

# THE Commercial AND Financial Chronicle

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## CONTENTS.

### THE CHRONICLE.

The Financial Situation.....	385	Monetary and Commercial	
Railroad Earnings in September, and from Jan. 1 to Sept. 30.....	387	English News.....	390
British Trade and the Suez Canal.....	389	Commercial and Miscellaneous News.....	392

### THE BANKERS' GAZETTE.

Money Market, Foreign Exchange, U.S. Securities, State and Railroad Bonds and Stocks.....	393	Quotations of Stocks and Bonds.....	395
Range in Prices at the N. Y. Stock Exchange.....	394	Railroad Earnings and Bank Returns.....	396
		Investments, and State, City and Corporation Finances..	397

### THE COMMERCIAL TIMES.

Commercial Epitome.....	400	Breadstuffs.....	406
Cotton.....	401	Dry Goods.....	407

## The Chronicle.

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### THE FINANCIAL SITUATION.

The aspect of affairs still wears a quiet look, and nothing of any importance has occurred during the week materially affecting the business prospect. There was a momentary disposition to invest the result of the Ohio election with more than ordinary significance, but the efforts of interested parties in this direction did not meet with the success anticipated, and the matter is already passing out of mind. The proceedings of the Bankers' Convention at Louisville have commanded more attention, serving, as they have, to give prominence to two fiscal questions in pressing need of early solution. The evils arising out of the continued coinage of silver dollars have been frequently pointed out in these columns, and we have more than once taken occasion to direct public notice to the importance of the continued reduction of our national debt in its bearing upon bank note circulation, for which the debt figures as a basis, so that these subjects will not appear altogether new to our readers, but their significance remains all the same, and it is gratifying to note that our bankers are alive to the necessities of the situation.

In the leading grain and provisions markets, both in

this country and in Liverpool, prices continue to evince a downward tendency under accumulating stocks, but it does not appear that the decline has as yet stimulated any export movement of very large proportions. Provisions go out in quite considerable quantities, and the exports of corn remain fairly liberal, but wheat fails to find any demand, even at the low prices prevailing. It would seem that the markets are so choked with wheat that they cannot for the present take any more. As to cotton, a large reduction is now generally admitted, and while this is no doubt an adverse influence with many interests, the effect, both upon producers and upon the world's supply, is likely to be overestimated. The planter will have part compensation in a better price than he otherwise would have obtained, while the world's supply of cotton is certain to be ample for all wants. The prospective loss of cotton traffic, however, is already exerting an unfavorable influence upon the properties of leading Southern roads, and during the week this has been made the basis for sharp attacks upon the same. Meanwhile, present earnings continue good, and our statement for the month of September, given on another page, shows a very satisfactory increase, considering the fact that comparisons are made with a heavy traffic a year ago.

As bearing upon the trunk lines, the award of percentages by Commissioner Fink in the east-bound pool has attracted not a little attention. It will be remembered that when, early in July, the Nickel Plate and the Chicago & Atlantic were admitted into the pool it became necessary to readjust the percentages, and Mr. Fink, as Commissioner, was given the task of making the new apportionment. This he seems to have done with considerable tact as will appear from the fact that up to the present time none of the roads have appealed from his decision to Mr. Charles Francis Adams, Jr., the arbitrator, as they have a right to do under the pooling arrangement. The following shows the present allotment, which we understand to date back to the 1st of July, as compared with that in force prior to that time. The allotment covers dead freight only, and applies merely to the shipments east from Chicago.

Name of Road.	Present Proportion.	Former Proportion
Michigan Central.....	18 75	21 25
Lake Shore.....	17 00	24 25
"Nickel-Plate".....	8 00	.....
Pittsburg Fort Wayne & Chicago.....	19 25	25 50
Chicago St. Louis & Pittsburg.....	8 00	10 00
Baltimore & Ohio.....	7 00	8 00
Grand Trunk.....	11 00	11 00
Chicago & Atlantic.....	11 00	.....
Total.....	100 00	100 00

It will be seen that the loss under the new allotment falls chiefly upon the Vanderbilt and Pennsylvania systems, which seems not unfair, considering that the two

new competitors to the old lines for the traffic in question must, by their location, gain mainly at the expense of those systems. Under the former allotment the Vanderbilt lines—Lake Shore and Michigan Central—had 45½ per cent of the entire business. Now, if we include the Nickel Plate as a Vanderbilt line, they have 43.75 per cent. The Pennsylvania lines—the Fort Wayne and the St. Louis & Pittsburg—had 35.50 per cent, but this included on the Fort Wayne the traffic of the Erie now going over the Chicago & Atlantic. In the present arrangement the Pennsylvania lines get 27¼ per cent, and the Chicago & Atlantic gets 11 per cent. It should be said that on live stock traffic the percentages are different, but that traffic is of much smaller importance, and we have not the space for the details here.

