 d.	6 1/2 d.	7 d.
No. 40 Mule twist...	9 3/4 d.	10 1/4 d.	10 1/2 d.	11 1/4 d.
Clear'g-house return.	81,931,000	110,873,000	137,637,000	117,377,000

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 30.		August 23.		August 16.		August 9.	
	Bank Rate.	Open Market						
Paris.....	3	2 3/4	3	2 3/4	3	2 3/4	3	2 3/4
Berlin.....	4	3	4	2 3/4	4	3	4	2 3/4
Frankfort.....	—	3 1/4	—	3 1/4	—	3	—	2 3/4
Hamburg.....	—	2 1/2	—	2 3/8	—	2 3/4	—	2 3/4
Amsterdam.....	3 1/2	3 1/4	3 1/2	3 1/4	3 1/2	3 1/4	3 1/2	3 1/4
Brussels.....	3 1/2	3 1/4	3 1/2	3 1/4	3 1/2	3 1/4	3 1/2	3 1/4
Madrid.....	5	5	5	5	5	5	5	4 3/4
Vienna.....	4	4	4	3 3/4	4	3 3/4	4	3 3/4
St. Petersburg..	6	6	6	6	6	6	6	6

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

Gold.—The arrivals comprise £55,000 per "Ville de Paris," via St. Nazaire, from Central America; £65,000 per "Ionic," from New Zealand; £14,500 per "Moselle," from the West Indies; £32,000 per "Araucania," from the Brazils (bars and coin); £6,800 per "Indus," from Australia. With the exception of a moderate shipment to India, the whole of the above, with some arrivals from the Continent, has been sold to the Bank of England, about £100,000 in bars and coin having been so disposed of. The P. & O. steamer "Nizam" took yesterday £18,700 and the "Thames" £10,000 to Bombay; 50,000 sovereigns have been withdrawn for Lisbon.

Silver.—Our market has been steady since the date of our last circular, and a considerable amount of business has been done at 50 3/4 l. per oz. standard, the price obtained on the 27th inst. for the bars ex "Chili" and West India steamers. The "Moselle," from the West Indies, brought £55,000; "Araucania," from Chili, £17,000; "Holbein," from Buenos Ayres, £15,600. About £93,000 in bars and dollars have arrived from New York; £67,000 were shipped per P. & O. steamer "Nizam" to Bombay; £55,000 to Calcutta; £18,000 by "Thames" to Bombay; £12,000 to Calcutta.

Mexican Dollars.—The Royal Mail Steamer "Moselle" brought £139,000 from Mexico. Some amount was sold for arrival, and the balance realized 49 5/16 l. per oz. on the 27th inst. Our market is now quiet at this quotation, The P. & O. steamer "Thames" takes this day £112,000 to Penang; £55,000 to Hong Kong; £5,650 to Shanghai.

The quotations for bullion are reported as below:

	Price of Gold.				Price of Silver.	
	Aug. 30.		Aug. 23.		Aug. 30.	Aug. 23.
	s.	d.	s.	d.	d.	d.
Bar gold, fine....oz.	77	9	77	9	50 3/4	50 3/4
Bar gold, contain'g 20 dwts. silver..oz.	77	10 3/4	77	10 3/4	51	51
Span. doubloons..oz.	73	9 1/2	73	9	54 1/2	54 1/2
S. Am. doubloons..oz.	73	8 3/4	73	8 1/2	49 5-16	49 5-16
U. S. gold coin...oz.	76	3 1/2	76	3 1/2	.....	.....
Ger. gold coin...oz.	.....	.....	.....	.....	.....	.....
Bar silver, fine..oz.					50 3/4	50 3/4
Bar silver, contain'g 5 grs. gold..oz.					51	51
Cake silver.....oz.					54 1/2	54 1/2
Mexican dols...oz.					49 5-16	49 5-16
Chilian dollars..oz.					.....	.....

The French Minister of Agriculture has issued a report relating to the agricultural position. It relates to eighty-five departments, and the returns are the reverse of satisfactory. In thirty-seven departments only have they exceeded the average, being good or very good. Those of fifteen departments are called average, and in thirty-three they are below the average. Large importations, therefore, will again be necessary. Barley and oats are abundant, but the production of rye and mixed crops has been deficient. As regards the vintage, only forty-two returns had been sent in. Twenty-five reports allude to an abundant or sufficient yield, while the remaining seventeen are regarded as deficient.

The weather in North Germany and in Holland has been more favorable, and the crops are expected to yield better results than had been anticipated.

The sales of home-grown wheat in the principal markets of England and Wales during the last fifty-two weeks have been 2,590,120 quarters, against 1,853,127 quarters in 1881-2, 1,627,368 quarters in 1880-1 and 1,353,642 quarters in 1879-80. The average prices realized in each week since September 1, 1879, were as follows:

AVERAGE PRICE OF ENGLISH WHEAT.																	
1882. 1881. 1880. 1879.					1883. 1882. 1881. 1880.												
W'kend.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.							
Sept. 2.	47	3	55	2	43	3	42	2	Mar. 10.	42	6	41	9	42	3	44	8
" 9.	45	9	54	5	42	2	47	11	" 17.	42	2	41	7	43	7	46	1
" 16.	44	5	51	1	39	11	47	4	" 24.	42	4	41	5	43	1	47	3
" 23.	42	1	48	5	39	5	46	5	" 31.	42	0	45	1	41	1	48	4
" 30.	40	4	47	9	40	1	47	1	April 7.	42	0	45	5	44	4	48	2
Oct. 7.	39	6	46	9	41	0	48	8	" 14.	42	1	45	11	44	9	47	11
" 14.	39	2	47	7	41	5	49	9	" 21.	41	8	46	3	44	9	48	1
" 21.	39	7	47	1	42	8	49	10	" 28.	42	0	46	11	44	9	45	9
" 28.	40	3	47	0	43	7	50	4	May 5.	42	10	47	2	44	9	46	0
Nov. 4.	40	11	46	9	43	4	50	5	" 12.	43	0	46	11	44	10	44	9
" 11.	40	11	46	3	43	5	48	9	" 19.	43	4	47	0	44	2	44	8
" 18.	40	8	45	4	44	1	47	10	" 26.	43	7	48	1	44	1	44	11
" 25.	40	11	45	4	44	5	46	7	June 2.	43	5	47	7	43	10	45	7
Dec. 9.	41	8	44	9	45	1	46	2	" 9.	43	4	47	9	44	8	44	11
" 16.	41	6	44	9	44	0	46	6	" 16.	42	9	47	5	44	9	45	4
" 23.	41	6	44	4	42	8	47	1	" 23.	42	5	46	11	45	0	44	8
" 30.	40	11	44	3	41	11	46	11	" 30.	42	3	46	11	45	4	44	7
Jan. 6.	40	7	44	9	43	4	46	2	July 7.	42	4	47	7	46	8	43	9
" 13.	40	0	45	5	42	1	45	11	" 14.	42	2	48	5	46	2	43	1
" 20.	40	0	46	1	42	4	45	7	" 21.	42	2	49	2	46	10	43	6
" 27.	40	4	46	3	42	6	45	3	" 28.	42	1	49	0	47	1	44	2
Feb. 3.	40	6	46	1	42	7	44	2	Aug. 4.	43	8	51	3	46	9	43	9
" 10.	40	8	46	5	42	3	43	7	" 11.	43	6	50	6	46	9	44	4
" 17.	41	0	46	0	41	8	43	1	" 18.	43	10	50	5	48	10	43	9
" 24.	41	9	45	7	40	9	43	0	" 25.	43	8	47	10	51	10	44	1
Mar. 3.	42	6	44	9	41	7	44	7	Average.	41	10	46	11	44	0	46	0

Fresh meat is now arriving in considerable quantities from Russia. On Thursday afternoon about 1,600 quarters of beef were received from that country and landed at St. Katharine's docks. The meat has been forwarded by the Russian produce company, who have now landed their seventh cargo of beef. The price obtained in the Metropolitan Meat Market has averaged 5½d. per pound, and this, it is understood, yields a profit. The idea of the company is to utilize the port of Libau in the Baltic, which is not closed to navigation even in the severest winters.

St. Petersburg advices also refer to the fact that large shipments have again been made, especially to the continent. To London direct they were last week of wheat 48,683 chetwerts; to direct United Kingdom ports, 28,918; do. for orders, 47,149; to the Continent, 87,462; and by sail for orders, 2,388 chetwerts. As regards oats, the totals to London direct 56,303 chetwerts; to direct United Kingdom ports, 1,135, and to the Continent 46,709 chetwerts.

We have had another week of remarkably fine weather, and rapid progress has again been made with harvest work. In the southern counties the harvesting of cereals has been completed, and fair quantities of grain are now arriving at market. The quality is excellent, and the condition of the produce very satisfactory. The trade is very low, and although the quality and condition of the crops are much superior to last year's, prices are much lower than they were twelve months ago. In fact, fine white wheat weighing 65 and 66 lbs. per bushel is only worth 45s. to 46s. per quarter and red 42s. to 44s. per quarter. Liberal supplies are coming forward from Russia and the United States; but although the Continent is absorbing a large quantity, millers are able to purchase on easier terms. It is believed that in a few weeks the trade will here present a more settled appearance, but there seems to be no prospect of higher prices. The agricultural papers have arrived at the following results regarding the harvest:

The reports are furnished by correspondents in all the English, most of the Scottish, and many of the Irish counties, as to the character of the harvest in their respective neighborhoods. The result is that the wheat crop is again very far below an average; but that, on the whole, we have good crops of barley, oats, beans, and peas; the conclusions agree with those of the *Farmer*.

The following is the enumeration of all the crops, classified as average, over average, and under average, respectively:

RETURNS OF HARVEST, 1883.					
	Wheat.	Barley.	Oats.	Beans.	Peas.
Over average.....	19	75	100	49	38
Average.....	66	116	91	83	68
Under average.....	129	22	40	13	13
Total.....	214	213	234	150	119

Calculating these in percentage form, they stand as follows:

PERCENTAGE RETURNS OF HARVEST, 1883.					
	Wheat.	Barley.	Oats.	Beans.	Peas.
Over average.....	8.8	35.2	42.8	32.6	31.8
Average.....	30.8	51.5	40.0	58.7	57.5
Under average.....	60.4	10.3	17.2	8.7	10.7
Total.....	100.0	100.0	100.0	100.0	100.0

In the following table the reports of three agricultural journals are compared in respect to the wheat, barley and oat crops:

PERCENTAGE RETURNS OF HARVEST, 1883.			
	Ag'l Gazette, August 23.	Mark Lane Express, August 16.	Farmer, August 9.
Wheat—			
Over average.....	8.8	9.1	11.7
Average.....	30.8	24.7	25.0
Under average.....	60.4	68.2	63.3
Barley—			
Over average.....	35.2	34.5	38.2
Average.....	51.5	29.4	42.1
Under average.....	10.3	26.1	19.7
Oats—			
Over average.....	42.8	34.0	37.3
Average.....	40.0	43.4	35.5
Under average.....	17.2	22.6	27.2

"These three reports," says the *Agricultural Gazette*, "taken in successive weeks, are virtually unanimous, and almost identical. Our own report of the wheat crop is less favorable than that of our contemporaries, and, taken a week later, will probably be understood as being even more likely than the others to represent the truth. On the other hand, our reports of the barley and oat crops are more promising than either of the others."

"Of the other produce of the land it will suffice to say that the summer has been favorable to all succulent growth—that root crops generally promise well, that pastures have been more than usually productive, and that, barring its liability to disease, which is already appearing in many places, the potato crop has never promised better."

"We add one more set of tables, giving the character of the corn crops from our own columns in several successive years, from which it will be seen that during the whole period we have not once had an average crop of wheat:

PERCENTAGE RETURNS OF HARVEST.						
	1879.	Wheat.	Barley.	Oats.	Beans.	Peas.
Over average.....	1	4	20	4½	4	
Average.....	24	35	57	29½	27	
Under average.....	75	61	23	65	69	
1880.						
Over average.....	13½	34½	32	30	25	
Average.....	47	58	58	55½	58	
Under average.....	39½	7½	10	14½	17	
1881.						
Over average.....	7.6	34	6.7	11.8	28	
Average.....	49.7	59	25.3	33.2	58	
Under average.....	42.7	7	68	55	14	
1882.						
Over average.....	10.8	31.4	46.1	44.0	26.0	
Average.....	40.4	48.0	43.7	48.8	54.8	
Under average.....	48.8	20.6	10.2	7.2	19.0	

The *Times* has received the following telegram from its St. Petersburg correspondent in reference to the crops in Russia:

The information collected by the Minister of the Interior from all parts of the Empire as to the state of the harvest up to August 14 shows a satisfactory state of the crops generally. The reports are summarized as follows: The yield of wheat appears to be generally satisfactory; but the results in twenty-three provinces are not wholly satisfactory. The results are generally middling in the Polish and Baltic provinces, and in Archangel, Bessarabia, Vladimir, Volhynia, Viatka, Kaluga, Kostroma, Kursk, Nijni-Novgorod, Olonez, Minsk, Mohileff, Orenburg, Perm, Saratov, Smolensk, Wilna and Kharkoff. The harvest in the provinces of Ekaterinoslav, Kalisz, Pensa, Ufa and Kherson is unconditionally bad. The hay crop has been very varied in results, being abundant in some provinces and a mere nothing in others. Locusts and other destructive insects have appeared again, but in much lesser numbers, and they were also much more energetically dealt with. The Emperor sent a special commissioner to organize and direct the destruction of the newly-hatched locusts; and large numbers of troops, especially Cossacks, though much against their will, were pressed into this service. The reason for the harvest not turning out so flourishing as was expected is no doubt to be found in the recent unfavorable weather. Heavy and continued rain in many places has done a great deal of damage.

The following statement shows the quantities of wheat, flour and Indian corn afloat to the United Kingdom, Baltic supplies not being included:

	At present.	Last week.	1882.	1881.
Wheat.....	1,750,000	1,557,000	2,175,000	1,796,000
Flour.....	170,000	157,000	137,000	123,000
Indian corn.....	303,000	229,000	181,000	393,000

Annexed is a return showing the extent of the imports of cereal produce into the United Kingdom during the fifty-two weeks ended August 25, compared with a similar period in the three previous seasons; also the sales of home-grown wheat, the average price, the visible supply of wheat in the United States, and the quantity of wheat and flour estimated to be afloat to the United Kingdom:

IMPORTS.				
	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....	67,332,627	59,224,859	56,954,251	58,943,397
Barley.....	15,521,378	13,094,834	10,525,674	12,203,167
Oats.....	15,753,934	11,714,518	10,889,930	14,998,641
Peas.....	2,071,149	2,166,971	2,304,920	2,002,641
Beans.....	3,223,414	269,697	2,393,500	2,722,069
Indian corn.....	24,737,435	23,167,311	37,586,584	31,031,235
Flour.....	16,493,914	10,049,825	12,090,636	10,192,915

SUPPLIES AVAILABLE FOR CONSUMPTION—52 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.cwt.	67,332,627	59,224,859	56,954,251	58,943,397
Imports of flour.....	16,493,914	10,049,825	12,090,636	10,192,915
Sales of home-grown produce.....	44,895,400	32,207,540	28,207,300	23,506,460
Total.....	128,721,941	101,482,224	97,252,187	92,642,772
Avg'e price of English wheat for season.qrs.	41s. 10d.	46s. 11d.	44s. 0d.	46s. 0d.
Visible supply of wheat in the U. S. bush.	21,000,000	14,536,000	17,539,000	14,200,000
Supply of wheat and flour afloat to U. K. qrs.....	1,714,000	2,326,000	1,846,000	.....