For foreign exchange the market has been dull and irregular. Early in the week the demand for sight bills was such as to justify an advance in the short rate, but some of the bankers marked the rate down again on Friday, mainly because of more liberal offerings of bankers sterling and a less urgent demand. One reason assigned for the early advance was that money was more active in London, but bankers who are in constant communication with that metropolis assert that there has been no material hardening of the rate in the open market, and the last quotation indicated a rise of not more than ¼ of 1 per cent. The advance in the sight rate may therefore be attributed to the temporary scarcity of sight drafts. Commercial bills are still limited, and the best command rates very near bankers' sterling. The more liberal supply of the latter and the offerings of cable transfers within the past few days, are supposed to result from a movement of securities, chiefly prime investment stocks and railroad bonds. The prices of some of the former have been relatively higher in London than here during the week, and reports are current that quite large amounts of New York West Shore & Buffalo bonds have been sent to the Continent. It is believed that the outward movement of securities is now in excess of the importation, and if this should continue it will have a very important influence upon the course of exchange. The following shows relative prices of leading bonds and stocks in London and New York at the opening each day.

	Oct. 8.		Oct. 9.		Oct. 10.		Oct. 11.		Oct. 12.	
	Lond'n prices.*	N.Y. prices.								
U.S. 4s. c.	120.28	120.3	120.19	120.3	120.52	120.3	120.89	120.3	120.76	120.3
U.S. 4½s.	113.97	114	114.08	114	114.21	114.3	114.21	114	113.97	114.3
Erie.....	30.46	30.4	30.61	30.3	30.37	30.4	30.25	30.3	29.85	29.3
2d con.	95.15	94.3	95.25	94.3	95.25	94	95.25	94	95.15	94.3
Ill. Cent.	129.38	128	128.90	127.4	128.30	128	128.06	127.3	127.93	127
N. Y. C..	115.06	114.3	115.30	114.3	115.42	115	115.18	114.3	115.06	114.3
Reading	25.24	24.3	25.39	24.3	25.63	24.3	25.63	24.3	25.48	24.3
Ont. W'n	21.84	21.3	21.87	21.3	21.74	21.3	21.62	21.3	21.69	21.3
St. Paul.	100.49	99.3	99.87	99.3	100.35	99.3	100.16	99.3	99.77	99.3
Exch'ge. cables.	4.85½		4.86		4.86		4.86		4.85½	

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

Money remains in abundant supply on call, and there are no present indications of the activity usual at this season. The movement to the East and to Philadelphia appears to be at an end, but the West and South continue to draw upon this centre quite liberally. Out of the 32 millions bonds embraced in the 121st call, the redemptions to October 11 amounted to \$23,669,300, and it is now reported that the Secretary of the Treasury contemplates making another call for the 3 per cents early next week. The following statement, made up from returns collected by us, exhibits the week's receipts and shipments of currency and gold by the New York banks.

Week Ending Oct. 12, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$820,000	*\$2,400,000	Loss.\$1,580,000
Gold.....	7,000	.....	Gain. 7,000
Total gold and legal tenders.....	\$827,000	\$2,400,000	Loss.\$1,573,000

\*1,575,000 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 lost \$520,000 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total loss to the N. Y. Clearing House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week Ending Oct. 12, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$827,000	\$2,400,000	Loss.\$1,573,000
Sub-Treasury operations, net .....	.....	520,000	Loss. 520,000
Total gold and legal tenders....	\$827,000	\$2,920,000	Loss.\$2,093,000

In the stock market the course of prices has been almost uninterruptedly downward. The official announcement of the determination of the managers of the Northern Pacific to issue a 6 per cent fifty-year second mortgage for 20 millions, subject to the approval of the preferred shareholders, at first had a stimulating effect upon the Villard properties, mainly because it was reported that 18 millions of the bonds could be immediately placed and also for the reason that it was rumored that a prominent speculator had become interested in the property. The short interest in the stocks was well closed out in the rise which ensued, and on Tuesday and Wednesday the speculators for a decline again attacked the properties, but there seemed to be a fair support given them and they did not yield as much as expected.