The extent of the sales of home-grown wheat, barley and oats in the 150 principal markets of England and Wales, during the 52 weeks of the past four seasons, together with the average prices realized, is shown in the following statement:

SALES.				
	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....qrs.	2,590,120	1,858,127	1,627,368	1,353,642
Barley.....	1,943,729	1,638,078	1,181,402	1,382,092
Oats.....	289,637	223,418	172,300	155,696

AVERAGE PRICES FOR THE SEASON (per qr.).				
	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....	41 10	46 11	44 0	46 0
Barley.....	32 4	31 0	31 11	34 4
Oats.....	21 8	22 1	24 0	23 6

Converted into cwts., the sales of home-grown wheat in the whole kingdom during the 52 weeks in each of the last four seasons were as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Wheat.....cwt.	44,895,400	32,207,540	28,267,300	23,506,460

Annexed is a return showing the extent of the exports of British and Irish produce and manufactures, and of foreign and colonial wool, to the United States during the month of July, and during the seven months ended July 31, compared with the corresponding periods in the previous year:

	In July.		In Seven Months.	
	1882.	1883.	1882.	1883.
Alkali.....cwt.	291,876	212,086	1,871,585	1,906,251
Apparel and slops.....£	6,647	6,916	28,909	36,257
Bags and sacks.....doz.	72,579	77,257	455,703	423,569
Beer and ale.....bbls.	1,979	851	16,420	18,252
Cotton piece goods.....yds.	6,210,000	5,101,800	50,469,100	40,270,600
Earthenw. & porcelain.....£	83,567	34,385	487,144	638,291
Haberdashery and millinery.....£	35,761	29,861	304,855	251,170
Hardware & cutlery.....£	47,393	40,547	287,016	253,037
Iron—Pig.....tons.	36,357	35,028	274,171	168,801
Bar. &c.....tons.	893	314	13,276	6,398
Railroad.....tons.	18,581	5,719	142,023	40,144
Hoops, sheets, boiler & armor plates.....tons.	5,631	4,541	18,816	19,153
Tin plates.....tus.	23,941	29,158	127,962	120,620
Cast and wrought.....tus.	530	332	4,115	3,402
Old for remanuf. tons.	6,106	3,080	59,665	36,143
Steel, unwrought tons.	11,359	1,131	104,349	23,641
Jute yarn.....lbs.	552,000	273,100	5,180,800	5,634,800
Jute piece goods.....yds.	4,847,100	7,996,400	46,949,700	67,594,400
Lead—Pig, &c.....tons.	2	.....	415	240
Linen piece goods.....yds.	9,095,900	7,263,000	56,943,400	45,699,400
Machinery—Steam engines.....£	1,105	3,550	70,605	32,600
Other descriptions.....£	44,145	29,671	304,195	320,121
Paper—Writing or printing & envelopes.cwt.	503	219	4,931	5,576
Other kinds, except paper hangings.cwt.	288	668	5,876	3,330
Salt.....tons.	20,888	16,984	124,633	119,570
Silk broadstuffs.....yds.	26,995	34,417	275,242	163,130
Other articles of silk only.....£	8,982	1,560	53,922	21,474
Mixed with other materials.....£	19,941	23,194	155,703	95,420
Spirits—British.....galls.	4,801	3,054	41,255	50,313
Stationery, other than paper.....£	9,181	9,111	50,019	40,032
Tin—Unwrought.....cwt.	423	201	4,449	3,065
Wool—British.....lbs.	412,100	219,500	2,428,600	3,851,500
Colonial & foreign.....lbs.	870,255	2,753,180	12,347,058	15,844,274
Woolen fabrics.....yds.	1,050,600	643,900	3,988,900	3,209,500
Worsted fabrics.....yds.	2,980,900	3,772,800	19,149,400	18,916,800
Carpets, not being rugs.....yds.	139,200	120,100	825,900	590,400

To British North America, the shipments during the same periods were as under:

	In July.		In Seven Months.	
	1882.	1883.	1882.	1883.
Apparel and slops.....£	24,221	27,599	112,668	124,270
Cotton piece goods.....yds.	7,425,900	6,538,000	39,428,900	35,095,600
Earthenw. & porcelain.....£	16,076	10,020	70,449	66,839
Haberdashery and millinery.....£	101,468	94,545	660,931	596,442
Hardware & cutlery.....£	14,727	16,294	128,926	118,215
Iron—pig.....tons.	5,675	7,418	31,110	25,951
Bar. &c.....tons.	3,712	3,374	20,248	18,839
Railroad.....tons.	16,245	11,280	50,363	43,609
Hoops, sheets and boiler plates.....tons.	1,082	1,214	6,787	5,971
Tin plates.....tons.	1,032	1,112	4,968	8,572
Cast or wrought.....tus.	1,709	1,491	7,018	8,146
Linen piece goods.....yds.	986,000	829,100	4,080,300	4,230,500
Seed oil.....galls.	61,811	104,700	360,324	657,000
Salt.....tons.	15,205	10,482	66,155	70,882
Silk broad stuffs.....yds.	111,630	59,210	306,187	216,256
Silk ribbons.....£	5,182	4,750	18,095	17,504
Spirits—British.....galls.	10,949	12,897	108,204	116,497
Stationery, other than paper.....£	4,384	2,521	26,574	23,643
Sugar—Ref. &c.....cwt.	4,793	2,296	35,100	26,012
Woolen fabrics.....yds.	1,353,700	1,078,700	4,547,000	5,338,100
Worsted fabrics.....yds.	1,426,600	1,336,000	5,735,200	4,957,400
Carpets, not being rugs.....yds.	133,300	142,400	1,272,700	1,260,300

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 Sept. 14:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50 ⁵ / ₈	50 ¹¹ / ₁₆				
Consols for money.....	100 ¹ / ₂	100^{1}/_{2}	100^{1}/_{2}	100^{1}/_{2}	100^{1}/_{2}	100^{1}/_{2}
Consols for account.....	100 ¹ / ₂	100^{1}/_{2}	100^{1}/_{2}	100^{1}/_{2}	100^{1}/_{2}	100^{1}/_{2}
Fr'ch rentes (in Paris) fr.	80 ⁰ / ₀	79 ⁷ / ₂	79^{7}/_{2}	79^{7}/_{2}	79^{7}/_{2}	79^{7}/_{2}
U. S. 4 ¹ / ₂ s of 1891.....	115 ³ / ₈	115 ¹ / ₂	115 ³ / ₈	115^{3}/_{8}	115^{3}/_{8}	115^{3}/_{8}
U. S. 4s of 1907.....	122 ³ / ₄	122^{3}/_{4}	122^{3}/_{4}	122^{3}/_{4}	122^{3}/_{4}	122^{3}/_{4}
Chic. Mil. & St. Paul.....	108 ³ / ₄	107 ¹ / ₂	109 ¹ / ₂	107 ³ / ₄	103 ³ / ₄	109 ¹ / ₂
Erie, common stock.....	32 ³ / ₄	31 ⁵ / ₈	32 ⁵ / ₈	32	32 ⁵ / ₈	32 ⁵ / ₈
Illinois Central.....	131	132 ³ / ₄	133 ³ / ₄	132	132 ³ / ₄	133 ³ / ₄
N. Y. Ontario & West'n.....	23 ¹ / ₂	22 ¹ / ₂	23 ³ / ₄	23 ¹ / ₂	23 ³ / ₄	23 ³ / ₄
Pennsylvania.....	59 ⁷ / ₈	59 ¹ / ₂	59 ⁷ / ₈	59 ⁷ / ₈	60	60 ¹ / ₄
Philadelphia & Reading.....	26 ³ / ₈	25 ³ / ₄	25 ⁵ / ₈	26 ¹ / ₄	26 ¹ / ₂	26 ⁷ / ₈
New York Central.....	121	119 ³ / ₄	121	120 ³ / ₄	119	119 ³ / ₄

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State)..100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 8	8 8	8 8	8 8	8 8	8 7
Spring, No. 2, old "	9 0	9 0	9 0	9 0	9 0	9 0
Spring, No. 2, n. "	8 6	8 6	8 6	8 6	8 6	8 5
Winter, West., n. "	9 0	9 0	8 10	8 9	8 9	8 9
Cal., No. 1..... "	9 4	9 4	9 4	9 4	9 4	9 3
Cal., No. 2..... "	9 0	9 0	8 11	8 11	8 11	8 11
Corn, mix., new..... "	5 6	5 7	5 6	5 6	5 6 ¹ / ₂	5 6
Pork, West. mess. # bbl.	73 0	73 0	73 0	73 0	72 0	72 0
Bacon, long clear, new..	37 0	37 0	37 0	36 6	36 6	36 6
Beef, pr. mess, new, #tc.	75 0	75 0	75 0	75 0	75 0	75 0
Lard, prime West. # cwt.	43 6	43 0	43 6	43 6	43 0	43 0
Cheese, Am. choice.....	52 0	52 0	52 0	52 0	52 0	51 0

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national banks have lately been organized:

- 3,042—The First National Bank of Elizabethtown, Kentucky. Capital, \$75,000. J. W. Hays, President; J. S. Grimes, Cashier.
- 3,043—The First National Bank of Petersburg, Ill. Capital, \$50,000. John A. Brahm, President; James M. Robbins, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in dry goods and an increase in general merchandise. The total imports were \$8,457,546, against \$8,131,822 the preceding week and \$8,702,328 two weeks previous. The exports for the week ended Sept. 11 amounted to \$6,197,157, against \$7,172,696 last week and \$8,623,298 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Sept. 6 and for the week ending (for general merchandise) Sept. 7; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.				
For Week.	1880.	1881.	1882.	1883.
Dry goods.....	\$3,181,775	\$2,645,560	\$2,986,261	\$2,551,632
Gen'l mer'dise..	5,482,081	6,433,075	7,228,570	5,905,864
Total.....	\$8,666,859	\$9,078,635	\$10,214,831	\$8,457,546
Since Jan. 1.				
Dry goods.....	\$93,873,258	\$79,538,095	\$96,404,459	\$89,460,250
Gen'l mer'dise..	252,102,489	222,655,658	256,053,209	231,356,027
Total 36 weeks	\$345,975,747	\$302,193,753	\$352,457,668	\$320,816,277

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 Sept. 11, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.				
	1880.	1881.	1882.	1883.
For the week...	\$8,718,379	\$7,047,356	\$6,660,613	\$6,197,157
Prev. reported..	274,965,431	260,395,544	225,850,703	241,002,506
Total 36 weeks	\$283,683,810	\$267,442,900	\$232,511,316	\$247,199,663

The following table shows the exports and imports of specie at the port of New York for the week ending Sept. 8, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
	Great Britain.....	\$.....	\$9,300	\$.....	$1,963,468
France.....	.....	.....	.....	104,220
Germany.....	.....	.....	.....	2,066,007
West Indies.....	.....	20,080	23,996	2,524,224
Mexico.....	.....	.....	.....	78,308
South America.....	25,000	215,003	1,100	153,723
All other countries.....	.....	114,785	.....	19,826
Total 1883.....	\$25,000	\$359,168	\$25,006	\$6,909,781
Total 1882.....	.....	33,642,734	24,292	738,291
Total 1881.....	.....	375,346	4,609,120	40,153,309
Silver.				
Great Britain.....	\$390,490	\$9,768,141	\$.....	\$.....
France.....	34,100	466,419	.....	1,508
German.....	.....	.....	.....	246,230
West Indies.....	.....	43,276	31,549	347,706
Mexico.....	.....	.....	162,949	2,835,486
South America.....	1,000	13,773	5,103	118,042
All other countries.....	.....	3,791	.....	7,538
Total 1883.....	\$425,590	\$10,295,406	\$199,601	\$3,556,510
Total 1882.....	107,000	8,907,338	6,256	1,869,924
Total 1881.....	213,000	7,516,225	65,985	2,109,042

Of the above imports for the week in 1883, \$1,900 were American gold coin and \$6,116 American silver coin. Of the exports during the same time \$25,000 were American gold coin.

Louisville & Nashville.—It is commonly reported that Mr. Jay Gould has purchased a large interest, and possibly a controlling interest, in the stock of this company, and that he is to enter the board of directors with Russell Sage at the next meeting. The election of Mr. Baldwin, President of the Louisville & Nashville, as a director of the Western Union is regarded as confirmatory of these reports.

—The Homestake Mining Co. announces its sixty-first dividend of \$50,000, payable on the 25th inst. by Messrs. Lounsbury & Haggin, transfer agents, 15 Broad Street.

Auction Sales.—The following were sold at auction this week by Messrs. Adrian H. Muller & Son.

7 shares East River National Bank, \$25 each..... 121

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Lehigh Valley (quar.)	2	Oct. 15	Sept. 18 to
Nashville Chat. & St. Louis	2	Oct. 1	Sept. 14 to Oct. 1
New York Cent. & Hud. R. (quar.)	2	Oct. 15	Sept. 17 to Oct. 19
Staten Island	\$1	Sept. 20	Sept. 18 to Sept. 19
Sunbury & Lewistown	3	Oct. 1	
Insurance.			
Jefferson	5	On dem.	
Miscellaneous.			
Western Union Tel. (quar.)	1 3/4	Oct. 15	Sept. 21 to Oct. 15

NEW YORK, FRIDAY, SEPT. 14, 1883-5 P. M.

The Money Market and Financial Situation.—The unusually early frosts at the close of last week unquestionably gave a chill to the glowing expectations of an extraordinarily large corn crop. That some damage was done is beyond question, but there is abundant reason for believing that the early estimates were gross exaggerations. It is seen now that the greatest harm was done in the States raising the least corn, namely: Minnesota, Wisconsin and Michigan, which together produced only 81 million bushels last year. With reference to the influence of a large or a small crop of corn upon the tonnage of railroads, one general fact should be borne in mind, viz., that the great bulk—nearly all the corn which makes railroad traffic, or goes out of the States, where it is produced—comes from the territory south of the latitude of Chicago. What lends so much importance to the question of a good yield of corn is the fact that so many interests are dependent upon the out-turn of that cereal. The partial failure of the corn crop of 1881 was the cause of the high prices of food and of all provisions in 1882, and was the primary cause of many other unfavorable features in business generally that year.

The supply of money for loans on collaterals in the New York market continues exceptionally large. There has scarcely ever been any previous similar supply at this time of the year. It is difficult to give any one comprehensive reason for this condition of the money market. The redemption of government bonds has unquestionably been a factor in producing it, but the more immediate causes of the superabundance of money for call loans is probably to be found in the fact that capital is still distrustful of investments, and does not run into railroad bonds and stocks very readily yet. Accommodation to merchants by discount of single-name paper is also less freely extended, and possibly some capital which has been used in that way has been diverted from that channel. If so, however, it does not seem to affect mercantile interests. All the jobbing trades are getting along well, and the reports of trade and collections at the West are very favorable.

Rates for call loans on stock collaterals on the Stock Exchange have remained during the week at the low rate of 2 per cent per annum, and time loans at 4 1/2 and 5 per cent for 60 days and four months on similar collaterals. Rates for discounts of single name mercantile paper are generally 1/2 of 1 per cent higher than a week ago, and are now 6 and 7 per cent for 60 days and four months on first-class single names, and 5 1/2 and 6 for double names.

The domestic exchanges were generally against New York early in the week, as the result of the demand for currency to market the crops, but are now somewhat more favorable to this centre at one or two Western points.

The last weekly statement of the New York banks showed an increase of \$1,700,000 of loans, whereas for two previous weeks there had been each week a decrease of about an equal amount. The change indicates a little more employment for funds in business, but the condition of the banks still remains very strong, they holding \$4,487,500 in excess of their legal reserve, whereas at the corresponding time last year they were deficient of the required reserve to the amount of \$1,882,275.

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. Sept. 8.	Differ'nces fr'm previous week.	1882. Sept. 9.	1881. Sept. 10.
Loans and dis.	\$327,590,300	Inc. \$1,709,700	\$329,907,700	\$334,091,900
Specie	58,525,600	Dec. 1,422,600	51,533,100	61,601,700
Circulation	15,540,700	Dec. 95,600	18,320,700	19,782,200
Net deposits	314,892,400	Dec. 847,500	303,187,500	314,828,200
Legal tenders	24,682,000	Dec. 525,800	22,361,500	15,076,400
Legal reserve	\$78,723,100	Dec. \$211,575	\$75,796,875	\$78,707,050
Reserve held	83,210,600	Dec. 1,949,600	73,914,600	79,678,100
Surplus	\$4,487,500	Dec \$1,736,525	df. \$1,882,275	\$971,050

The reduction in the Bank of England rate of discount from 4 per cent to 3 1/2 per cent in the last week has attracted considerable notice. But the Bank rate has for some time been above the rate in the open market, and advices from London indicate a probability of continued ease in money there. The Bank rate was advanced to 4 per cent on the 10th of May, and since that time the coin and bullion in the Bank has increased nearly £3,700,000. The gain of the Bank in the last week was £140,000.

The Bank of France in the same time showed a loss of 2,575,000 francs in gold and 4,475,000 francs in silver. Advices have been received by New York bankers of the shipment

of one to two millions of francs in gold from Paris to New York. This must have been in anticipation of the effect of the reduction of the rate of discount by the Bank of England, as there had been no decline in the rates of Continental bills to quite justify the operation yet.

Exchange.—The posted rates for sight sterling bills were reduced this week to 4 85 1/2 from 4 86 last week. The rates for actual business were also reduced. The actual rates on Friday, the 14th, were as follows, viz.: Sixty days, 4 81 1/2 @ 4 82; demand, 4 84 3/4 @ 4 85; cables, 4 85 1/2 @ 4 86; commercial bills were 4 80 @ 4 80 3/4.

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

	September 14.	Sixty Days	Demand.
Prime bankers' sterling bills on London	4 82 1/2		4 85 1/2
Prime commercial	4 81 1/4		
Documentary commercial	4 81		
Paris (francs)	5 24 3/8		5 21 7/8
Amsterdam (guilders)	40		40 1/4
Frankfort or Bremen (reichmarks)	94 1/8		94 7/8

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

Sovereigns	\$4 82 @ \$4 86	Silver 1/2s and 1/4s	— 99 3/4 @ par.
Napoleons	3 85 @ 3 89	Five francs	— 92 @ — 84
X X Reichmarks	4 73 @ 4 76	Mexican dollars	— 85 3/4 @ — 86 1/4
X Guilders	3 96 @ 4 00	Do uncomm'cl.	— 84 1/2 @ — 85 1/2
Span'h Doubloons	15 50 @ 15 60	Peruvian soles	— 80 @ — 81
Mex. Doubloons	15 50 @ 15 65	English silver	4 75 @ 4 81
Fine silver bars	1 10 @ 1 10 1/2	Prus. silv. thalers	— 68 @ — 70 1/2
Fine gold bars	par @ 1/4 prem.	U. S. trade dollars	— 37 @ — 88
Dimes & 1/2 dimes	— 99 1/2 @ par	U. S. silver dollars	— 99 3/4 @ par.

United States Bonds.—The market for government bonds has been quiet, with scarcely any fluctuations in prices.

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

	Interest Periods.	Sept. 8.	Sept. 10.	Sept. 11.	Sept. 12.	Sept. 13.	Sept. 14.
5s, continued at 3 1/2	Q.-Feb.						
4 1/2s, 1891	reg. Q.-Mar.	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4
4 1/2s, 1891	coup. Q.-Mar.	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4
4s, 1907	reg. Q.-Jan.	118 3/8	118 3/8	118 3/8	118 3/8	118 3/8	118 3/8
4s, 1907	coup. Q.-Jan.	119 3/8	119 3/8	119 3/8	119 3/8	119 3/8	119 3/8
3s, option U. S.	reg. Q.-Feb.	103 1/4	103 1/4	103 3/8	103 1/4	103 1/4	103 1/4
6s, cur'ey, 1895	reg. J. & J.	129	129	129	129	129	129
6s, cur'ey, 1896	reg. J. & J.	130	130	130	130	130	130
6s, cur'ey, 1897	reg. J. & J.	131	131	131	131	131	131
6s, cur'ey, 1898	reg. J. & J.	133	133	133	133	133	132 1/2
6s, cur'ey, 1899	reg. J. & J.	134	134	134	134	134	134

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

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.
Sept. 8.	\$ 1,094,243 83	\$ 1,122,252 27	\$ 120,105,098 35	\$ 7,040,936 03
" 10.	1,646,247 05	1,571,401 00	120,555,877 41	6,634,913 02
" 11.	2,197,351 70	2,337,240 24	119,018,182 24	7,592,719 65
" 12.	1,774,141 58	1,193,624 45	119,807,844 16	7,353,574 86
" 13.	1,002,027 08	1,122,970 12	119,653,487 69	7,386,988 29
" 14.	1,115,596 02	1,744,987 69	119,050,904 88	7,360,179 52
Total	13,829,607 26	9,592,475 68		

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

† Above receipts include \$100,000 gold certificates put into cash.