On Monday cable advices reporting lower prices for grain in Liverpool unsettled the Western markets and unfavorably influenced the stocks of the Granger roads, the theory advanced being that as the fall in Liverpool was reported to be due to an accumulation of stocks, there would be a very light export demand, even though prices should also fall in our markets, and therefore the railroads leading to the grain centres, and the trunk lines east, would have little business. The stocks of the last-named roads were also affected by the announcement of the percentages on east-bound business and the assertion (yet to be verified) that they were so unsatisfactory to some of the lines that an appeal would be taken to the arbitrator. On Wednesday, and again on Friday, there was a sharp decline in the Texas & Pacific securities, because it was reported that holders of the income bonds, upon which interest has not been paid for the last two years, had demanded payment and threatened legal proceedings in case of further refusal to pay. The decline in Texas & Pacific stock unfavorably influenced the other South westerns, and the shortage in the present year's yield of cotton was also used against these stocks and against the stocks of Southern roads. New York West Shore & Buffalo bonds have exhibited marked strength during the week, owing to reports of purchases for European account, and also because of the transfer of coupon into registered bonds, indicating domestic investments in them. For two or three days the market was turned upward during the last hour of business, showing either that the speculators for a rise were yet in control, or that their opponents were fearful that a sudden advance might be made.

The trading is still confined to the professionals, there being scarcely anything to encourage outside speculation. Even an upward movement sustained by manipulation, if

such were possible in the existing condition of the market, while it might entice the unwary, would not give confidence, since the belief is pretty general that the leaders are heavily loaded and have no interest in the market except to dispose of their holdings. Confidence can only be restored by publication of truthful and prompt reports of earnings, gross and net, and of financial condition, and by managing the properties in the sole interest of their proprietors—the stock and bondholders.

The Bank of England return for the week shows a loss of £492,000 bullion, and as there was a net receipt from abroad of £31,000, the shipments to the interior must have been £523,000. The proportion of reserve to liabilities was reduced 1 11-16 per cent. The Bank of France lost 3,350,000 francs gold and 5,050,000 francs silver, and the Bank of Germany, since the last report, exhibits a decrease of 11,560,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Oct. 11, 1883.		Oct. 12, 1882.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	23,263,909	.....	21,194,018	.....
Bank of France.....	38,328,475	40,808,786	39,150,700	45,196,591
Bank of Germany.....	6,694,500	20,083,500	6,389,500	19,168,500
Total this week.....	68,786,884	60,892,286	66,734,218	64,365,091
Total previous week.....	69,557,109	61,527,296	67,301,811	64,309,772

The Assay Office paid \$81,105 for domestic and \$246,000 for foreign bullion through the Sub-Treasury 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.
Oct. 5...	\$309,544 56	\$14,000	\$17,000	\$206,000	\$73,000
" 6...	276,551 76	5,000	10,000	193,000	63,000
" 8...	436,660 01	16,000	19,000	325,000	77,000
" 9...	769,742 60	12,000	28,000	647,000	82,000
" 10...	424,289 31	13,000	16,000	342,000	54,000
" 11...	345,199 70	14,000	22,000	274,000	35,000
Total.	\$2,561,987 94	\$74,000	\$112,000	1,992,000	\$384,000

**RAILROAD EARNINGS IN SEPTEMBER, AND FROM JANUARY 1 TO SEPTEMBER 30.**

Railroad earnings continue to record improvement. Our statement for the month of September shows results in the aggregate much the same as in August, there being a gain of somewhat over two million dollars on the total of a year ago, and the ratio of increase standing at about 8 per cent. In September, 1882, the gain was 14 per cent, and this was on earnings of 1881 16 per cent above those of 1880, which in turn were 22 per cent above those for 1879, so that there has been no break in the upward movement for several years. General business was of only moderate proportions this year—and this must have affected the volume of general and miscellaneous freight—but the grain movement was large, and the cotton movement also was above that of 1882. In the case of some roads, the quietude of trade seems to have brought with it a decrease in passenger business, but this may be only temporary and exceptional, and, besides, it should be remarked that there are not sufficient details as yet to warrant any general deductions therefrom, the number of companies giving full particulars of receipts being very small. The ratio of gain in earnings for the month, as given above (8 per cent), is not quite equal to the ratio of gain in mileage, but it is scarcely to be expected that new mileage should yield a very heavy business at the outset. The following table gives earnings and mileage of each road this year and last.

**GROSS EARNINGS AND MILEAGE IN SEPTEMBER.**

Name of road.	Gross Earnings.			Mileage.	
	1883.	1882.	Increase or Decrease.	1883.	1882.
Burl. Ced. Rap. & No.	\$ 260,357	\$ 261,439	-\$ 1,082	690	659
Canadian Pacific.....	489,122	274,257	+214,865	1,931	983
Central Iowa.....	115,651	112,824	+2,827	401	276
Central Pacific.....	2,311,000	2,495,445	-184,445	3,003	3,101
Chesapeake & Ohio*	252,707	221,413	+31,294	512	512
Eliz. Lex. & Big San <sup>†</sup>	51,217	33,364	+17,853	130	130
Chicago & Alton.....	902,955	912,692	-9,737	847	847
Chic. & Eastern Ill....	155,537	172,215	-16,678	240	240
Chic. & Gr. Trunk <sup>†</sup> ...	256,959	201,451	+55,508	335	335
Chic. Milw. & St. Paul.	2,221,000	1,950,710	+270,290	4,550	4,383
Chicago & Northwest.	2,567,900	2,553,041	+14,859	3,771	3,374
Chic. St. P. Minn. & O.	523,300	522,200	+1,100	1,170	1,070
Chic. & West Mich....	96,612	87,081	+9,531	410	386
Cin. Ind. St. L. & Ch <sup>†</sup>	175,752	190,723	-14,971	363	363
Cin. Wash. & Balt....	205,352	201,929	+3,423	281	281
Cleve. Ak. & Col....	54,109	51,006	+3,103	144	144
Deny. & Rio Grand <sup>†</sup>	618,000	595,200	+22,800	1,302	1,160
Des Moines & Ft. D.*	29,768	24,574	+5,194	143	110
Detroit Lans'g & No..	152,632	139,402	+13,230	225	225
Eastern <sup>†</sup> .....	244,327	242,757	+1,570	283	283
East Tenn. Va. & Ga.	385,085	320,358	+64,727	1,123	900
Evansy. & T. Haute <sup>†</sup>	50,878	55,601	-4,723	146	146
Flint & Pere Marq <sup>†</sup>	204,863	187,446	+17,417	347	347
Flor. Cent. & West'n	29,793	23,793	+6,000	234	234
Grand Trunk of Cant <sup>†</sup>	1,531,342	1,486,229	+45,113	2,322	2,322
Gr. Bay Win. & St. P.	33,026	34,881	-1,855	225	225
Gulf Col. & Santa Fe <sup>†</sup>	166,299	131,349	+34,950	534	482
Hannibal & St. Jos....	261,708	247,363	+14,345	292	292
Illinois Central (Ill.)	691,883	655,093	+36,790	928	919
Do (Iowa lines).....	188,277	193,170	-4,893	402	402
Do (South. Div.).....	335,617	281,075	+54,542	578	578
Ind. Bloom. & West....	292,965	273,159	+19,806	684	684
Kan. C. Ft. S. & Gulf	125,084	102,339	+22,745	386	362
Kentucky Central....	92,246	75,509	+16,737	189	151
Lake Erie & Western.	148,374	152,196	-3,822	385	385
Little Rock & Ft. S....	43,774	43,401	+373	168	168
Little Rk. M. R. & Tex.	26,906	24,938	+1,968	170	170
Long Island.....	280,438	267,706	+12,732	352	352
Louisville & Nashv....	1,305,200	1,114,512	+190,688	2,066	2,028
Marq. Hough. & On <sup>†</sup>	91,050	110,514	-19,464	103	103
Memphis & Char'ton	106,659	84,474	+22,185	330	330
Milw. L. Sh. & West..	92,118	83,012	+9,106	326	276
Missouri Pacific.....	944,742	801,416	+143,326	996	996
Central Branch....	145,177	100,249	+44,928	385	388
Intern'l & Gt. No....	328,131	391,245	-63,114	825	775
Mo. Kan. & Texas....	735,335	618,701	+116,634	1,386	1,296
St. L. Iron Mt. & So.	770,104	724,169	+45,935	905	795
Texas & Pacific....	529,968	473,240	+56,728	1,487	1,412
Mobile & Ohio.....	184,021	157,879	+26,142	528	528
Norfolk & Western...	273,171	232,774	+40,397	502	428
Shenandoah Valley...	91,635	63,714	+27,921	239	239
Northern Pacific.....	1,210,000	772,838	+437,162	2,365	1,298
Ohio Central.....	102,691	119,377	-16,686	212	212
Ohio Southern.....	39,823	38,511	+1,312	128	128
Peoria Dec. & Evansv.	72,575	65,524	+7,051	254	254
Rien. & Danville....	362,292	340,581	+21,711	757	757
Char. Col. & Aug.*...	\$32,923	\$28,331	+4,592	337	303
Columbia & Gr'v*...	\$31,552	\$26,025	+5,527	294	294
Virginia Midland*...	\$30,625	\$60,837	-30,212	353	353
West. No. Carolina.	46,241	27,172	+19,069	190	190
Rochester & Pittsb....	83,309	32,502	+50,807	304	108
St. L. A. & T.H. m. line.	126,170	131,053	-4,883	195	195
Do do (branches)....	79,570	83,734	-4,164	138	121
St. Louis & Cairo....	29,400	27,629	+1,771	146	146
St. Louis & San Fran <sup>†</sup>	376,576	336,894	+39,682	730	664
St. Paul & Duluth....	131,681	120,215	+11,466	208	208
St. Paul Minn. & Man.	777,804	832,776	-54,972	1,324	1,020
Wab. St. Louis & Pac	1,737,182	1,682,382	+54,800	3,518	3,423
Total.....	27,494,170	25,486,510	+2,007,660	51,730	47,259
Oregon R'way & Nav.	581,800	551,013	+30,787	.....	.....
Grand total.....	28,075,970	26,037,523	+2,038,447	.....	.....