State and Railroad Bonds.—There has been less business in the market for railroad bonds in the last week than in the preceding one, and many of the issues usually the most active show declines in prices of 1/2 to 1 per cent. The range of several of the more prominent bonds during the week has been as follows, viz.: West Shore & Buffalo 5s, 74 1/4, 73 1/2, 73 1/4; Northern Pacific 1sts, 104 3/8, 103 1/4, 103 1/2; Texas & Pacific land grant incomes, 57, 55, 56 1/4, 55 3/8; do. Rio Grande Division 1sts at 79, 77 3/8, 79, 77 3/4, 77 3/8; Kansas & Texas general mortgages, 81 3/4, 80, 81 1/4, 80 1/4, 80 3/8; Chesapeake & Ohio currency 6s, 50, 48, 48 3/4; Milwaukee Lake Shore & Western firsts 101, 102, 101. It will be seen by the foregoing ranges that the last prices, which are those of Friday, the 14th, are almost all lower than the first prices, which are those of the 7th. A few issues are higher now, viz.: Chesapeake & Ohio firsts, series B, 93 1/2, 95, 94 7/8; Milwaukee & St. Paul consols, 119 1/2, 121 1/2; Missouri Pacific consols, 103, 105. Atlantic & Pacific incomes have sold at 28 1/2, 27, 28 and 25. Outside of these there have been but few changes.

There has been no business of any consequence in State bonds during the week.

Railroad and Miscellaneous Stocks.—Apprehensions of the effects of damage to the corn crop by frosts, and also to some extent of an outbreak of rate-cutting among the roads in the Trunk Line Pool, have had a depressing effect on stocks during the week, and prices are generally lower. The bears took advantage of these circumstances to hammer the market. The result is that the stocks of the roads traversing the Northwestern States, where the frosts were worst, have suffered a good deal, while those of many roads in other parts of the country show but little decline. The most significant declines in this connection have been Michigan Central, 4 1/4 per cent; Northwestern preferred, 3 3/4; Union Pacific, 3 1/4; Northern Pacific preferred, 3 1/4; Northern Pacific common, 2 3/8; Omaha common 1 1/2, and the preferred 1; Canada Southern, 1 1/2; Northwestern common, 1 3/8; Lake Shore, 1 1/4; St. Paul preferred, 1 1/4; Denver, 1 1/4. All other declines than these were mostly fractional. The only prominent stock which shows an advance for the week is Western Union, 7/8.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING SEPT. 14, AND SINCE JAN. 1, 1883.

Table with columns: STOCKS, DAILY HIGHEST AND LOWEST PRICES (Saturday to Friday), Sales of the Week (Shares), Range Since Jan. 1, 1883 (Lowest, Highest), and For Full Year 1882 (Low, High). Rows include RAILROADS, MISCELLANEOUS, and COAL AND MINING.

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

† Ex-privilege.

‡ Ex-dividend and privilege.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

Table with columns: SECURITIES, Bid, Ask, SECURITIES, Bid, Ask, SECURITIES, Bid, Ask, SECURITIES, Bid, Ask. Rows include Alabama, Arkansas, Georgia, Louisiana, N. Carolina, Ohio, Rhode Island, South Carolina, Tennessee, Virginia, District of Columbia, and various bond types like Class A, B, C, 6s, 7s, 8s, 10-20s, 1900, etc.

RAILROAD BONDS.

Table with columns: Railroad Bonds, Bid, Ask, Railroad Bonds, Bid, Ask, Railroad Bonds, Bid, Ask, Railroad Bonds, Bid, Ask. Rows include Alabama, Arkansas, Georgia, Louisiana, N. Carolina, Ohio, Rhode Island, South Carolina, Tennessee, Virginia, District of Columbia, and various bond types like Ala. Central, Atch. T. & S.F., Bur. C. Rap. & No., etc.

* No price Friday—these are latest quotations made this week.

† Coupons on since 1869.

New York Local Securities.

Table with columns for Bank Stock List, Insurance Stock List, and Gas and City Railroad Stocks and Bonds. Includes sub-sections for COMPANIES, PRICE, and Bid/Ask.

Quotations in Boston, Philadelphia and Baltimore.

Table with columns for SECURITIES, Bid, Ask, and sub-sections for BOSTON, PHILADELPHIA, and BALTIMORE. Includes various stock and bond listings.

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

* Ex-dividend. † Per share. ‡ In default. § Ex-rights.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below.

Table with columns: Roads, Latest Earnings Reported (Week or Mo, 1883, 1882), Jan. 1 to Latest Date (1883, 1882). Lists various railroads like Ala. Gt. Southern, Atch. Top. & S. Fe, etc.

* Since June 1st in 1883 includes earnings of Cent. RR. of New Jersey. † Freight earnings. ‡ Included in Central Pacific earnings above. § Includes Maine Cent. dividend of \$54,345 in 1883 and \$36,230 in 1882.

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 Sept. 8:

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

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

Table showing totals for three weeks: 1883, Aug. 25, Sept. 1, Sept. 8. Columns: Loans, Specie, L. Tenders, Deposits, Circulation, Agg. Clear.

Boston Banks.—Following are the totals of the Boston banks: 1883, Aug. 27, Sept. 3, Sept. 10. Columns: Loans, Specie, L. Tenders, Deposits, Circulation, Agg. Clear.

Philadelphia Banks.—The totals of the Philadelphia banks are as follows: 1883, Aug. 27, Sept. 3, Sept. 10. Columns: Loans, Lawful Money, Deposits, Circulation, Agg. Clear.

Unlisted Securities.—Following are quoted at 38 New Street: Bid. Asked. Lists various securities like Am. Railw'y Imp. Co., Atl. & Pac.—Gs, 1st, etc.

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.

RAILROAD EARNINGS AND REPORTS—The article upon railroad earnings, together with the tables presenting the figures for August and for eight months of the year, will be found to-day in the editorial department of the CHRONICLE. The general interest in these reports of earnings rather increases than diminishes, as the dealers in stocks and bonds endeavor more and more to get hold of matters of fact bearing upon the value of the different railroad properties, as distinguished from the endless rumors which are circulated in the market for the purpose of influencing prices.

A step in the right direction has just been taken by the New York State Railroad Commissioners in adopting a resolution requiring that railroad companies in this State shall make quarterly reports of their earnings, expenses and net income, accompanied by a brief balance-sheet giving their financial condition. The resolution adopted by the Board of Commissioners is as follows:

Resolved, That every railroad corporation in the State, in addition to their annual report to the Board of Railroad Commissioners, be required to make quarterly reports beginning with the first day of July, upon forms provided by this Board, showing their financial condition, and that such report be published at least once in a daily newspaper published at the place where the principal office of such railroad company shall be; and such report shall be made by all railroads and railways, and the corporations, receivers, trustees, directors, or others, owning or operating the same, and also by all sleeping and drawing-room car companies or corporations, and to all other associations, partnerships, companies or corporations engaged in transporting passengers or freight upon any railway, or lessees, or otherwise.

The form prescribed for the quarterly statement of income and balance-sheet, to be verified by the oath of an officer of the respective companies, is as follows:

Gross earnings.....	\$.....
Operating expenses.....
Net earnings from operation.....	\$.....
Operating cost.....per cent of earnings
Income from other sources.....

Gross income from all sources.....	\$.....
<i>Deductions from income as follows:</i>	
Interest on funded debt.....	\$.....
Taxes.....	.....
Rents.....	.....
Net income from all sources.....	\$.....

GENERAL BALANCE SHEET.

<i>Assets.</i>		<i>Liabilities.</i>	
Cost of road and equipm't \$.....	Capital stock, common... \$.....	Capital stock, preferred... ..	.....
Stocks and bonds of other companies.....	Funded debt.....	Loans and bills payable.....	.....
Other permanent investments.....	Interest on funded debt due and accrued.....	Dividends unpaid.....	.....
Due by agents and others.....	Due for wages, supplies, &c.....	Sundries.....	.....
Supplies on hand.....	Profit and loss.....	.....	.....
Cash on hand.....	.....	.....	.....
Sundries.....	.....	.....	.....
\$.....	\$.....	\$.....	\$.....

INCOME BONDS.—The income bond is generally a delusion. It seldom pays any income, and is a thing made only to sell. There is a pleasant sound about its name that is attractive to "lambs," and this helps the original maker to get it out of his hands—but afterwards there is little hope. Out of some fifty different issues of income bonds on the New York Stock Exchange list how many have paid any interest in the past two years? And unfavorable as these years have been for stock speculation, they have not, upon the whole, been a bad time for railroad earnings. The income bond is a delusion in professing to be what it is not—first in offering the holder some probable hope of income, and secondly in pretending to have some security as a bond. In the first regard, it is next to impossible to get railroad managers to look with any respect upon an income bond; they have so long been accustomed to treat it with indifference as a thing having no fixed rights, that to expect one of our railroad officers in these days to treat an income bond as a security with legal rights, would be more extraordinary than to expect a Mississippi man to have respect

for a negro, or John Bull for a copper-colored Oriental. The income bond is usually issued and sold with the agreement and understanding that it shall receive in each year, as interest, any net income of the road over and above all proper expenses for operating and interest on mortgage bonds. But the precise nature of the net earnings and operating expenses is so loosely defined, that railroad officers find it easy to consider almost anything as expenses proper enough to take precedence of the interest on income bonds. On the other hand, the bonds seldom carry a voting privilege, as preferred stock does, and are therefore useless in exerting any control over the management of the company. In nearly all cases where income bonds are issued, a preferred stock would be much better, as the rights of a stockholder are better defined at law; and if it is really intended that the holder should have a claim on income next after the interest on mortgage bonds, the preferred stock should be made cumulative in terms so plain and so strong that no court of equity could refuse to enforce the privilege.

Let income bonds and all anomalous securities be abolished, and let the obligations of railroads be brought down to the well-known forms of ordinary stock; preferred stock with rights most clearly defined; plain debenture bonds with an obligation to pay regular interest on them; and finally, mortgage bonds with a specific lien on the property.

GENERAL INVESTMENT NEWS.

American Rapid Telegraph.—Stockholders representing about five-sixths of the capital stock of the American Rapid Telegraph Company met in Hartford, Conn., September 13, and voted to ratify the contract with the Merchants' & Bankers' Telegraph Company of New York, to take control of their lines and extend their wires through the Southwest, which will require an expenditure of \$3,900,000.

Consolidated Railroad Co. of Vermont.—A hearing was had last week in the United States Circuit Court at Rutland, Vt., on the motion for a preliminary injunction in the suit of Rowland G. Hazard against the Vermont & Canada Railroad and the American Loan & Trust Co. of Boston. This suit is identical with that recently brought in the Massachusetts Supreme Court to prevent the Trust Co. delivering bonds under the compromise agreement with the Vermont Central. It is brought on the assumption that the reorganization agreement is void so far as the Vermont & Canada Co. is concerned, that company having no right to agree to extinguish its stock or to exchange it for the proposed bonds. The defendants claim that the agreement is valid, and that the company in executing it did not exceed its legal authority. The Court granted the temporary injunction.

Nashville Chattanooga & St. Louis.—A press dispatch from Nashville, Tenn., September 12, gives the following: "The board of directors of the Nashville Chattanooga & St. Louis Railway met to-day, adopted the annual report of the President and directors, and declared a dividend of 2 per cent, payable on October 1. The report gives a detailed statement of the expenses and earnings of the main line and branches and the cost of extending several important branches. During the past fiscal year the revenue derived from passengers was \$621,170, an increase of \$40,611, which, taking into consideration the opening of new competitive routes and the necessary increased completions and lower rates for through business, is considered very satisfactory. The earnings from freight during the same time were \$1,513,875, an increase of \$149,808. The total bonded indebtedness at the close of the fiscal year was \$8,757,000. The road operates 554 miles, at 55 8-10 per cent of the gross receipts. The increase in earnings has been attained partially by the encouragement of the location of blast furnaces and mills and factories along the line and at Nashville; but most of the increase may be accounted for by the bountiful crops of 1882 throughout the country traversed by the road. After the meeting of the directors the shareholders elected the following directors: James G. Porter, J. H. Inman, V. K. Stevenson, J. W. Thomas, G. A. Washington, Thomas C. Whiteside, G. M. Fogg, J. W. Childress, Thomas Lipscomb, T. W. Evans, M. H. Smith, E. L. Jordan, J. T. Rhea, Henry Earl and A. S. Colyar. The directors met and re-elected the old officers."

—The following official statement of earnings and income is made for the month of August and for the fiscal year from July 1 to August 31:

	AUGUST.		1882.	
	Gross earnings.	Net earnings.	Gross earnings.	Net earnings.
Main Stem.....	\$190,188	\$95,695	\$168,304	\$68,293
Lebanon Branch.....	7,614	6,109	6,272	3,854
McMinnville Branch.....	4,803	2,570	4,262	1,182
Fayetteville Branch.....	6,192	4,248	4,968	2,095
Centrev. Br., nar. gauge..	4,047	1,033	2,604	746
D. R. Val. RR., nar. gauge	3,814	1,689	3,376	1,430
Total.....	\$216,658	\$111,344	\$183,786	\$77,600
Interest and taxes.....		55,497		54,032
Balance net surplus..		\$55,847		\$23,568

TWO MONTHS ENDING AUGUST 31.

	1883.		1882.	
	Gross earnings.	Net earnings.	Gross earnings.	Net earnings.
Main Stem.....	\$363,721	\$180,211	\$329,295	\$135,578
Lebanon Branch.....	13,324	9,740	14,162	9,656
McMinnville Branch..	9,654	5,071	7,772	3,038
Fayetteville Branch..	10,835	7,125	13,511	8,224
Centrev. Br., nar. g'e.	7,578	2,726	4,320	859
D.R. Val. RR., nar. g'e.	7,014	3,177	7,221	3,130
Total.....	\$412,126	\$208,050	\$376,281	\$160,485
Interest and taxes....		110,571		108,015
Balance net surplus..		\$97,479		\$52,470

New York Lake Erie & Western.—This company has just issued its statement of earnings for May and for seven months of its fiscal year. Now that the accounts with the leased lines have been got in shape, it is to be hoped that the statements for June and July will speedily follow. The figures for May, 1883, include the total working expenses of the New York Pennsylvania & Ohio, and in the gross earnings 68 per cent of its receipts, since 32 per cent is paid as rental. Hence the figures for net earnings compare properly in each year and show the amount belonging to the Erie Company. The statement is as follows:

Month of May.	1882.	1883.	
Gross earnings.....	\$1,681,798	\$2,055,988	Inc. \$374,190
Working expenses.....	1,029,439	1,424,933	Inc. 395,494
Net earnings.....	\$652,359	\$631,054	Dec. \$21,304
Oct. 1 to May 31.	1881-82.	1882-83.	
Gross earnings.....	\$12,645,471	\$13,439,153	Inc. \$793,682
Working expenses.....	8,730,280	9,451,462	Inc. 721,181
Net earnings.....	\$3,915,191	\$3,987,691	Inc. \$72,500

New York West Shore & Buffalo.—The *N. Y. Times* refers to the terminal facilities of this road and to the quality of its work, &c., in an article, from which the following is quoted:

"Above Thirty-fourth Street the West Shore road has two squares of land extending from the river to Eleventh Avenue and from Thirty-fifth to Thirty-seventh Street. This will allow the company to build two freight depots, each with openings on four sides, into which freight will be brought by cars transferred in blocks of ten each on floats from the main freight terminus at Weehawken. The advantages for the delivery of all sorts of produce and hay will be considerable. The company has already secured a dock at Forty-second Street, docks at Harrison and Jay streets, and a dock in the heart of the oil district in Williamsburg, and has leased a dock at Pier No. 5 North River, at which its freight will be delivered for the present.

"The main terminal arrangements of the road are at Weehawken, from which point passengers will be transferred to Forty-second Street and to Harrison Street. At Weehawken the company, in common with the Ontario & Western Company, owns 275 acres of land for terminal purposes, with 6,790 feet of water-front, furnishing for front and sides of docks 30,294 feet, or 5¾ miles. Two freight-houses on piers are already constructed. Each occupies an area 200 feet by 800, and is two stories in height. When the work is complete there will be room for 8,000 cars and 'ample scope and verge enough,' according to the company's calculations for all the roads coming to the Jersey shore. At the south end of the grounds the passenger stations are nearly complete with the ferry slips, and the ferry boats, which are to be on the general style of those of the Pennsylvania Road are approaching completion. Next north come the transfer slips for freight; then the steamship docks and warehouses; then the docks for the local, river and coast trade; then those for lumber; then two piers with great elevators; next two piers with machinery for coal transfer, and, finally, the stock pier and abattoir—12 piers in all, besides the ground devoted to passengers at one end and live stock at the other. The great length of these piers and the large area at the rear of them will enable long trains of 60 or 70 cars to be yarded, unloaded and returned with the least possible delay in breaking up and switching, and with the least confusion of different kinds of freight. As the terminal area is owned by the two roads—the West Shore and the Ontario—its permanent and increasing value will develop with the growth of business.

The public is becoming familiar with the excellence of this road for passenger traffic. Its advantages for freight are even more marked. The first is the solidity of construction. The embankments are 27 feet wide for double-tracks, giving 4 feet of solid ground on either side, where 2 feet is usually the maximum, and 2 feet greater distance between tracks. The ties are laid of oak and Southern pine, 3,000 to the mile, or fully 40 per cent more than the usual allowance. The rails are 67 pounds steel, of the best grade, and are fastened by anchors 36 inches in length, with 4 bolts to each, and covering 3 ties. This practically makes a continuous rail, and enables the company to use heavier cars, the average being fully 20 tons capacity. To this advantage is to be added the easy grade, which is nowhere more than 26 feet to the mile, so that one combination freight engine, without pushing engines at any point, can draw 76 loaded cars at a relatively high rate of speed. The bridges on the road are all supported by masonry, some of it of very solid character and all of it amply sufficient. The extraordinary width of the road also allows of the introduction of a third or central truss to each bridge, which adds greatly to its strength and durability. The West Shore Road, besides the share which it can fairly hope to have of through traffic from the West, traverses a rich farming country, which

will furnish a growing local business. It connects with various coal roads—the Erie at Newburg, the Delaware & Hudson Canal at Rondout, the Delaware & Hudson Canal Railroad at Albany, and other roads further west. But the most striking advantage which the road possesses is undoubtedly its really magnificent terminal facilities, a point not less important to the City of New York than to the company. These are quite unequalled by any road coming into the city, and may be said to excel those of all the others combined. They are the key to the situation."