\* Three weeks only of September in each year.  
 † For the four weeks ended September 29.  
 ‡ Freight earnings only.  
 † Not including the lines in Utah.

Northwestern roads, it will be seen, make a less favorable showing this month than in the month preceding, but it should be remembered that these roads had exceptionally heavy earnings in September a year ago. Further, it should be said of the Northwestern roads, as well as of those in other sections, that they all had one disadvantage this year, namely, a smaller number of working days. September, 1882, had only four Sundays; September, 1883, had five, which left 25 working days, against 26 in 1882. The importance of this extra day will be readily seen when we say that in the case of a road like the Chicago & Northwestern it means a difference of fully one hundred thousand dollars in receipts, the average daily earnings on the Northwest being over that amount. This loss of a day this year did not come in to disturb the comparisons until the last week of the month, and hence it was that the fourth quarter made so much less favorable an exhibit than did the previous quarters of the month. Despite this drawback, however, very satisfactory gains in earnings are reported by the roads in the Northwest. The St. Paul has a gain of \$270,200, after having gained no less than \$306,000 in 1882; the Northwest gains \$15,000, after having gained \$260,000; and the St. Paul & Omaha records a nominal increase,

after having gained \$150,000, or over 40 per cent, a year ago—all on the basis of one less working day in 1883. Among other Northwestern roads the Burlington Cedar Rapids & Northern has a small decrease (\$1,000) after quite a large increase in 1882 (\$40,000). The Central Iowa, with materially enlarged mileage, adds only \$2,827 to its earnings of last year, though its receipts then were not more than about 13 per cent above those of the year before. The St. Paul Minneapolis & Manitoba, which of late months has been showing such a large falling off in earnings on account of the loss of the construction traffic of the Canadian Pacific, and also on account of the diminished immigration to that section of the country, this time exhibits a much smaller decrease—in fact, the falling off is less than \$55,000, though the gain in 1882 was \$347,000, or over 70 per cent.

The lines running south and southwest from Chicago exhibit in a number of instances smaller totals than in 1882, and on such roads as the Chicago & Eastern Illinois and the Evansville & Terre Haute, as well as others, the reason, no doubt, is found in the failure of the wheat crop in Illinois, Indiana and the whole of that territory. The main line of the Illinois Central has an increase of about \$37,000, but this line, unlike the Chicago & Eastern Illinois, had no gain of any consequence a year ago. The Chicago & Alton, which runs both to St. Louis and Kansas City, has a small loss, but this is after a very heavy gain (\$138,000) in 1882. The Hannibal & St. Joseph, which forms part of a line to Chicago, makes a gain this year, and had one last year. The Wabash also records improvement this year, though only in small amount, after having gained \$192,000 in 1882. The road has Toledo as one of its termini, and probably shared in the increased movement of wheat to that point, besides bearing no doubt some part in the gain in corn shown at Chicago. The grain movement at the different ports this year and last, compares as follows.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDED SEPTEMBER 29.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago—						
1883 ..	198,953	3,672,443	10,622,989	4,411,217	776,717	1,025,841
1882 ..	191,947	4,533,177	4,485,631	2,674,444	555,132	305,265
Mill'kec—						
1883 ..	179,076	549,496	53,410	137,445	599,931	33,328
1882 ..	183,522	511,741	53,450	214,700	499,627	32,475
St. L'is—						
1883 ..	154,995	2,135,292	930,498	644,776	186,914	79,982
1882 ..	250,411	2,397,770	120,085	481,487	89,694	61,112
Toledo—						
1883 ..	17,089	3,042,965	591,162	161,638	740	49,029
1882 ..	3,097	2,711,426	359,187	170,933	2,942	23,632
Detroit—						
1883 ..	12,277	784,652	91,434	353,393	13,645	.....
1882 ..	15,675	879,363	25,320	143,778	18,102	39
Clev'd—						
1883 ..	9,314	373,400	41,000	71,100	4,400	500
1882 ..	3,069	191,218	5,500	47,180	1,000	1,000
Peoria—						
1883 ..	4,077	28,545	851,040	1,502,665	78,000	158,025
1882 ..	5,194	30,200	374,800	742,100	35,800	78,950
Duluth—						
1883 ..	131,000	1,240,011	86,393	1,577	.....	.....
1882 ..	17,200	424,321	.....	.....	.....	.....
Tot. of all						
1883 ..	706,781	11,826,804	13,267,926	7,283,811	1,660,377	1,346,705
1882 ..	670,115	11,679,216	5,423,973	4,474,622	1,202,327	502,503
1881 ..	632,083	4,924,735	14,896,784	3,468,889	1,551,582	312,859

Here we see that the total movement of wheat was about the same in 1883 as in 1882, but that the movement at individual ports varies. Chicago loses quite a little, and St. Louis also loses some, to be ascribed no doubt to the smaller crop of winter wheat this year; but Duluth on the other hand makes a noteworthy gain, its receipts for the four weeks of 1883 reaching 1 1/4 million bushels, against only 424,000 bushels in 1882. The corn movement (all ports) is two and a half times as large as in 1882, and of course Chicago gets the greatest part of the gain. This increased movement of corn at Chicago was quite a feature this year with many Western roads, but the roads that must have been chiefly benefited by it, like the Burlington & Quincy, are not in our

table. There was also a gain in the corn movement at St. Louis, Toledo and Peoria (the latter accounting very likely for the gain in the earnings of the Peoria Decatur & Evansville), but the aggregate of these is very small alongside that of Chicago. It is to be noted, too, that the receipts of oats are increasing quite rapidly (Chicago and Peoria being the points of chief importance in this respect), and that this cereal is playing a bigger part in the grain movement than heretofore.