Northern Pacific.—The track on the main line was completed by the driving of the last spike on Sept. 8, in the presence of the large assemblage of distinguished guests. The enterprise has been one of the first magnitude, and the financing for the company in the past three years has been even brilliant in its character. Mr. Villard, the President of the company, said in his speech at the opening:

"Our work means the conquest of new fields for general commerce and industry. It creates a new highway between Europe, America and Asia. The population of the States and Territories traversed by our road is largely made up from the European nationalities represented here. We deemed it fit and proper, therefore, to bid, so to speak, both the old and the new world to this celebration, or, in other words, to arrange a sort of International Festival. We hope, moreover, that as in this hour a new and indissoluble bond will be formed between the countries to the east and to the west of these Rocky Mountains, this gathering may also strengthen the ties of good will and friendship between the Republic of North America and the parent countries of Europe. Thanks to the foresight of President Thomas Jefferson, well nigh four score years ago, Lewis and Clark toiled through these mountains as the first explorers of Anglo-American origin, and lifted the veil that hid from civilized mankind the regions watered by the Upper Missouri, the Yellowstone, the Columbia, and their tributaries. The exploits of these gifted and fearless men were the rich germ, the full fruition of which we celebrate this day."

"You have seen enough of the work to form an idea of its difficulty, its vastness, its costliness. You have the testimony of your own eyes that this highway had to be carved, as it were, out of a very wilderness, where we found nothing to help us—no labor, no food, no habitations, no materials, no means of transportation. You see the evidences of triumph over every hindrance. But you perceive only finished results; the dramatic incidents of their achievement are not disclosed to you. Rolling along smoothly, merrily and luxuriously over the line, how can you know that the bridges over which we pass were built while the subdued rivers were hidden in ice or swollen to perilous depth and turbulence? that defiance was bidden to the seasons, and the pick and shovel kept flying, though the way had to be cleared through thick crusts of snow, and on frozen ground thawed by fires? * * * Let me then own, on this solemn occasion, that our edifice could have never been reared but for the liberality of the people of the United States, acting through the Federal Government, in providing a solid foundation in our land grant; for the devotion and sagacity of the men who steered our craft in the days of distress and danger; for the generous forbearance of our stockholders, the confidence of the public, the powerful help of financial allies; and last, but far from least, for the ability and faithfulness of the officers and employes of the company, and for the myriads of honest toilers who earned their bread in the sweat of their brows for our benefit. * * * Let us hope and pray that as this great work of man will stand forever, it may also forever be an immortal honor to its founders, a noble monument to its builders, a permanent pride and profit to its owners, and, most of all, an everlasting blessing to man."

—A general description of the territory traversed by the Northern Pacific is given by the *New York Tribune* as follows:

"Going westward from Duluth, at the head of Lake Superior, the Northern Pacific Railroad runs for many miles through the almost unbroken forests of valuable timber that cover so large an area of Northern Minnesota. Then it passes through the lake region and enters the fertile valley of the Red River of the North. Crossing that stream at Fargo, the vast plains of Dakota are reached. These are valuable agricultural lands as far west as the Missouri River, which is crossed at Bismarck. Beyond are the so-called 'Bad Lands,' a country bad by name rather than by nature, consisting of curiously broken and upheaved hills and 'buttes' and narrow valleys. Most of the area is covered with bunch grass, and forms admirable pasture land.

"Reaching Montana, a high table land is traversed. The ground is covered with bunch grass, and affords excellent grazing for cattle and sheep. Along the river bottoms agriculture is successfully pursued, although irrigation is usually necessary. In Central Montana the Rocky Mountains are reached, and on to the Idaho boundary the road passes among towering mountains, rich in silver and copper, and valleys of fertile farming land. Running northwest through the Flat-head country, the boundary of Idaho is reached only a few miles south of the British colony of Columbia, and the territory is crossed at its narrowest part, a region heavily timbered, as is also the western part of Montana. Then the road turns sharply to the southwest and crosses the Great Plateau of Eastern Washington Territory to the Columbia River. This is a high grassy plain, containing exceedingly fertile wheat lands, and extends south into Oregon and west to the Cascade Mountains. Then the road follows the Columbia River, skirting Northern Oregon, to Portland, whence the Pacific division runs northward to Tacoma, on Puget Sound.

"The road has two lake ports at its eastern terminus, Duluth and Superior. Its principal eastern depot, however, will be at the twin cities of Minneapolis and St. Paul, where it connects with three trunk lines to Chicago. A third port on Lake Superior will be had at Ashland when the Wisconsin division is finished.

"At the Pacific coast tide-water is reached at Portland, Oregon—near the junction of the Willamette and Columbia rivers—and at Tacoma on Puget Sound. Both these ports are easily accessible by ocean steamers of the largest size.

"On the entire route, the hardest construction work was done in the valley of Clark's Fork of the Columbia River, for a hundred miles from Lake Pend d'Oreille, the river there running through a narrow gorge, flanked by precipitous mountains. There was also very hard work done in making a roadway

along the faces of high bluffs of disintegrating rock in the Yellowstone region.

"There are two tunnels on the line worth mention: One 3,600 feet long at Bozeman Pass in the Belt Mountains and one 3,850 feet long at Mullan Pass in the Rocky Mountains proper. The Bozeman Tunnel is 5,548 feet above tide-water, and is the highest point on the road. The Mullan Tunnel is seventeen feet lower. The tunnels are not yet finished, and steep surface lines have been built overhead for temporary use, with grades of 220 feet to the mile. In crossing the mountains the grade of the permanent road-bed never exceeds the prescribed limit of 116 feet to the mile. The sum of these maximum grades, ascending and descending, is about thirty miles. Elsewhere on the route the grades are generally easy.

"The road has two great bridges: at Bismarck, across the Missouri—so high as to require no draw—and at Ainsworth, Washington Territory, across Snake River. These bridges are of stone, iron and steel. The Yellowstone is crossed three times, the Upper Missouri once, and Clark's Fork of the Columbia three times. There are two pile bridges, each a mile long, across arms of Lake Pend d'Oreille, and a trestle in Marent Gulch, in the Coriacañ Defile, 226 feet high.

"The territory tributary to the Northern Pacific Railroad and its branches is bounded on the south by what may be called the freight divide between the Northern Pacific and the Central Pacific Railroads, and on the north by the freight divide between the Northern Pacific and the Canadian Pacific railroads, and extends from Lake Superior to Alaska—a region covering nearly one-fifth of the area of the United States, and yet comparatively new and unknown. The Northern Pacific Railroad Company, in order to obtain accurate knowledge of its resources, organized a great economic survey under the general direction of Prof. Raphael Pumpelly." * *

"Three topographical parties in the field are mapping the territory in 200-foot contour lines. These maps will be valuable not only as indicating drainage areas, possibilities of water storage and other data for comprehensive irrigating operations, but they will also furnish the basis on which the facts ascertained by all the divisions are to be represented. The physical facts gathered—the distribution of soils, volume of flowing water, climatic conditions, range and abundance of grasses, mineral and forestal resources, and the like—will all be recorded cartographically in a generalized form.

"These maps and the reports of the survey are primarily for the guidance of the road in its general policy in various directions, such as building feeders, inviting emigration for special purposes, or encouraging particular industries. They will also give the world comprehensive and authoritative information concerning the Northwest and its resources. They will not enable a man to select a quarter section or 100 acres of land of such quality as he wishes, but they will give all the needed information as to large blocks of land and the general character of any region."

With the joining of the track on the main line the mileage of the Northern Pacific in operation and under construction is made up as follows:

Main line—		In operation.	
Duluth, Minn., to Wallula Junction, Washington Territory.....	1,677.5		
Wallula Junction to Portland Or. (Oregon Railway & Navigation Company), 214 miles			
St. Paul, Minn., to Brainerd, Minn.....	135.5		
New Tacoma, Wash. Ter., to Kalama, Wash. Ter.....	105.5		
New Tacoma, Wash. Ter., to Carbonado, Wash. Ter.....	34.0		
Grand total miles	1,952.5		
Branches—		In operation.	Under construction.
Superior City, Wis., to Connor's Point, Wis.....	3.5		
North Pac. Junc., Minn., to end of track, Wis.....	25.5		
Little Falls, Minn., to Morris, Minn.....	87.8		
Wadena Junction, Minn., to end of track, Minn....	115.3		
Fargo, Dak., to La Moure, Dak.....	82		
Jamestown, Dak., to Carrington, Dak.....	43.5		36.0
Livingston, to Yellowstone National Park, Mon....	55.0		
Kalama, Wash. Ter., to Portland, Or.....			41.0
Total miles branch lines.....	412.8		71.0
Total miles main lines.....	1,952.5		
Grand total in operation.....	2,365.3		

Ohio Central.—At the stockholders' meeting in Toledo, Sept. 12, J. S. Stanton, Brayton Ives, Geo. Moore and A. F. Goodnow, all of New York, were elected directors, and it is understood that they represent the interests of River Division bondholders. The scheme for funding River Division coupons, exchanging income bonds for preferred stock and assessing present stock 5 per cent, was submitted. The old board of directors made a full report of the operations of the company for the year ended June 30, 1883, of which the following is an abstract:

Gross earnings.....	\$1,077,113
Net expenses.....	727,328
Total earnings.....	349,785
Floating debt.....	798,583
Cash items on hand.....	349,486
Bonds in treasury, cost.....	1,250,000
[If the treasury securities were all sold the surplus over the debt would be \$800,903.]	
Total first mortgage debt on all divisions.....	9,023,000
Income bonds.....	7,004,000
Car trust certificates.....	2,120,000
Fixed charges on mortgage bonds.....	541,380
Car trust interest.....	169,600
Taxes and rentals.....	80,000
Total fixed charges.....	790,980
Mileage—312 miles of main line and 47 miles of sidings.	
Equipment—17 engines, 4,578 freight cars, 12 passenger cars and 36 miscellaneous cars.	

The company owns the Ohio River suspension bridge at Point Pleasant, W. Va., which has cost about \$1,000,000, and

10,000 acres of coal lands in West Virginia; they have also expended \$300,000 on the New River division, south of Charleston.

The company has failed to pay interest on the River Division mortgages only; all other claims have been met, and will be, as long as the property remains under the present management. The Car Trust trustees have taken possession of their property, and arranged to take wheelage on their cars instead of regular payments, until an arrangement can be made with the River Division bondholders.

The report goes into detail as regards the causes which led to the present condition of affairs, and says that the great decline in the prices of coal and the amount consumed, beginning over a year ago, with the suspension and decline of the iron business and the reduction of the production of manufactured goods, has caused the receipts of the company to fall forty cents per ton below the estimates the most conservative coal operators made eighteen months ago. This has made a difference to the company, on 800,000 tons of coal mined and shipped last year, of \$320,000.

Damage by floods last summer and this spring to the extent of \$50,000, and the delay arising from the same cause in finishing the river division (which is not yet in running order), has added to the difficulties. The contractors are behind in the completion of the Ohio River bridge, and will not complete it before Nov. 1, 1883. The company has received no benefit from the earnings of 164 miles of the new line, from the causes named.

The board recommends that coupons on the river division firsts be funded for five years; that interest on the Car Trust certificates be reduced from 8 per cent to 6 per cent, and that the payment of the principal be deferred for three years; also that stockholders pay in \$5 per share, which, with convertible assets of the company, is expected to be sufficient to complete the Ohio River bridge and equip the river division.

The new board will meet in New York next week and organize, when two more new members will be selected to fill vacancies on the board from the mortgage security holders if desired.

Rochester & Pittsburg.—The \$1,400,000 Rochester & Pittsburg consolidated bonds for which proposals were invited are reported as all taken at 90 and accrued interest. The bids aggregated over \$2,000,000.

Richmond & Danville.—At Richmond, Va., Sept. 12, a general meeting of the stockholders of the Richmond & Danville Railroad Company was held. The proposition to increase the capital stock of the company from \$5,000,000 to \$7,000,000 was defeated. The promoters of the scheme, it is stated, did not appear. On the motion of Mr. George S. Scott of New York, who stated that he held three-fifths of the whole stock and represented a majority, H. C. Fahnestock, General Samuel Thomas and John McAnerney were elected directors in place of J. A. Rutherford, M. B. Brown and R. Baring Gould of New York. A resolution for an investigation into the company's affairs and past management was referred to the new board of directors.

Western Union Telegraph.—Mr. C. C. Baldwin, President of the Louisville & Nashville Railroad Company, has been elected a director of this company in place of Mr. J. Lowber Welsh, of Philadelphia, resigned. The directors of the Western Union Telegraph at their quarterly meeting, declared a dividend of 1¼ per cent for the quarter to end September 30, and payable after Oct. 15 to stockholders of record of Sept 20. The usual corrected statement of the business and results of the preceding quarter (ending June 30) shows that the net resources of that quarter were \$85,103 less than the amount estimated in the statement of June 12, and the nominal surplus was \$3,658,566 instead of \$3,743,792, as then estimated. The estimate for the current quarter ending September 30, compared with the same quarter of 1882, shows a decrease in net "revenues" of \$679,477, and a surplus remaining after the payment of dividends of \$123,521; but the dividend paid for the quarter of 1882 was only 1½ per cent, against 1¼ per cent this year. The following compares the actual business of the quarter ended September 30, 1882, with the figures for the current quarter to end September 30, 1883, in which part of August and all of September are estimated.

	Actual, 1882.	Estimated, 1883.
Qrs. ending Sept. 30—Net revenues.....	\$2,329,489	\$1,650,000
Deduct—Interest on bonds.....	106,850	106,700
Sinking fund.....	20,000	20,000
Net earnings for quarter.....	\$2,202,639	\$1,523,300
Dividends—1½ in 1882 and 1¼ in '83.....	1,199,781	1,399,779
Surplus for quarters.....	\$1,002,858	\$123,521
Surplus July 1.....	1,664,240	3,658,566
Surplus Sept. 30.....	\$2,667,098	\$3,782,087

The full returns for the quarter ended June 30 complete the figures of traffic for the fiscal year, showing gross revenues for the year ended June 30, \$19,454,902; expenses, \$11,794,553; and net profits, \$7,660,349, being an increase over the previous year of \$2,340,737 in gross revenues and of \$542,279 in net profits. The resolutions passed were as follows:

Resolved, That a dividend of one and three-quarters per cent on the capital stock of this company be hereby declared, payable on and after October 15, and on removal of legal restraint prohibiting such payment, to stockholders of record at the close of the transfer books on the 20th of September instant.

Resolved, That for the purpose of the annual meeting of stockholders to be held on Wednesday, the 10th of October next, and of the dividend hereinbefore declared, the stock books of the company in New York and London be closed at three o'clock on the afternoon of the 20th of September instant, and be re-opened on the morning of the 16th of October next.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Sept. 14, 1883.

There were frosts in middle and northern latitudes on Saturday and Sunday last, which did much damage to minor crops, but to Indian corn the injury seems to have been slight, and a full yield of all cereals except wheat seems to be now assured. Violent storms in Texas and on the Atlantic Coast have also occurred, without important results to crops. The weather is now quite warm. Autumn trade has made fair progress, a better feeling pervades financial circles, and altogether the position of business is quite promising.

The speculation in lard has been of the most meagre and uninteresting proportions. Prices have drifted about until latterly, when a somewhat better tone prevailed, resulting from reports of injury to the corn crop. To-day news was received that the increased acreage of corn would more than supply any damage sustained by the recent frosts, and lard declined sharply; the speculative interest was again moderate; October options sold at 8'36@8'42c.; seller year, 8'19@8'23c.; January, 8'22@8'27c.; closing weak; October, 8'36c.; seller year, 8'20c.; December and seller year, 8'15@8'17c.; January, 8'18@8'20c. On the spot prime Western sold at 8'50c.; refined to the Continent at 8'55c.; South America 9'50c. Pork was dull and easy at \$12 75@13 for mess on the spot. Bacon ruled weak at 7 3/4c. for long clear. Beef hams are very quiet at \$19 50@20 for Western prime. Beef is also slow and almost nominal at \$17 50@19 for city extra India mess. Butter has been active at advanced prices; fancy fresh creameries sold at 28@29@30c.; there were sales in the interior at 28c.; export butter is held above shippers' limits and quoted at 23@24c. Cheese is strong at 10 3/4c. for the best; full creams 9@9 1/2c., and night skims 7 1/2@9c. Tallow is quiet at 7 1/4c. for prime. Stearine weak; prime, 9 3/4c.; city and Western, 9 3/8c.; oleomargarine, 9c.

Rio coffee has been only moderately active as a rule, but closed quite firm at 9 1/4@10c. for fair cargoes, with little offering; options have been fairly active at some advance; No. 7 sold to-day at \$8 10@8 15 for both October and November, \$8 15 for December, \$8 20 for January and \$8 30 for February; mid grades have been firm and fairly active. Spices steady, but large invoices quiet. Foreign fruits steady and moderately active; currants higher. Rice has been fairly active and steady. Molasses firm, but quiet; New Orleans 30@60c., though the higher figure is only obtainable for fancy. Raw sugar has been steady at 6 9-16c. for fair refining, and closed more active; refined has declined, but closed steady; crushed and cut loaf, 9c.; granulated 8 3/4c.; powdered 8 1/2@9c.

Kentucky tobacco has continued firm and in demand. The reports of damage to growing crop by frost has imparted quite a buoyant feeling; sales 572 hhds., of which 249 hhds. were for export. Lugs were quoted at 6@7c.; leaf, 7 1/2@11 1/2c. Seed leaf has been more active, and all prices rule steady; sales embrace 2,915 cases, including 800 cases 1882 crop, Wisconsin Havana seed fillers, 4c., and assorted lots, 13@17c.; 200 cases 1882 crop, New York State Havana seed, 18@23c.; 600 cases 1882 crop, do. do. flats, assorted lots, 10@13c.; 250 cases 1882 crop, New England seconds, 11@12 1/2c., and wrappers, 14@25c.; 150 cases 1882 crop, do. Havana seed, 18@25c.; 200 cases 1882 crop Pennsylvania assorted lots, 9@17c.; 200 cases 1883-81 crops, do., 6@12 1/2c.; 300 cases 1882 crop, Ohio, assorted lots, 8@12 1/2c.; 215 cases 1880-81 crops, do. fillers 4c., wrappers 9@11c., and assorted 6 3/4c.; also, 450 bales Havana, 82c.@1 15.