The roads that make perhaps the best showing for September are those in the South and Southwest. These roads, as a rule, had quite large gains a year ago, and the additional gains which they report this year are the more noteworthy for that reason. Chief among them is the Louisville & Nashville, which records an increase of \$190,688, after having gained \$163,000 in 1882. The East Tennessee gains \$65,000 in addition to the \$24,000 gained in 1882, and the Norfolk & Western gains \$40,000, after having gained \$12,000. Both these latter roads have increased their mileage this year. The St. Louis & New Orleans (Illinois Central Southern line) improves \$51,000 on its earnings of 1882, but we have no figures to compare with for 1881. The road delivered 14,342 bales of cotton at New Orleans in September, 1883, and only 8,343 bales in 1882. Larger cotton receipts also operated to swell the earnings of the Mobile & Ohio, which gains \$26,142 this year, but lost about double that amount in 1882. The Memphis & Charleston has swelled its earnings in the sum of over \$22,000, though its loss in 1882 was less than \$7,000. The Richmond & Danville lines also do well, while the Gulf Colorado & Santa Fe down in Texas keeps making handsome gains. The Gould Southwestern lines are particularly conspicuous for their favorable results. The Missouri Pacific last year enlarged its earnings some \$176,000, and this year contributes \$143,000 additional in the same direction. The Missouri Kansas & Texas records \$116,000 increase this year, besides \$69,000 last; the Iron Mountain \$46,000, besides \$15,000; and the Texas & Pacific \$57,000, besides \$128,000. The International & Great Northern is the only one among the Gould roads that has fallen behind, and this records a decrease of \$63,000, which, however, is much smaller than the gain in 1882, the latter having been about \$114,000. The St. Louis & San Francisco, which may also be classed as a Southwestern road, has further augmented its receipts about \$40,000 this year, after having augmented them \$57,000 last year. As the cotton movement plays an important part in the business of many of the Southwestern and all the Southern roads, we give below the receipts for this and last September at the leading Southern outports. The contraction at Mobile, it should be said, does not reflect the result on the Mobile & Ohio, which really carried more cotton this year than last, but rather the falling off in the Mobile & Montgomery division of the Louisville & Nashville.

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

	1883.	1882.	Difference.
Galveston.....bales.	71,830	73,739	Dec.... 1,909
Indianola, &c.....	3,359	4,654	Dec.... 1,295
New Orleans.....	64,262	45,938	Inc.... 18,324
Mobile.....	12,359	24,894	Dec.... 10,445
Florida.....	751	312	Inc.... 439
Savannah.....	84,018	82,713	Inc.... 1,335
Brunswick, &c.....	734	1,344	Dec.... 610
Charleston.....	63,441	53,470	Inc.... 9,971
Port Royal, &c.....	626	24	Inc.... 602
Wilmington.....	7,993	9,346	Dec.... 1,353
Morehead City, &c.....	335	436	Dec.... 101
Norfolk.....	20,777	19,714	Inc.... 1,063
City Point, &c.....	8,984	4,567	Inc.... 4,417
Total.....	339,499	319,061	Inc.... 20,438

Among the Pacific roads, the Canadian and Northern Pacific, under increased mileage, continue to record large gains in earnings. The Central Pacific, on the other

hand, has a decrease of \$184,000, which however still leaves a good part of the gain made in 1882, when earnings were \$310,000 above 1881. The Union Pacific figures are withheld. As to the east-and-west trunk roads, we have none of the principal lines in our table, but the Grand Trunk of Canada makes a moderate increase. The Lake Erie & Western, which is affected by the course of trunk line traffic, has a small decrease, but had quite an increase in 1882. The Indiana Bloomington & Western has a small gain, as it also had a year ago. From Baltimore we have Mr. Garrett reporting larger earnings in August than ever before on the Baltimore & Ohio, and earnings but little smaller than this during September.

For the first nine months of the year our table makes a very good exhibit. The aggregate gain reaches about 17 1/2 million dollars, which is equivalent to an increase of 9 per cent. There are 14 roads recording a decrease, and 51 an increase. The heaviest decrease is made by the Central Pacific and the Marquette Houghton & Ontonagon. The heaviest increase, aside from the large augmentation in receipts reported by the Canadian Pacific and the Northern Pacific, and excepting the Milwaukee & St. Paul, which leads all others (having a gain of nearly 2 1/2 millions)—the heaviest increase on any roads as a class occurs on those of the South and Southwest, namely: Louisville & Nashville, Missouri Pacific, Kansas & Texas, Texas & Pacific, East Tennessee, &c. The following is our usual table, giving full details.

GROSS EARNINGS FROM JANUARY 1 TO SEPTEMBER 30.