In naval stores little business has been done, but strained and good strained rosins are quoted steady at \$1 55@1 60, and spirits turpentine 40 1/2c. bid and 41c. for Southern bbls. in yard. Refined petroleum has declined in sympathy with the European advices; 70-degrees test Abel for all October and early November deliveries now quoted at 8 1/4c. Crude certificates had a sharp advance early in the week on the annual report of the United Pipe Line Company, showing that the reserved stocks had been drawn upon; latterly there has been a re-action downward, and to-day a further depression took place from \$1 12 to \$1 11 3/8, closing at the latter. Ingot copper sells fairly well at 15 1/4c. for Lake; other brands 14 1/4@14 3/4c. Steel rails are quiet at the moment in the absence of offerings for 1883; for next year the Eastern mills report increased orders at \$37 50@38. Linseed oil in demand and firm at 56@57c. for city, 55c. for Western and 58@59c. for Calcutta; lard oil 65@67c.; crude menhaden 40c. Hops are weak for seedling 1883s at 26@28c. and firm for State 1882s at 30@31c. Wool is quiet but firm for good grades; inferior stock weaker.

In ocean freight room a larger movement has been recorded. Grain has been the principal staple shipped and petroleum has followed. A number of steamers have been chartered to load cotton at Southern ports. Rates at the moment are steady. Grain taken to Liverpool by steam to-day 3d.; flour, 10s.@12s.; cheese, 15s.; bacon, 11s. 3d.; cotton, 1/8@5-32d.; grain to London by steam quoted, 4d.; do. to Glasgow taken at 4d.; do. to Newcastle, 5 1/8d.; rye to Antwerp, 4d.; grain to Lisbon by sail, 13c. per bushel; naphtha to Sables d'Olonne, 4s. 6d.; crude petroleum to Certe, 4s.; do. to Marseilles, 4s.; refined in cases to Java, 39@40c.; do. to Rio Janeiro, 33c.

COTTON.

FRIDAY, P. M., September 14, 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 (Sept. 14) the total receipts have reached 64,348 bales, against 33,308 bales last week, 22,971 bales the previous week and 11,365 bales three weeks since; making the total receipts since the 1st of September, 1883, 97,656 bales, against 83,255 bales for the same period of 1882, showing an decrease since September 1, 1883, of 14,401 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	2,171	3,346	1,830	1,840	3,183	2,842	15,212
Indianola, &c.	....	....	....	....	....	715	715
New Orleans...	663	2,856	1,433	1,673	656	2,598	9,884
Mobile.....	286	240	271	160	100	637	1,694
Florida.....	....	....	....	....	....	135	135
Savannah.....	1,769	3,110	2,127	2,933	3,265	3,203	16,407
Brunsw'k, &c.	....	....	....	....	....	115	115
Charleston.....	2,698	2,803	1,691	766	1,879	3,141	12,978
Pt. Royal, &c.	....	....	....	....	....	257	257
Wilmington....	61	636	274	116	109	237	1,433
Moreh'd C., &c.	....	....	....	....	....	150	150
Norfolk.....	495	460	1,519	480	248	212	3,354
West Point, &c.	....	....	....	....	....	682	682
New York.....	....	25	....	....	15	....	40
Boston.....	....	4	44	....	....	....	48
Baltimore.....	....	....	....	....	....	59	59
Philadelp'a, &c.	....	500	292	70	25	300	1,185
Totals this week	8,143	13,920	9,486	8,038	9,478	15,233	64,348

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1883, and the stock to-night and the same items for the corresponding periods of last years.

Receipts to September 14.	1883.		1882.		Stock.	
	This Week.	Since Sep. 1, 1883.	This Week.	Since Sep. 1, 1882.	1883.	1882.
Galveston	15,212	21,837	13,599	21,831	25,035	14,722
Indianola, &c.	715	1,450	735	2,570	288	....
New Orleans...	9,884	14,908	4,864	6,652	45,650	9,832
Mobile	1,694	2,329	2,453	2,903	4,394	1,151
Florida	135	224	87	87	....	....
Savannah.....	16,407	25,433	14,186	25,583	18,237	17,430
Brunsw'k, &c.	115	115	....	....	....	....
Charleston.....	12,978	18,212	9,051	13,170	14,276	8,598
Pt. Royal, &c.	257	382	....	....	7	....
Wilmington....	1,433	2,192	668	957	2,447	996
Moreh'd C., &c.	150	165	140	140	....	....
Norfolk.....	3,354	4,733	1,801	2,889	8,313	1,248
West Point, &c.	62	931	569	1,260	....	....
New York	40	247	277	647	95,575	53,515
Boston	48	79	377	668	4,530	2,040
Baltimore	59	72	175	312	12,000	2,085
Philadelp'a, &c.	1,185	1,297	482	1,036	5,055	2,578
Total.....	64,348	97,656	49,512	83,255	235,857	114,225

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

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	15,927	14,334	16,855	18,820	15,674	10,592
New Orleans.	9,884	4,864	18,369	9,373	10,828	5,058
Mobile	1,694	2,453	4,954	2,778	3,212	2,702
Savannah.....	16,407	14,186	23,113	31,872	24,034	25,043
Char'lst'n, &c.	13,235	9,051	11,277	19,403	12,312	15,315
Wilm'gt'n, &c.	1,583	806	3,161	3,257	3,321	2,088
Norfolk, &c.	4,036	2,370	11,563	14,566	4,502	3,850
All others....	1,582	1,398	2,760	2,626	3,020	707
Tot. this w'k.	64,348	49,512	91,052	102,695	76,933	74,355
Since Sept. 1.	97,656	83,255	182,728	185,030	120,907	147,594

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 16,367 bales, of which 10,096 were to Great Britain, 2,993 to France and 3,773 to the rest of the Continent, while the stocks as made up this evening are now 235,857 bales. Below are the exports for the week and since September 1, 1883.

Exports from—	Week Ending Sept. 14.				From Sept. 1, 1883, to Sept. 14, 1883.			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	....	....	1,156	1,150	....	3,572	1,150	4,722
New Orleans..	....	2,998	....	2,998	3,761	2,998	....	6,759
Mobile	....	....	....	....	....	....	....	....
Florida	....	....	....	....	....	....	....	....
Savannah	....	....	....	....	....	....	....	....
Charleston	....	....	....	....	....	....	....	....
Wilmington	....	....	....	....	....	....	....	....
Norfolk	....	....	....	....	....	....	....	....
New York	7,056	....	1,023	8,079	14,999	752	5,140	20,882
Boston	200	....	....	200	419	....	....	419
Baltimore	2,328	....	1,600	3,928	5,682	....	1,700	7,382
Philadelp'a, &c.	514	....	....	514	614	....	....	614
Total	10,096	2,998	3,773	16,867	25,466	7,322	7,600	40,778
Total 1882..	27,855	1,789	1,015	30,729	43,083	2,834	3,969	49,916

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

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

SEPT. 14, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans....	1,265	5,951	342	503	8,061	37,586
Mobile.....	None.	None.	None.	None.	None.	4,394
Charleston....	None.	None.	None.	1,050	1,050	13,226
Savannah....	None.	None.	None.	2,800	2,800	15,457
Galveston....	None.	1,332	598	3,232	5,162	19,973
Norfolk.....	None.	None.	None.	1,500	1,500	6,813
New York....	3,100	700	1,200	None.	5,000	99,575
Other ports....	2,500	None.	800	None.	3,300	21,027
Total 1883.	6,865	7,956	2,940	9,035	26,876	208,981
Total 1882.....	12,738	1,747	1,575	5,082	21,142	93,083
Total 1881.....	48,550	1,707	3,326	7,429	61,012	236,195

The speculation in cotton for future delivery at this market has been quite active for the week under review, and prices have materially advanced. At the date of our last, and on Saturday, rumors were current that the forthcoming report of the Agricultural Bureau for August (given on another page) would be quite unfavorable, and consequently prices improved. On Tuesday the report appeared and the rumors of its character were confirmed. There was then a further advance, but the demand was not sustained, and under sales to realize there was a decline of 8@10 points from the best figures of the morning, the close being lower than the latest figures of the previous Friday. But on Wednesday the Liverpool report came unexpectedly strong. That market was active and buoyant and further improved yesterday. The Southern markets also advanced and the speculation in futures at New Orleans became quite active. These influences caused a rise from the closing prices of Tuesday to the highest of Thursday of 17@25 points with large dealings, partly on orders from the South, with some "outside" buying. The close on Thursday was at 5@7 points under best prices. To-day Liverpool was easier and this market opened weak, but soon became steadier, and in the last hour was active and buoyant on a demand from the "shorts" to cover contracts, closing excited at 16@20 points advance, making 30@35 points advance for the week. Cotton on the spot has been in good demand for home consumption, and a fair business was done for export. Quotations were on Thursday advanced 1/4c. To-day there was a brisk demand for home consumption, and the close was strong at 10 1/4c. for middling uplands.

The total sales for forward delivery for the week are 702,400 bales. For immediate delivery the total sales foot up this week 9,646 bales, including 1,250 for export, 8,266 for consumption, 130 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.

Sept. 8 to Sept. 11	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Ordin'y. #D	711 1/8	711 1/8	711 1/8	715 1/8	715 1/8	715 1/8	715 1/8	715 1/8	715 1/8
Strict Ord.	81 1/2	81 1/2	81 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
Good Ord.	815 1/8	815 1/8	815 1/8	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
Str. G'd Ord	9 1/2	9 1/2	9 1/2	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Low Midd'g	9 3/4	9 3/4	9 3/4	10	10	10	10	10	10
Str. L'w Mid	9 15 1/8	9 15 1/8	9 15 1/8	10 3 1/8	10 3 1/8	10 3 1/8	10 3 1/8	10 3 1/8	10 3 1/8
Middling...	10 1 1/8	10 1 1/8	10 1 1/8	10 3 1/8	10 3 1/8	10 3 1/8	10 3 1/8	10 3 1/8	10 3 1/8
Good Mid.	10 1 1/2	10 1 1/2	10 1 1/2	10 3 1/4	10 3 1/4	10 3 1/4	10 3 1/4	10 3 1/4	10 3 1/4
Str. G'd Mid	10 3 1/4	10 3 1/4	10 3 1/4	11	11	11	11	11	11
Midd'g Fair	11 1/4	11 1/4	11 1/4	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Fair.....	12	12	12	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4

STAINED.	SALES OF SPOT AND TRANSIT.			FUTURES.			
	Ex-port.	Con-sump.	Spec-ulation	Transit.	Total.	Sales.	Deliveries.
Good Ordinary..... #D		621			621	68,800	
Strict Good Ordinary.....		2,295			2,295	80,600	
Low Middling.....	1,000	1,267			2,267	100,200	200
Middling.....		1,169			1,169	138,200	200
		741			741	148,200	200
	250	2,173	130		2,553	166,400	200
Total	1,250	8,266	130		9,646	702,400	800

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-ulation	Transit.	Total.	Sales.	Deliveries.
Sat. Steady.....		621			621	68,800	
Mon Steady.....		2,295			2,295	80,600	
Tues Steady.....	1,000	1,267			2,267	100,200	200
Wed Firm.....		1,169			1,169	138,200	200
Thurs Quiet at 1/2 adv..		741			741	148,200	200
Fri Steady.....	250	2,173	130		2,553	166,400	200
Total	1,250	8,266	130		9,646	702,400	800

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.	Market Range and Total Sales.	DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.												
		September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	
Monday, Sept. 10— Bales, total..... Prices paid (range)..... Closing.....	Variable. 80,600 10-13@10-14 Dull.	Aver. 10-14 4,900 10-13@10-15	Aver. 10-22 10,700 10-23@10-24	Aver. 10-33 7,100 10-30@10-34	Aver. 10-43 9,500 10-40@10-45	Aver. 10-54 27,400 10-51@10-57	Aver. 10-63 4,200 10-65@10-69	Aver. 10-81 4,300 10-80@10-83	Aver. 10-91 2,600 10-91@10-93	Aver. 11-04 6,200 11-02@11-04	Aver. 11-15 1,400 11-15@11-16	Aver. 11-23 1,300 11-22@11-25	Aver. 11-32 1,300 11-31@11-33	Aver. 11-31 400
Tuesday, Sept. 11— Bales, total..... Prices paid (range)..... Closing.....	Lower. 100,200 10-12@11-27 Easy.	Aver. 10-14 3,500 10-12@10-18	Aver. 10-24 12,200 10-19@10-27	Aver. 10-31 8,000 10-26@10-36	Aver. 10-41 13,100 10-37@10-48	Aver. 10-50 40,800 10-47@10-58	Aver. 10-64 4,400 10-74@10-85	Aver. 10-80 5,000 10-73@10-81	Aver. 10-90 2,400 10-97@11-06	Aver. 11-04 8,800 11-06@11-15	Aver. 11-10 1,600 11-10@11-11	Aver. 11-23 200	Aver. 11-31	
Wednesday, Sept. 12— Bales, total..... Prices paid (range)..... Closing.....	Buoyant. 138,200 10-17@11-31 Firm.	Aver. 10-20 3,100 10-17@10-23	Aver. 10-26 15,800 10-23@10-31	Aver. 10-35 16,100 10-31@10-40	Aver. 10-42 14,400 10-40@10-56	Aver. 10-55 44,700 10-50@10-61	Aver. 10-74 8,900 10-75@10-88	Aver. 10-82 8,500 10-90@10-98	Aver. 10-92 6,800 10-90@10-98	Aver. 11-04 9,400 11-00@11-10	Aver. 11-16 6,300 11-10@11-20	Aver. 11-24 4,400 11-20@11-28	Aver. 11-31 100	
Thursday, Sept. 13— Bales, total..... Prices paid (range)..... Closing.....	Firm. 148,200 10-25@11-44 Easy.	Aver. 10-23 2,900 10-25@10-31	Aver. 10-37 22,000 10-34@10-40	Aver. 10-47 19,200 10-43@10-50	Aver. 10-58 22,900 10-53@10-60	Aver. 10-67 43,200 10-64@10-70	Aver. 10-80 14,400 10-78@10-83	Aver. 10-93 5,000 10-90@10-91	Aver. 11-05 5,700 11-01@11-07	Aver. 11-14 6,600 11-12@11-23	Aver. 11-25 2,700 11-23@11-27	Aver. 11-34 300	Aver. 11-44 300	
Friday, Sept. 14— Bales, total..... Prices paid (range)..... Closing.....	Buoyant. 166,400 10-20@11-49 Excited.	Aver. 10-25 4,600 10-20@10-40	Aver. 10-39 17,100 10-30@10-52	Aver. 10-48 12,500 10-41@10-53	Aver. 10-59 13,000 10-51@10-73	Aver. 10-68 64,500 10-61@10-84	Aver. 10-83 13,900 10-74@10-97	Aver. 10-97 14,000 10-87@11-08	Aver. 11-05 11,100 11-19@11-21	Aver. 11-20 11,100 11-09@11-30	Aver. 11-30 5,200 11-20@11-38	Aver. 11-44 2,100 11-33@11-49	Aver. 11-44 100	
Sales since Sep. 1, '83.	702,400	21,200 16-19	89,500 10-29	63,900 10-38	86,000 10-48	243,500 10-58	48,500 10-72	44,000 10-86	57,000 10-96	43,500 11-03	18,700 11-18	8,800 11-28	1,200 11-36	1,300

Transferable Orders—Saturday, 10-15c.; Monday, 10-15c.; Tuesday, 10-15c.; Wednesday, 10-25c.; Thursday, 10-30c.; Friday, 10-40c. Short Notices for September—Saturday, 10-13@10-15c.; Monday, 10-14c.; Friday, 10-20c.

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:
 11 pd. to exch. 1,500 Dec. for Jan.
 32 pd. to exch. 1,000 Oct. for Jan.
 50 pd. to exch. 1,000 Jan. for May.
 30 pd. to exch. 100 Oct. for Jan.
 48 pd. to exch. 1,000 Jan. for May.
 30 pd. to exch. 500 Oct. for Jan.
 30 pd. to exch. 100 Oct. for Jan.
 10 pd. to exch. 100 Dec. for Jan.
 02 pd. to exch. 100 Sept. s. n. 18th for regular.
 21 pd. to exch. 200 Mar. for May.

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 (Sept. 14), 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.	783,900	562,000	706,000	558,000
Stock at London.....	51,500	79,400	46,400	52,900
Total Great Britain stock	834,500	641,400	752,400	610,900
Stock at Hamburg.....	4,800	3,000	1,500	4,200
Stock at Bremen.....	45,000	31,900	42,500	26,700
Stock at Amsterdam.....	23,000	10,400	26,900	18,100
Stock at Rotterdam.....	1,700	1,800	3,470	2,530
Stock at Antwerp.....	7,800	300	2,300	981
Stock at Havre.....	100,000	116,000	173,000	72,300
Stock at Marseilles.....	10,000	1,200	4,580	8,540
Stock at Barcelona.....	57,000	24,000	41,300	40,100
Stock at Genoa.....	11,000	11,700	15,000	7,000
Stock at Trieste.....	10,000	5,700	8,700	4,000
Total continental stocks...	270,300	206,000	319,250	184,451
Total European stocks...	1,104,800	847,400	1,071,650	795,351
India cotton afloat for Europe.	154,000	202,000	144,000	106,000
Amer'n cotton afloat for Eur'pe	53,000	58,000	97,000	103,000
Egypt, Brazil, &c. afloat for Eur'pe	24,000	11,000	19,000	17,000
Stock in United States ports ..	235,857	114,225	297,207	188,008
Stock in U. S. interior towns..	42,199	11,698	59,125	38,094
United States exports to-day..	4,000	5,900	2,400	14,000
Total visible supply.....	1,617,856	1,250,223	1,690,382	1,261,453

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

American—				
Liverpool stock.....	511,000	237,000	550,000	356,000
Continental stocks.....	153,000	61,000	168,000	95,000
American afloat for Europe....	53,000	58,000	97,000	103,000
United States stock.....	235,857	114,225	297,207	188,008
United States interior stocks..	42,199	11,698	59,125	38,094
United States exports to-day..	4,000	5,900	2,400	14,000
Total American.....	999,056	490,823	1,173,732	794,102
East India, Brazil, &c.—				
Liverpool stock.....	272,000	325,000	156,000	202,000
London stock.....	51,500	79,400	46,400	52,900
Continental stocks.....	117,300	142,000	151,250	89,451
India afloat for Europe.....	154,000	202,000	144,000	106,000
Egypt, Brazil, &c., afloat.....	24,000	11,000	19,000	17,000
Total East India, &c.....	618,800	759,400	516,650	467,351
Total American.....	999,056	490,823	1,173,732	794,102

Total visible supply.....1,617,856 1,250,223 1,690,382 1,261,453
 Price Mid. Upl., Liverpool 51¹/₁₆d. 71¹/₁₆d. 73¹/₁₆d. 73¹/₁₆d.

The imports into Continental ports this week have been 13,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 367,633 bales as compared with the same date of 1882, a decrease of 72,526 bales as compared with the corresponding date of 1881 and an increase of 356,403 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:

TOWNS.	Movement to September 14, 1883.			Movement to September 15, 1882.		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta, Ga.....	3,288	4,973	3,908	2,179	3,272	971
Columbus, Ga.....	2,072	3,210	3,402	1,048	1,634	1,271
Macon, Ga.....	2,453	3,549	2,986	1,071	1,887	1,077
Montgomery, Ala.	3,239	4,904	3,546	3,332	2,492	1,360
Selma, Ala.....	2,192	2,975	2,786	1,873	1,151	1,241
Memphis, Tenn..	1,023	1,497	1,153	1,68	2,319	917
Nashville, Tenn.	306	307	320	10	35	67
Dallas, Tex.....	100	180	81	87	95	29
Palmetto, Tex...	71	96	71	15	20	8
Shreveport, La.	1,547	2,543	5,397	1,073	1,359	1,022
Vicksburg, Miss.	780	1,085	489	1,23	1,49	187
Columbus, Miss.	253	319	271	76	79	125
Griffin, Ala.....	1,149	1,814	880	1,037	1,660	701
Atlanta, Ga.....	793	988	479	26	29	17
Atlanta, Ga.....	2,184	2,585	4,323	127	149	713
Rome, Ga.....	248	448	639	64	85	46
Charlotte, N. C.	338	568	150	54	161	56
St. Louis, Mo....	1,013	1,635	1,362	4,177	662	453
Channah, O.....	2,552	4,884	1,420	506	1,151	891
Total, old towns.	25,907	38,590	42,199	14,297	22,124	11,132
Newberry, S. C.	145	265	21	89	95	5
Raleigh, N. C....	130	245	374	144	183	122
Petersburg, Va..	31	45	104	13	23	86
Louisville, Ky...	62	94	2746	7	37	25
Little Rock, Ark.	276	298	415	12	16	22
Brenham, Tex....	9,274	3,274	1,830	2,386	4,512	1,942
Houston, Tex....	12,989	22,331	10,301	14,569	27,647	5,215
Total, new towns	15,927	26,552	16,790	17,252	32,485	7,417
Total, all.....	41,834	65,142	58,989	31,549	54,609	19,115

* This year's figures estimated.
 The above totals show that the old interior stocks have increased during the week 4,907 bales, and are to-night 30,501

bales more than at the same period last year. The receipts at the same towns have been 11,610 bales more than the same week last year, and since September 1 the receipts at all the towns are 10,533 bales more than for the same time in 1882.

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

Week ending Sept. 14.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston....	93 ³ / ₄	91 ¹ / ₁₆	91 ¹ / ₁₆	91 ¹ / ₁₆	91 ¹ / ₁₆	101 ¹ / ₁₆
New Orleans.	93 ¹ / ₄	93 ¹ / ₄	91 ¹ / ₁₆	97 ¹ / ₈	10	10 ¹ / ₈
Mobile.....	95 ³ / ₈	95^{3}/_{8}	95^{3}/_{8}	95^{3}/_{8}	97 ³ / ₈	97 ³ / ₈
Savannah....	95 ³ / ₈	91 ¹ / ₁₆	91 ¹ / ₁₆	93 ¹ / ₄	97 ³ / ₈	97 ³ / ₈
Charleston...	97 ³ / ₈	97^{3}/_{8}	97^{3}/_{8}	97^{3}/_{8}	10	10
Wilmington..	95 ³ / ₈	95^{3}/_{8}	95^{3}/_{8}	95^{3}/_{8}	93 ¹ / ₄	93 ¹ / ₄
Norfolk.....	97 ³ / ₈	97^{3}/_{8}	97^{3}/_{8}	97^{3}/_{8}	91 ¹ / ₁₆	10
Boston.....	10 ³ / ₈	10 ³ / ₈	10 ³ / ₈	10^{3}/_{8}	10^{3}/_{8}	10^{3}/_{8}
Baltimore...	10 ³ / ₈	10 ³ / ₈	10 ³ / ₈	10^{3}/_{8}	10^{3}/_{8}	10^{3}/_{8}
Philadelphia.	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10^{1}/_{2}	10^{1}/_{2}	10^{1}/_{2}
Augusta.....	91 ¹ / ₂ @ 5 ³ / ₈	91 ¹ / ₂ @ 5 ³ / ₈	91 ¹ / ₂ @ 5 ³ / ₈	91 ¹ / ₂ @ 5 ³ / ₈	95 ³ / ₈	95 ³ / ₈
Memphis....	95 ³ / ₈	95^{3}/_{8}	95^{3}/_{8}	95^{3}/_{8}	97 ³ / ₈	97 ³ / ₈
St. Louis....	95 ³ / ₈	95^{3}/_{8}	95^{3}/_{8}	95^{3}/_{8}	93 ¹ / ₄	93 ¹ / ₄
Cincinnati...	97 ³ / ₈	97^{3}/_{8}	97^{3}/_{8}	97^{3}/_{8}	10	10
Louisville....	93^{1}/_{4}	93^{1}/_{4}	93^{1}/_{4}	93 ¹ / ₄	97 ³ / ₈	97 ³ / ₈

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

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	1881.	1882.	1883.	1881.	1882.	1883.	1881.	1882.	1883.
June 29.....	20,662	9,288	11,497	73,617	50,417	79,509	8,049	155	2,766
July 6.....	19,163	9,586	11,914	72,391	42,843	74,647	12,937	2,012	7,052
" 13.....	18,199	8,142	11,024	74,003	35,454	68,762	19,411	753	5,139
" 20.....	19,362	9,150	9,208	65,756	31,622	64,239	11,115	5,318	4,685
" 27.....	16,151	8,126	8,296	58,277	28,276	61,629	8,672	2,760	5,686
Aug. 3.....	17,818	4,815	7,064	52,441	24,446	57,866	11,982	985	3,321
" 10.....	13,062	4,811	9,766	48,273	21,093	53,206	8,894	1,438	5,026
" 17.....	20,533	6,356	10,305	45,371	16,535	52,016	17,036	1,798	9,115
" 24.....	35,078	12,352	11,365	40,492	14,327	50,526	30,199	10,144	9,875
" 31.....	46,722	23,032	22,371	46,422	15,526	50,399	52,652	24,231	22,754
Sept. 7.....	72,612	23,688	33,308	57,410	16,519	53,576	83,600	29,681	37,728
" 14.....	94,052	49,512	64,348	75,452	19,115	58,989	112,694	52,108	69,761

The above statement shows—1. That the total receipts from the plantations since September 1, in 1883, were 107,489 bales; in 1882 were 85,885 bales; in 1881 were 212,755 bales.

2.—That, although the receipts at the out-ports the past week were 64,348 bales, the actual movement from plantations was 69,761 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 52,108 bales and for 1881 they were 112,094 bales.

WEATHER REPORTS BY TELEGRAPH.—The drought still prevails in a large portion of the South. There has been rain in a few sections, but in general the rainfall has been very light. Picking continues to make very satisfactory progress.

Galveston, Texas.—We had a worthless shower on one day of the week, the rainfall reaching but five hundredths of an inch. Rain is greatly desired everywhere for general purposes, but it would do more harm than good to cotton, as the time has passed. Picking makes good progress. The bottom crop is fair, the middle crop very poor, and there is no top crop and no prospect of any. The current estimates of Galveston's receipts range from 575,000 to 650,000 bales. Average thermometer 79, highest 87 and lowest 70.

Indianola, Texas.—The weather has been warm and dry during the week. A few sections up country have had showers, but nowhere enough to do any good to cotton; rain hereafter will do more harm than good. Picking progresses satisfactorily. The thermometer has averaged 80, the highest being 88 and the lowest 70.

Dallas, Texas.—We have had warm and dry weather all the week, and are needing rain badly. Satisfactory progress in picking is being made. The thermometer has ranged from 59 to 96, averaging 78.

Brenham, Texas.—It has rained (miserable drizzle) on one day of the week, the rainfall reaching ten hundredths of an inch. The cotton crop is past all redemption and rain would do more harm than good. Picking is making excellent headway. The thermometer has averaged 80, ranging from 64 to 96.

Palestine, Texas.—We have had trifling showers on two days of the week, the rainfall reaching five hundredths of an inch. It is now too late for rain to benefit cotton. In picking good progress is being made. Average thermometer 77, highest 91 and lowest 63.

Huntsville, Texas.—We have had splendid showers on two days of the week, but not near enough. More rain is badly needed for general purposes, though it would be too late to help cotton. The thermometer has averaged 77, the highest being 93 and the lowest 61, and the rainfall reached one inch and fourteen hundredths.

Weatherford, Texas.—The weather has been warm and dry all the week. We are suffering dreadfully for rain, but it would do but little good to cotton, as frost is now too close at hand. Picking progresses finely. The thermometer has ranged from 57 to 95, averaging 76.

Belton, Texas.—We had one poor shower during the week, the rainfall reaching thirteen hundredths of an inch. Rain would now be too late to help cotton. The drought has been unprecedentedly severe and disastrous. Picking is making excellent progress. The thermometer has averaged 79, ranging from 64 to 94.

Luling, Texas.—We have had splendid showers on two days of the week, the rainfall reaching one inch and fifty hundredths. The rain was very beneficial in most respects, but too late for cotton, which is past all resurrection. Picking is progressing finely. Average thermometer 86, highest 100 and lowest 73.

New Orleans, Louisiana.—We have had no rain during the week. The thermometer has averaged 84.

Shreveport, Louisiana.—Telegram not received.

Vicksburg, Mississippi.—We have had no rain during the week. The days have been warm, but the nights have been cold. The cause of the small receipts this week is that the fine weather is being used for picking, and ginning suffers. The thermometer has averaged 74, ranging from 58 to 92.

Meridian, Mississippi.—Telegram not received.

Columbus, Mississippi.—We have had no rain during the week. Crop accounts grow more discouraging as picking progresses. The thermometer has averaged 74, the highest being 94 and the lowest 52.

Little Rock, Arkansas.—The weather has been very dry and pleasant during the week, with a light sprinkle of rain on Saturday, but not enough to measure. The thermometer has ranged from 50 to 87, averaging 69.

Memphis, Tennessee.—The weather has been cold and dry all of the week. The thermometer has averaged 68, ranging from 51 to 84.

Nashville, Tennessee.—We have had no rain all the week. Average thermometer 67, highest 85 and lowest 50.

Mobile, Alabama.—Crop accounts are less favorable, the continued drought preventing the maturity of young bolls. The crop will be full one-third short. The thermometer has averaged 79, the highest being 91 and the lowest 69, and the rainfall reached twenty-seven hundredths of an inch.

Montgomery, Alabama.—We have had rain on one day of the week, but not enough to do much good. The rainfall reached five hundredths of an inch. Good progress is being made in picking. The thermometer has averaged 76.

Selma, Alabama.—We have had no rain during the week. Picking is progressing finely. The thermometer has ranged from 58 to 87, averaging 75.

Madison, Florida.—Telegram not received.

Macon, Georgia.—We have had no rain, except one light shower, during the week. Picking is making good progress. The thermometer has averaged 73, the highest being 88 and the lowest 55.

Columbus, Georgia.—There has been no rain during the week. Crops are burning up and it is reported that estimates are being largely reduced. The thermometer has ranged from 66 to 85, averaging 78.

Savannah, Georgia.—It has rained on one day of the week, and the remainder of the week has been pleasant. The rainfall reached nineteen hundredths of an inch. The thermometer has averaged 74, ranging from 61 to 86.

Augusta, Georgia.—The weather has been dry and windy during the week, with a light sprinkle of rain on two days. Picking is making excellent progress, and planters are marketing their crop freely. Average thermometer 74, highest 90 and lowest 60.

Atlanta, Georgia.—We have had no rain during the week. The thermometer has averaged 73, the highest being 87 and the lowest 59.

Charleston, South Carolina.—It has rained on two days of the week, the rainfall reaching fifty-five hundredths of an inch. The thermometer has ranged from 58 to 83, averaging 71.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock September 13, 1883, and September 14, 1882.

	Sept. 13, '83.		Sept. 14, '82.	
	Feet.	Inch.	Feet.	Inch.
New Orleans	12	6	11	10
Memphis	5	3	10	3
Nashville	0	9	4	9
Shreveport	2	10	10	0
Vicksburg	8	0	14	0

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have rearranged our India service so as to make our reports more detailed and at the same time more accurate. We had 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 now followed relieves us from the danger of this inaccuracy and keeps the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to September 13.

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	445,000	779,000	1,224,000	4,000	1,547,000
1882	4,000	1,000	5,000	740,000	595,000	1,335,000	5,000	1,615,000
1881	4,000	2,000	6,000	302,000	536,000	838,000	7,000	1,155,000
1880	.....	1,000	1,000	355,000	483,000	838,000	2,000	1,079,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 1,000 bales, and a decrease in shipments of 3,000 bales, and the shipments since January 1 show a decrease of 111,000 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.....	200	.....	200	81,200	10,800	95,000
1882.....	700	100	800	105,400	32,000	137,400
Madras—						
1883.....	.....	.....	.....	13,500	1,000	14,500
1882.....	2,000	.....	2,000	54,400	4,100	58,500
All others—						
1883.....	8,200	.....	8,200	29,200	6,400	35,600
1882.....	.....	.....	.....	43,000	26,700	69,700
Total all—						
1883.....	8,400	.....	8,400	126,900	18,200	145,100
1882.....	2,700	100	2,800	202,800	62,800	265,600

The above totals for the week show that the movement from the ports other than Bombay is 5,600 bales more 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	2,000	1,224,000	5,000	1,335,000	6,000	838,000
All other ports.	8,400	145,100	2,800	265,600	1,700	190,500
Total	10,400	1,369,100	7,800	1,601,600	7,700	1,028,500

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, September 13.	1883.		1882.		1881.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars*)—						
This week.....	550
Since Sept. 1	550
Exports (bales)—						
To Liverpool.....	500	500
To Continent.....
Total Europe.....	500	500

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Sept. 13 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 inactive. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1883.						1882.									
	32s Oop. Twist.		8 1/4 lbs. Shirtings.		Cott'n Mid. Upl's		32s Oop. Twist.		8 1/4 lbs. Shirtings.		Cott'n Mid. Upl's					
	d.	s.	d.	s.	d.	Upl's	d.	s.	d.	s.	d.	Upl's				
July 13	8 3/8	@	9 1/8	5	9	@	7 1/2	5 1/2	9 1/8	@	10 1/4	6	4 1/2	@	7 10 1/2	6 15 1/8
" 20	8 1/4	@	9	5	8	@	7 0	5 1/8	9 1/2	@	10 1/8	6	4 1/2	@	7 10 1/2	6 15 1/8
" 27	8 1/4	@	9	5	8	@	7 0	5 1/8	9 1/2	@	10 1/8	6	6	@	8 0	7 1/8
Aug. 3	8 1/4	@	9	5	8	@	7 0	5 5/8	9 1/2	@	10 1/8	6	6	@	8 0	7 1/8
" 10	8 1/4	@	9	5	8	@	7 0	5 11/16	9 1/2	@	10 1/8	6	6	@	8 0	7 1/8
" 17	8 1/4	@	9	5	6	@	7 0	5 11/16	9 1/2	@	9 7/8	6	6	@	8 0	7 1/8
" 24	8 1/4	@	9	5	6	@	7 0	5 5/8	9 3/8	@	9 7/8	6	6	@	8 0	7 1/8
" 31	8 3/16	@	8 7/8	5	6	@	7 0	5 5/8	9 3/8	@	9 7/8	6	4 1/2	@	7 10 1/2	7 1/8
Sept. 7	8 3/16	@	8 7/8	5	6	@	7 0	5 11/16	9 3/8	@	9 7/8	6	4 1/2	@	7 10 1/2	7 1/8
" 14	8 1/4	@	8 7/8	5	6	@	7 0	5 13/16	9 3/8	@	9 7/8	6	4 1/2	@	7 10 1/2	7 1/8

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

From Oct. 1 to Sept. 1.	Great Britain.	Continent.	Total.
For 1882-3.			
Takings by spinners... bales	3,143,000	3,269,000	6,412,000
Average weight of bales....	443	424	433
Takings in pounds	1,392,349,000	1,386,056,000	2,778,405,000
For 1881-2.			
Takings by spinners... bales	3,295,220	2,767,790	5,973,010
Average weight of bales....	431	417	425
Takings in pounds	1,331,449,820	1,154,168,430	2,535,618,250

According to the above, the average weight of the deliveries in Great Britain is 443 pounds per bale to September 1, against 431 pounds per bale during the same time last season. The Continental deliveries average 424 pounds, against 417 pounds last year, and for the whole of Europe the deliveries average 433 pounds per bale, against 425 pounds during the same period last season. In the following table we give the stock held by the mills, their takings and their consumption, each month since October 1, all reduced to bales of 400 pounds each for this season and last season. It is a very convenient and useful summary.

Oct. 1 to Sept. 1. Bales of 400 lbs. each. 000s omitted.	1882-3.			1881-2.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Spinners' stock Oct. 1.	82	139	221	25	240	265
Takings in October...	233	149	382	336	133	469
Total supply.....	315	288	603	361	373	734
Consump. Oct., 4 wks.	288	252	540	280	240	520
Spinners' stock Nov. 1	27	36	63	81	133	214
Takings in November.	387	320	707	438	362	800
Total supply.....	414	356	770	519	495	1,014
Consump. Nov., 5 wks.	360	315	675	350	300	650
Spinners' stock Dec. 1	54	41	95	169	195	364
Takings in December.	301	397	698	263	253	516
Total supply.....	355	438	793	432	448	880
Consump. Dec., 4 wks.	288	252	540	280	240	520
Spinners' stock Jan. 1	67	156	223	152	208	360
Takings in January..	389	342	731	261	253	514
Total supply.....	456	528	984	413	461	874
Consump. Jan., 4 wks.	288	252	540	230	210	520
Spinners' stock Feb. 1	168	276	444	133	221	354
Takings in February.	444	398	842	361	302	663
Total supply.....	612	674	1,286	494	523	1,017
Consump. Feb., 5 wks.	360	315	675	350	300	650
Spinners' stock Mar. 1	252	359	611	144	223	367
Takings in March.....	286	265	551	340	277	617
Total supply.....	538	624	1,162	484	500	984
Consump. Mar., 4 wks.	288	252	540	280	240	520
Spinners' stock Apr. 1	250	372	622	204	260	464
Takings in April.....	336	351	687	261	270	531
Total supply.....	586	723	1,309	465	530	995
Consump. April, 4 wks	288	252	540	280	240	520
Spinners' stock May 1	298	471	769	185	290	475
Takings in May.....	348	469	817	348	379	727
Total supply... ..	646	940	1,586	533	669	1,202
Consump. May, 5 wks	360	315	675	350	300	650
Spinners' stock June 1	286	625	911	183	369	552
Takings in June.....	242	393	635	323	316	639
Total supply.....	528	1,018	1,546	506	685	1,191
Consump. June, 4 wks	288	256	544	280	240	520
Spinners' stock July 1	240	762	1,002	226	445	671
Takings in July.....	217	227	444	255	213	468
Total supply.....	457	989	1,446	481	658	1,139
Consump. July, 4 wks	288	256	544	230	210	520
Spinners' stock Aug. 1	169	733	902	201	418	619
Takings in August...	298	154	452	267	127	394
Total supply.....	467	887	1,354	468	545	1,013
Consump. Aug., 5 wks	350	1368	718	350	300	650
Spinners' stock Sept. 1	117	519	636	118	245	363

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

Oct. 1 to Sept. 1. Bales of 400 lbs. each. 000s omitted.	1882-3.			1881-2.		
	Great Britain	Continent.	Total.	Great Britain	Continent.	Total.
Spinners' stock Oct. 1.	82	139	221	25	240	265
Takings to Sept. 1....	3,431	3,465	6,916	3,453	2,885	6,338
Supply.....	3,563	3,604	7,167	3,478	3,125	6,603
Consumpt'n 48 weeks	3,416	3,085	6,531	3,360	2,880	6,240
Spinners' stock Sept. 1	117	519	636	118	245	363
Weekly Consumption. 00s omitted.						
In October.....	72.0	63.0	135.0	70.0	60.0	130.0
In November.....	72.0	63.0	135.0	70.0	60.0	130.0
In December.....	72.0	63.0	135.0	70.0	60.0	130.0
In January.....	72.0	63.0	135.0	70.0	60.0	130.0
In February.....	72.0	63.0	135.0	70.0	60.0	130.0
In March.....	72.0	63.0	135.0	70.0	60.0	130.0
In April.....	72.0	63.0	135.0	70.0	60.0	130.0
In May.....	72.0	63.0	135.0	70.0	60.0	130.0
In June.....	72.0	64.0	136.0	70.0	60.0	130.0
In July.....	72.0	64.0	136.0	70.0	60.0	130.0
In August.....	70.0	64.0	134.0	70.0	60.0	130.0

* The cable further states that, owing to the holiday and consequent short time this month in Great Britain, 10,000 bales are deducted from consumption during the month. The rate of consumption is, however, still 72,000 bales per week.

† The Continental consumption Mr. Ellison has increased by the addition of 50,000 bales of Surat cotton—equal to 48,000 bales of 400 lbs. each—all of which appears in the total for August.

NEW YORK COTTON EXCHANGE.—Mr. W. H. McCready of H. McCready & Co., 69 Wall Street, New York, and Mr. Douglas Green of 16 and 18 Exchange Place, New York, have been elected members, and another application for membership has been posted. The following visitors were introduced this week:

- | | |
|--------------------------------------|---------------------------------|
| J. S. Drake, Memphis. | W. G. G. Lowry, Abingdon, Va. |
| J. W. Dowling, Ozark, Ala. | T. G. Garrett, Georgia. |
| R. W. Simpson, New Orleans. | G. H. Brown, Jr., Washington. |
| C. B. Clarke, Memphis. | E. S. Simmons, Washington. |
| S. D. Rainey, Jr., Jefferson, Texas. | W. L. Elbrath, Baltimore. |
| John P. Cozart, Washington, Ga. | R. K. Smith, North Carolina. |
| J. M. Wallace, Mississippi. | J. T. Morgan, North Carolina. |
| W. A. Hauser, Somerville. | H. H. Perry, Haynesboro. |
| W. J. Duncan, Texas. | Geo. W. Dville, Millen, Ga. |
| Judge E. S. Hammond, Memphis. | E. A. Kerth, North Carolina. |
| D. B. Avua, Raleigh. | F. H. Barber, North Carolina. |
| W. S. Lee. | C. Liessfeldt, New Orleans. |
| John M. Farley. | J. Weis, New Orleans. |
| Robt. Wolfenden, Memphis. | A. B. Duval, Memphis. |
| R. M. Russell, New Orleans. | E. T. Paine, Jr., Georgia. |
| William Russell, New Orleans. | A. L. DeRosset, North Carolina. |
| E. R. Wood, New Orleans. | Geo. L. Porter, Houston, Texas. |
| J. S. Good, Savannah. | W. M. Rice, N. J. |
| D. G. Thomas, Abingdon, Va. | D. F. Stuart, Houston, Texas. |
| R. S. Lowry, Abingdon, Va. | |

THE AGRICULTURAL DEPARTMENT'S REPORT FOR SEPTEMBER.—The Agricultural Department's report on cotton for September 1 is given in full below:

"The September cotton returns of the Department of Agriculture are less favorable than those of August. The principal cause of injury is drouth, which has reduced the prospect in every State except Florida and Tennessee. The decline has been greatest in Texas. In North Carolina and Virginia the temperature has been too low at night, with serious drouth.

"The Gulf States report more or less general prevalence of the caterpillar and the boll worm at many points.

"The general average of condition is reduced to 74. The State averages are as follows:

Virginia.....	72	North Carolina.....	78
South Carolina.....	70	Georgia.....	70
Florida.....	93	Alabama.....	76
Mississippi.....	75	Louisiana.....	77
Texas.....	67	Arkansas.....	80
Tennessee.....	89		

"In September of 1879 the general average of condition was 85, in 1881 it was 70. It was 92 in the great crop years 1880 and 1882. In some counties the drouth still continues; in others recent rains have caused some improvement.

"Rust has appeared very generally and is most threatening in driest districts."

That the reader may have for comparison the condition according to the Agricultural Department for September 1 of previous years, we give the following, collected from its reports.

States.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.
No. Carolina..	78	85	72	100	83	86	83	96	90	87	95	101	82							
So. Carolina..	70	95	68	93	81	80	85	91	80	86	86	95	80							
Georgia.....	70	89	71	95	82	81	77	90	76	77	90	96	78							
Florida.....	93	83	87	91	85	91	94	83	75	77	85	92	75							
Alabama.....	76	90	80	86	84	92	91	83	87	81	85	88	80							
Mississippi..	75	88	74	88	89	89	88	87	93	74	82	90	80							
Louisiana....	77	89	76	88	87	83	92	90	88	82	80	84	77							
Texas.....	67	101	65	97	66	101	70	87	94	65	92	84	80							
Arkansas.....	80	100	55	95	99	98	99	97	89	47	93	78	95							
Tennessee....	89	89	62	90	107	91	130	119	96	52	92	92	96							
Average....	74	92	72	92	85	90	80	92.3	88.3	70.4	88	91.2	82.3							

Taking the above figures for September, and adding them to those for the previous months, we have the following comparison between this year and last year,

States.	1883.					1882.				
	June.	July.	Aug.	Sept.	Aver.	June.	July.	Aug.	Sept.	Aver.
N. Carolina	81	91	87	78	84.2	82	90	84	88	86.0
S. Carolina	85	91	80	70	81.5	92	98	98	95	95.8
Georgia	86	93	78	70	81.8	89	92	91	89	91.0
Florida	94	95	93	93	93.8	97	92	87	83	89.8
Alabama	87	87	83	76	83.3	95	93	99	90	94.2
Mississippi	86	89	85	75	83.7	83	87	91	88	88.5
Louisiana	91	91	85	77	86.0	90	96	93	89	92.0
Texas	89	93	87	67	84.0	93	97	100	101	97.7
Arkansas	87	84	83	80	83.5	85	90	96	100	92.8
Tennessee	78	88	90	89	86.3	80	78	86	89	83.2
Average	86	90	84	74	83.5	89	92	94	92	91.7

From the above, it will be seen that, with the exception of Florida and Tennessee, the average of the condition reports as given by the Agricultural Bureau is below that of last year.

GEORGIA AGRICULTURAL DEPARTMENT REPORT.—The report of the Commissioner of Agriculture for September 1 has the following on cotton:

"The cotton prospect has undergone no great change. Some localities report a very decided improvement, due to local rains, while in others the crop has suffered a still further falling off in the prospect. In north Georgia no change is reported; the prospect, compared to an average crop, being still 70, as reported for August 1st. In middle Georgia the percentage is 66 against 73 in last report—a loss of 7. In southwest Georgia the falling off is very remarkable—63 now against 80 a month ago, a reduction of 17 per cent in one month. This signal result is largely due to the prevalence of the caterpillar, which will probably destroy the late crop in the greater part of that section. East Georgia shows a reduction of 5 per cent since the August report, being 63 against 68. Southeast Georgia shows a slight improvement, the reports indicating a percentage of 88, a gain of 1 per cent. This section, however, produces but little cotton. In the State at large the cotton prospect has fallen off 5 per cent during the month under review, 70 being the general average at this date against 75 last month. Several of the correspondents express the fear that they have, even at the low figures given, over-estimated the prospect. It may be stated with strong confidence, that the cotton crop of Georgia cannot in any event exceed 75 per cent of an average crop, with the probabilities very strongly in favor of a lower figure. We have yet to pass the season of the usual equinoctial storm, and should it occur with violence, the damage from this cause would overbalance any advantage that can result from a favorable fall in other respects."

STOPPAGE OF NEW ENGLAND MILLS.—The Lawrence American of the 12th inst. says: "The water in the Merrimac is lower at the present time than it is ever known to have been, and the consequent result is that operations at the various manufacturing establishments are seriously impeded and at some entirely suspended. At Lowell the water is 3 feet below the top of the stone dam, and the mills are being operated mainly by steam power. At Nashua the mills are employed only partially a few days each week, and at Manchester all but mills Nos. 3 and 4. Amoskeag Corporation are shut down and the help have been paid off and informed that they will not be wanted until the water rises. Thus about 3,500 hands are thrown out of employment. At Lawrence, in the Central Pacific, the entire cotton mill in which 300 hands are employed and one-third of the rest of the works are closed, a total of 600 employes being thrown out of work. None of the weaving however, is stopped, and the dye-house is being run by the dyers. At the Washington there is nothing stopped, two engines being employed in furnishing power. The Pemberton is in full operation, but one-half of the "duck" is closed, 150 hands being out of work. At the Lawrence woolen mill one dryer is stopped, and two of the Russell paper mills are closed. At the Everett there are about 100 men out of work, the cutting, spinning and drawing departments being closed, but the looms are all in motion, and there is no decrease as yet in production."

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	453,478	333,643	288,848	98,491
October..	930,581	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,094,697	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,907	1,020,802	956,464	892,664	900,119
January	752,927	487,727	571,701	647,140	616,727	689,610
February.	595,598	291,992	572,725	447,918	564,824	472,051
March...	482,772	257,099	475,582	264,913	302,955	340,525
April....	281,519	147,595	231,216	158,025	166,458	197,965
May.....	185,523	113,573	190,031	110,006	84,299	96,314
June.....	78,504	68,679	131,871	88,455	29,472	42,142
July.....	42,299	36,890	78,572	54,258	13,988	20,210
August...	58,386	45,143	115,111	67,372	18,081	31,561
Correc'tns.	24,837	17,844	123	42,711	458	52,595
Total year	6,019,738	4,720,364	5,874,996	5,001,672	4,447,276	4,315,645
Percentage of tot. port receipts Aug. 31..		99.62	100.00	99.15	99.99	98.79
Corrections.....		00.33	00.00	00.85	00.01	01.21
Total port receipts..		100.00	100.00	100.00	100.00	100.00

This statement shows that up to Aug. 31 the receipts at the ports this year were 1,299,374 bales more than in 1881-82 and 145,648 bales more than at the same time in 1880-81. The receipts since September 1, 1883, and for the corresponding periods of the five previous years have been as follows.

	1883.	1882.	1881.	1880.	1879.	1878.
Sept. 1....	2,765	5,055	5,600	5,037	3,490	8.
" 2....	8.	2,890	10,356	5,669	1,348	5,708
" 3....	7,215	8.	10,182	10,512	1,391	4,051
" 4....	3,996	5,868	8.	6,474	2,264	4,799
" 5....	6,169	3,396	18,859	8.	4,927	4,221
" 6....	4,969	5,636	9,069	14,754	2,104	7,116
" 7....	8,194	4,493	7,637	9,315	8.	4,108
" 8....	8,143	6,405	8,181	8,616	5,454	8.
" 9....	8.	6,405	18,792	11,096	5,124	13,113
" 10....	13,920	8.	13,054	10,862	4,978	7,341
" 11....	9,486	11,202	8.	15,646	4,858	6,258
" 12....	8,035	5,645	16,595	8.	7,636	7,982
" 13....	9,478	7,474	17,797	20,842	7,069	8,627
" 14....	15,283	8,044	14,674	15,117	8.	10,714
Total.....	97,656	72,515	150,796	133,940	51,043	84,043
Percentage of total port receipts Sept. 14		01.20	03.19	02.28	01.02	01.89

This statement shows that the receipts since Sept. 1 up to to-night are now 25,143 bales more than they were to the same day of the month in 1882 and 53,140 bales less 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 September 14 in each of the years named.

JUTE BUTTS, BAGGING, &C.—The market for bagging has been moderately active since our last and, though orders are for small parcels, considerable stock is being worked off. There have been sales of 1,500 rolls of various grades, and the close is steady, with sellers quoting 9c. for 1½ lbs., 9½c. for 1¾ lbs., 10¼c. for 2 lbs. and 11c. for standard grades. Butts are not active, but few inquiries for large lots being reported; a fair demand is shown for small parcels, and we hear of sales of about 7,000 bales, part paper qualities at 1 15-16@2c. and part bagging grades at 2½@2¾c., and these figures are still asked. A few lots have come to hand since we last wrote, but most of them were placed previously.

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1883:

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	11,918	14,901	.....	.....	.....	.....	.....	.....
Texas	4,568	8,962	.....	.....	.....	.....	.....	.....
Savannah	1,161	1,962	458	458	51	51	1,757	1,757
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	.....	.....	.....	.....	.....	.....	.....	.....
S. Carolina	260	1,018	.....	.....	120	120	.....	.....
N. Carolina	.....	60	.....	.....	.....	.....	13	13
Virginia	375	523	.....	.....	1,715	1,715	1,959	1,959
North. pts	.....	.....	311	311	.....	.....	.....	.....
Tenn., &c.	40	247	155	155	115	115	13	13
Foreign	.....	.....	.....	.....	.....	.....	.....	.....
This year.	18,325	27,673	924	924	2,001	2,001	3,742	3,742
Last year.	13,213	29,934	3,157	3,157	864	864	2,715	2,715

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 19,077 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 Adriatic, 921... Archimedes, 51... Arizona, 100... Baltic, 871... Bothnia, 1,913... Furnessia, 200... Germanic, 1,522... Spain, 1,377... Venetian, 98.....	7,056
To Bremen, per steamers Ponan, 150... Habsburg, 313.....	493
To Hamburg, per steamer Gellert, 200.....	200
To Barcelona, per brig Soberano, 330.....	330
NEW ORLEANS—To Liverpool, per steamer Counsellor, 3,651.....	3,651
GALVESTON—To Havre, per steamer Timsah, 3,572.....	3,572
BALTIMORE—To Liverpool, per steamers Bernard Hall, 2,729... Caspian, 627.....	3,356
To Bremen, per steamer Strassburg, 100.....	100
BOSTON—To Liverpool, per steamer Marathon, 219.....	219
PHILADELPHIA—To Liverpool, per steamer Lord Clive, 100.....	100
Total.....	19,077

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

	Liverpool.	Havre.	Bremen.	Hamburg.	Barcelona.	Total.
New York.....	7,056	.....	493	200	330	8,079
New Orleans.....	3,651	.....	.....	.....	.....	3,651
Texas.....	.....	3,572	.....	.....	.....	3,572
Baltimore.....	3,356	.....	100	.....	.....	3,456
Boston.....	.....	.....	219	.....	.....	219
Philadelphia.....	.....	.....	100	.....	.....	100
Total.....	14,382	3,572	593	200	330	19,077

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

GALVESTON—For Vera Cruz—Sept. 8—Steamer Marion H. Rand, 1,150.
 NEW ORLEANS—For Havre—Sept. 8—Steamer Dec. 2, 994.
 BOSTON—For Liverpool—Sept. 7—Steamer Missouri, 200.

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 196lbs	Bush. 60 lbs	Bush. 56 lbs	Bush. 32 lbs	Bush. 48 lbs	Bush. 56 lbs
Chicago.....	42,150	912,884	3,069,766	1,596,996	110,125	278,290
Milwaukee...	29,160	96,425	3,760	60,400	60,502	10,360
Toledo.....	6,680	669,692	131,511	50,188	.....	15,290
Detroit.....	2,885	268,823	18,183	56,222	816	.....
Cleveland....	2,226	79,500	5,000	27,900	.....	.....
St. Louis....	41,347	752,242	237,105	195,957	39,309	18,910
Peoria.....	1,550	11,145	216,160	405,095	15,900	36,200
Duluth.....	41,000	33,870	28,948	1,577	.....	.....
Tot. wk. '83	166,998	3,124,561	3,710,433	2,394,335	216,752	358,900
Same wk. '82	155,009	2,786,163	1,333,884	1,519,664	102,658	133,683
Same wk. '81	148,499	1,698,258	4,136,016	821,059	308,635	162,936
Since Aug. 1—						
1883.....	633,608	14,752,818	17,374,609	10,076,688	386,730	1,621,507
1882.....	853,846	15,921,938	8,523,735	9,493,201	224,979	514,509
1881.....	1,022,530	11,415,577	26,214,276	4,889,375	670,692	718,673

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Sept. 8, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	6,028,400	5,024,035	6,153,198	3,110,418
Wheat.....bush.	28,002,633	33,382,310	38,016,053	47,652,746
Corn.....	75,833,681	50,079,276	81,212,168	95,720,217
Oats.....	32,574,001	24,691,855	25,613,798	19,351,826
Barley.....	4,695,551	2,216,732	2,323,515	1,375,095
Rye.....	3,708,302	1,773,540	1,369,127	1,845,750

Total grain 144,814,168 112,144,213 143,539,651 166,445,634
Below are the rail shipments from Western lake and river ports for four years:

	1883.	1882.	1881.	1880.
	Week	Week	Week	Week
	Sept. 8.	Sept. 9.	Sept. 10.	Sept. 11.
Flour.....bbls.	79,818	114,873	114,187	102,669
Wheat.....bush.	272,838	625,610	459,130	308,628
Corn.....	623,247	254,896	1,121,444	329,803
Oats.....	1,430,585	1,194,998	682,491	754,274
Barley.....	43,768	50,063	112,927	37,701
Rye.....	70,279	71,973	60,519	73,139
Total.....	2,440,717	2,197,530	2,133,514	1,504,145

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.
Sept. 8.....	186,748	1,818,080	3,701,553	1,620,066	43,768	354,897
Sept. 1.....	169,752	1,678,109	3,293,193	1,697,948	14,817	177,963
Aug. 25.....	193,375	2,296,410	1,975,674	1,362,604	9,623	261,834
Aug. 18.....	139,520	2,584,957	2,541,228	934,932	13,345	221,493
Tot., 4 wks.	689,395	8,377,556	11,520,656	5,615,550	81,553	1,016,117
4 wks 82..	653,780	8,614,124	4,987,116	6,466,580	81,727	240,010

The receipts of flour and grain at the seaboard ports for the week ended Sept. 8 follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	120,684	1,548,552	1,150,546	766,110	.....	171,746
Boston.....	72,777	29,213	239,430	117,914	.....	500
Portland.....	1,284	.....	9,278	2,850	.....	.....
Montreal.....	22,211	312,090	356,740	95	8,620	.....
Philadelphia...	17,390	182,156	19,500	202,580	1,800	500
Baltimore.....	21,718	757,238	147,000	23,688	.....	4,864
New Orleans...	18,384	4,325	17,278	24,853	.....	.....
Total week...	274,448	2,833,568	1,989,792	1,138,093	10,429	177,610
Cor. week '82..	266,313	3,223,301	426,261	1,262,560	3,112	8,060

The total receipts at the same ports for the period from Dec. 25, 1882, to Sept. 8, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	9,121,814	7,658,997	8,893,450	6,826,158
Wheat.....bush.	41,893,001	51,858,123	63,778,186	85,634,112
Corn.....	61,823,840	23,323,750	78,343,454	106,977,417
Oats.....	20,145,338	19,539,553	19,897,005	16,332,410
Barley.....	2,230,180	2,295,900	2,029,758	1,595,600
Rye.....	3,061,590	1,069,677	981,986	1,300,920
Total grain	129,153,947	98,087,033	170,020,389	221,840,459

The exports from the several seaboard ports for week ending Sept. 8, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York.....	56,127	424,271	425,501	12,651	243,307	437
Boston.....	33,083	7,980	71,842	360	.....	.....
Portland.....	.....	.....	.....	.....	.....	.....
Montreal.....	21,529	270,802	163,437	492	1,118	28,073
Philadel..	.....	.....	177,287	.....	.....	.....
Baltim're	3,386	636,579	69,705	.....	.....	.....
N.Orl'ns	124	94,143	39,962	.....	.....	.....
Total w'k.	114,249	1,433,775	947,734	13,503	241,125	28,510
Same time	198,792	2,810,066	29,486	5,268	3,068	25,916

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, Sept. 8.	1882. Week, Sept. 9.	1883. Week, Sept. 8.	1882. Week, Sept. 9.	1883. Week, Sept. 8.	1882. Week, Sept. 9.
Un.King.	69,505	139,093	704,192	1,528,111	592,344	.....
Cont'n't	5,722	14,499	726,210	1,271,148	302,197	.....
S.&C.Am.	9,538	14,338	375	.....	32,132	20,303
W. Indies.	10,192	15,945	2,998	.....	17,969	3,995
Brit. Col's	18,861	14,813	.....	.....	3,092	5,026
Oth.c't's	431	104	.....	10,807	.....	162
Total...	114,249	198,792	1,433,775	2,810,066	947,734	29,486

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.	
	1883. Sept. 1 to Sept. 8.	1882. Sept. 1 to Sept. 9.	1883. Sept. 1 to Sept. 8.	1882. Sept. 1 to Sept. 9.	1883. Sept. 1 to Sept. 8.	1882. Sept. 1 to Sept. 9.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	151,211	250,361	1,492,816	3,985,526	1,315,237	.....
Continent...	7,357	31,749	1,274,561	2,827,297	422,532	.....
S. & C. Am...	20,430	30,785	375	.....	90,791	21,451
West Indies.	20,803	27,604	3,565	.....	46,201	8,187
Brit. Col'nies	39,192	27,608	.....	.....	3,132	5,131
Oth. countr's	1,244	954	.....	10,807	8,551	162
Total.....	243,237	370,061	2,771,317	6,823,630	1,883,444	34,631

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, Sept. 8, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	4,209,565	652,239	1,564,085	348	47,548
Do. afloat (est.)	71,000	456,000	140,000	.....	16,000
Albany.....	2,700	50,500	54,500	500	29,000
Buffalo.....	510,104	564,090	31,996	6,275	52,341
Chicago.....	5,822,873	2,270,198	623,136	22,256	579,207
Milwaukee.....	1,178,379	5,422	.....	201,374	26,670
Duluth.....	72,560	70,545	707	.....	.....
Toledo.....	1,631,382	162,113	39,825	.....	15,000
Detroit.....	250,933	24,315	75,350	.....	1,165
Oswego.....	35,000	220,000	.....	.....	.....
St. Louis.....	2,622,753	318,906	92,825	12,275	66,599
Cincinnati...	174,000	17,000	37,000	15,000	82,000
Boston.....	12,813	204,036	50,020	1,834	111
Toronto.....	147,705	.....	2,700	30,517	311
Montreal.....	104,538	20,000	47,883	31,311	33,014
Philadelphia...	781,623	40,126	185,598	.....	.....
Peoria.....	10,152	61,593	189,021	1,099	60,043
Indianapolis...	243,200	53,900	58,801	.....	15,500
Kansas City...	413,314	106,940	20,057	210	12,604
Baltimore.....	2,503,454	107,401	.....	.....	.....
Down Mississippi.	9,670	205,877	62,797	.....	.....
On rail.....	360,833	855,793	1,996,568	48,707	102,719
On lake.....	645,662	5,792,811	126,684	.....	311,409
On canal.....	1,700,774	987,947	27,512	34,850	130,222
Tot. Sept. 8, '83.	23,514,992	13,247,758	5,427,065	406,556	1,580,463
Tot. Sept. 1, '83.	21,454,798	11,337,814	5,199,107	271,102	1,527,834
Tot. Sept. 9, '82.	12,780,612	6,591,686	6,540,614	119,920	709,169
Tot. Sept. 10, '81.	19,848,526	2,808,001	6,789,859	358,732	645,309
Tot. Sept. 11, '80.	14,147,013	18,700,809	1,513,861	334,215	651,672

AGRICULTURAL BUREAU REPORT.—The Agricultural Department at Washington issued on the 11th instant its September report on the condition of the cereal crops of the country. Below we give it in full.

"September returns to the Department of Agriculture indicate lower condition of corn than in August in every section of the country and in nearly every State. The only gains in the West are in Missouri, Kansas and Nebraska, where slight improvement is indicated. Minnesota stands as in August; Arkansas makes a gain of one point, and Georgia and Alabama remain as in August; but all the other cotton States show a heavy decline. The figures are also much reduced for each of the Middle States.

"The corn surplus States show changes as follows: Ohio, a reduction from 89 to 82; Michigan, 68 to 69; Indiana, 95 to 85; Illinois, 86 to 82; Iowa, 85 to 80. The increase in Missouri is from 83 to 84; Kansas, 99 to 101; Nebraska, 84 to 87. The decline in New York is from 90 to 77 and in Pennsylvania from 99 to 89. The general average of condition on the 1st of September was 84, a decrease of 5 points during the last month.

"The cause of this reduction, so nearly universal, is drouth, which is reported from every State of the Atlantic coast, the Gulf coast and the Ohio Valley, and beyond the Mississippi to the crest of the divide between that river and the Missouri. Between the Ohio River and the lakes the distribution of rain has been unequal, in a few places in excess, while a deficiency is generally reported.

"The crop is nearly everywhere late, requiring one to two weeks longer season than usual to mature. Where Kansas and Missouri seed was planted in more northern territory, the crop is still later, causing much apprehension as to ripening. While planting was late and the early season too wet, with drouth following, the average temperature of the summer has been low, making a full yield an impossibility.

"Telegraphic communication with State agents up to three o'clock this afternoon shows that the recent frosts have damaged corn north of the 40th parallel. The Ohio agent places the injury in that State at 20 per cent. The Indiana agent estimates the loss at 10 to 20 in the northern section and 5 in the middle belt. The loss is heavy in Wisconsin and Minnesota. There is also some injury in New York and Pennsylvania. While the damage cannot yet be clearly determined, it is certain that frosts have already reduced the general average below 80, though much of the heaviest corn of the West is beyond serious injury.

"The condition of wheat when harvested, as reported in these returns, averages 83, which indicates a product 17 per cent less than the yield of last year, or a loss of 86,000,000 bushels.

"The crop of oats will be large, the general average being 99. The promise for potatoes is good, represented by 95, three points higher than the reported average of September, 1882.

The following statement, prepared by the Bureau of Statistics, will show the exports of domestic breadstuffs from the undermentioned customs districts, during the month of July 1883, and for the seven months ended the same, as compared with the corresponding months of the previous year:

Customs Districts	Barley		Indian corn		Indian corn meal		Oats		Rye	
	Bushels	Dollars	Bushels	Dollars	Bushels	Dollars	Bushels	Dollars	Bushels	Dollars
New York	1,324,351	1,471,772	263,739	1,431,153	10,937	38,215	26,393	12,212	41,863	250,150
Boston and Charlestown	264,020	311,929	105,063	887,628	9,695	28,882	18,315	43,863	280,150	
Philadelphia	24,626	24,626	838,694	5,706,726	2,077	6,809	131,549	6,809	3,159,227	
Baltimore	1,111,502	1,304,288	19,456	107,952	1,347	4,322	2,410	1,215	6,809	
New Orleans	3,500	3,675	1,331	6,638	10	30	30	30	3,057,313	
San Francisco	677,920	658,126	60,130	287,326	30	30	30	30	3,057,313	
Chicago	165,647	174,213	1,570	7,780	4	22	30	11	1,796,128	
Detroit	18,000	17,600	108	586	5	10	30	11	1,796,128	
Huron	2,123	2,622	2,065	11,562	8	8	30	11	1,796,128	
Key West	31,500	31,600	25	100	1,337	1,337	30	11	1,796,128	
Miami	3,752,480	4,149,326	486,533	2,731,056	77,166	77,166	30	11	1,796,128	
Total, July, 1883*	10,484,261	12,961,106	487,334	2,731,056	85,081	85,081	30	11	1,796,128	
Total, 7 mos. ended July 31, 1883*	33,094,537	37,782,826	5,021,130	29,138,771	548,101	548,101	30	11	1,796,128	
Total, 7 mos. ended July 31, 1882*	43,317,989	51,376,969	3,376,334	20,738,140	493,653	493,653	30	11	1,796,128	

on the part of distributors than existed a short time ago, despite disquieting reports about some of the still ungathered crops. The tone of the cotton goods market has improved, and values of nearly all other fabrics of domestic and foreign manufacture are generally steady.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 1,267 packages, including 410 to Argentine Republic, 176 to Venezuela, 155 to Great Britain, 142 to Central America, 85 to Hamburg, etc. There was a steady demand at first hands for small parcels of plain and colored cottons, resulting in a fair aggregate business, and a liberal distribution of reasonable fabrics of all kinds was made by jobbers in package and assorted lots. Prices ruled firmer along the whole line, and some makes of low grade bleached goods, print cloths, shirtings, stripes and chevots were slightly advanced. Print cloths were more active and higher, closing at 3 9-16c. for 64x64 "spots" and 3 7/8c. for 56x60s. Prints on the spot were quiet in first hands, but very good orders were received through traveling salesmen, and the jobbing trade was quite active. The production of both cotton goods and printed calicoes has of necessity been materially curtailed, because of the scarcity of water in the manufacturing districts of New England. Many of the large mills at Manchester and Nashua are running on only half time for this reason, and it is stated that the Merrimac River has never been so low before since Lowell organized her water power company in 1822.

DOMESTIC WOOLEN GOODS.—The wholesale clothing trade has been very active the past week, and there was consequently a fair demand at first hands for duplicate lots of heavy cassimeres, suitings, &c. Spring worsteds were in steady demand for future delivery, and some fair orders were placed for light-weight cassimeres, in which both all-wool and cotton-warp goods participated. Cloakings and repellents were in moderate request at first hands, as were Kentucky jeans and satinets, and such fabrics were fairly active with jobbers. Jersey cloths continued in steady demand, but less active than a short time ago. Flannels and blankets met with a moderate degree of attention, and a fairly good business was done in soft wool dress goods, and sackings, cashmeres, fancy worsteds, &c., while carpets were active in jobbers' hands.

FOREIGN DRY GOODS have been more active with jobbers than importers, yet the latter have experienced a very fair demand for a few specialties. Velvets, plushes and velveteens were in pretty good demand, but silks were a trifle slow. Fine dress fabrics, both plain and fancy, were more sought after, and the lower grades were fairly active. Some considerable orders for light-weight clothing woollens and cloakings were placed with importers for future delivery. Linen goods, laces, embroideries and hosiery were in steady, though moderate, request.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Sept. 13, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

Manufactures of—	Week Ending Sept. 14, 1882.		Since Jan. 1, 1882.		Week Ending Sept. 13, 1883.		Since Jan. 1, 1883.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Wool	1,651	683,261	40,092	17,116,160	1,632	619,808	38,760	15,669,178
Cotton	1,415	448,311	56,179	18,336,189	1,299	344,331	53,639	16,598,173
Silk	1,654	1,106,403	41,694	27,781,816	1,479	769,061	32,632	19,180,275
Flax	1,113	273,802	63,395	10,319,469	1,208	272,254	59,935	9,861,767
Miscellaneous	960	188,265	74,718	6,721,567	759	132,775	61,806	5,273,201
Total	6,793	2,700,042	276,578	80,675,501	6,377	2,138,229	249,772	66,582,594
Manufactures of—	WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.							
Wool	665	268,273	13,820	5,619,932	773	262,301	21,673	8,613,727
Cotton	229	94,079	9,698	2,837,279	132	38,657	15,102	4,429,782
Silk	221	130,796	6,557	4,433,936	370	236,963	11,775	7,543,671
Flax	499	103,740	17,188	3,012,750	570	97,037	18,483	3,203,124
Miscellaneous	1,395	47,542	81,207	1,676,066	362	63,974	92,819	1,976,851
Total	3,009	644,430	128,479	17,675,023	362	63,974	92,819	1,976,851
Ent'd for consump't.	6,793	2,700,042	276,578	80,675,501	6,377	2,138,229	249,772	66,582,594
Total on market	9,802	3,344,472	404,748	98,351,124	9,201	2,837,161	409,656	92,349,719
Manufactures of—	ENTERED FOR WAREHOUSE DURING SAME PERIOD.							
Wool	435	191,573	15,934	6,370,917	346	129,281	22,740	8,786,110
Cotton	181	55,517	10,982	3,159,227	122	31,785	13,280	3,740,611
Silk	207	131,549	6,809	4,515,931	161	96,807	12,061	7,503,396
Flax	265	57,349	15,911	3,057,313	228	43,266	16,593	2,910,403
Miscellaneous	227	33,588	74,477	1,796,128	1,173	40,564	102,106	2,411,008
Total	1,315	469,616	124,143	18,898,616	2,027	335,703	166,733	25,351,586
Ent'd for consump't.	6,793	2,700,042	276,578	80,675,501	6,377	2,138,229	249,772	66,582,594
Total at the port	8,108	3,169,658	400,421	99,574,117	8,404	2,473,932	416,557	91,934,182

* Included in the foregoing totals are the reports from Milwaukee, New Haven, Portland and Falmouth, Richmond, Willamette and Yorktown, the details for July, 1883, being as follows:

	Milwaukee.	New Haven.	Portland, &c.	Richmond.	Willamette.	Yorktown.*
Barley—						
Bushels	129,379					
Value	76,940					
Indian corn—						
Bushels		1,000				
Value		3,500				
Oats—						
Bushels						
Value						
Rye—						
Bushels						
Value						
Wheat—						
Bushels	153,500				112	
Value	170,690				111	
Wheat flour—						
Barrels		330		2,800	5,274	
Value		1,700		16,800	26,354	
Total values—						
July, '83	\$247,630	5,300		16,800	26,354	298,564
July, '82	\$158,516	6,609	2,349	52,852	7,033	173,794
7 months—						
1883	379,935	36,199	172,476	666,693	1,261,517	298,564
1882	158,516	36,380	152,570	470,481	3,147,523	173,794

* Report not received.

THE DRY GOODS TRADE.

FRIDAY, P. M., Sept. 14, 1883.

There has been during the past week a continuation of the activity lately noticed in all departments of the jobbing trade, and the volume of business in this connection was large and satisfactory. The demand at first hands was only moderate as regards transactions with buyers on the spot, but liberal re-orders were received through the medium of traveling salesmen and direct from jobbers in the interior, accompanied by cheering reports in regard to the progress of the fall trade. Altogether the trade movement has fully realized expectations, and there is certainly a much better and more confident feeling