Name of Road.	1883.	1882.	Increase.	Decrease.
	\$	\$	\$	\$
Burl. Cedar Rap. & No.	1,969,724	1,976,036		6,312
Canadian Pacific	3,811,162	1,714,556	2,126,806	
Central Iowa	914,781	848,112	66,669	
Central Pacific	18,174,341	19,078,621		904,280
Chesapeake & Ohio	2,766,520	2,318,773	447,747	
Eliz. Lex. & Big Sandy	507,110	338,765	168,345	
Chicago & Alton	6,301,207	5,905,840	395,367	
Chic. & Eastern Illinois	1,228,149	1,306,716		78,567
Chicago & Gr. Trunk	2,119,324	1,541,234	578,090	
Chicago Milw. & St. Paul	16,591,000	14,098,064	2,492,936	
Chicago & Northwest	18,020,905	17,139,861	881,044	
Chic. St. P. Minn. & Omaha	3,812,021	3,533,394	278,627	
Chicago & West Mich.	1,117,229	1,044,391	72,838	
Cin. Ind. St. L. & Chic.	1,772,720	1,837,872		65,152
Cin. Wash. & Baltimore	1,383,924	1,274,944	108,980	
Cleve. Ak. & Col.	399,802	367,609	32,193	
Denver & Rio Grande	4,796,500	4,762,799	33,701	
Des Moines & Ft. Dodge	228,197	248,412		20,215
Detroit Lansing & No.	1,168,962	1,173,972		5,010
East Tenn. Va. & Ga.	2,895,723	2,263,033	632,660	
Eastern	2,645,053	2,474,248	170,815	
Evansv. & T. Haute	529,437	639,100		109,663
Flint & Pere Marquette	1,851,754	1,554,273	297,481	
Fla. Cent. & Western	290,789	281,812	8,977	
Grand Tr. of Canada	12,978,017	12,068,925	909,122	
Green Bay Win. & St. P.	282,171	272,065	10,106	
Hannibal & St. Joseph	1,869,834	1,644,363	225,471	
Ill. Central (Ill. line)	4,889,693	5,129,068		239,373
Do (la. leased lines)	1,418,915	1,407,717	11,198	
Southern Division	2,801,407	2,299,665	501,742	
Indiana Bloom. & West.	2,217,878	1,907,760	310,048	
Kan. City Ft. S. & Gulf	1,321,110	1,166,521	154,589	
Little Rock & Fort Smith	357,884	299,368	58,516	
Little Rk. M. R. & Tex.	256,281	189,357	66,924	
Long Island	2,118,159	1,956,587	161,572	
Louisville & Nashville	10,056,486	9,030,316	1,026,170	
Marq. Houghton & Ont.	658,573	924,328		265,755
Memphis & Charleston	862,256	725,989	136,267	
Milw. L. Shore & West'n	735,168	631,336	104,132	
Missouri Pacific	6,775,553	5,659,741	1,115,812	
Central Branch	1,056,089	633,912	422,177	
Int. & Gt. North	2,662,106	2,403,479	258,627	
Mo. Kansas & Texas	5,353,884	4,373,784	980,100	
St. L. Iron Mt. & So.	5,582,104	5,146,963	435,141	
Texas & Pacific	4,450,821	3,438,032	1,012,789	
Mobile & Ohio	1,410,952	1,309,475	101,477	
Norfolk & Western	1,963,504	1,671,429	292,075	
Shenandoah Valley	619,049	295,386	323,663	
Northern Pacific	6,557,754	4,853,437	1,704,317	
Ohio Central	785,882	746,949	38,933	
Ohio Southern	301,990	269,404	32,586	
Oregon Railway & Nav.	3,875,202	3,771,244	103,958	
Peoria Dec. & Evansville	528,482	586,503		58,021
Richmond & Danville	2,716,974	2,556,296	160,678	
Charl. Col. & Aug.	532,273	450,236	82,037	
Col. & Greenville	485,648	441,553	44,095	
Virginia Midland	1,134,519	975,786	158,733	
West. Nor. Carolina	268,115	173,613	94,502	
St. L. A. & T. H. main line	1,008,698	1,039,775		31,077
Do do (branches)	599,077	635,936		36,859
St. Louis & Cairo	277,143	264,347	12,796	
St. Louis & S. Francisco	2,723,088	2,550,903	172,185	
St. Paul & Duluth	934,328	741,986	192,342	
St. Paul Minn. & Man.	5,932,725	6,118,864		186,139
Wabash St. L. & Pac.	12,117,227	12,285,011		167,784
Total	208,831,875	191,061,073	19,945,039	2174,237
Net increase			17,770,802	

\* Includes three weeks only of September in each year.  
† January 1 to September 29.

Net earnings for August and the eight months to August 31, are pretty generally favorable. As in the case of gross earnings, Southern roads seem to occupy a leading position in recording improvement on a year ago. We have the Louisville & Nashville, the Chesapeake & Ohio, the Elizabethtown Lexington & Big Sandy, the Kentucky Central, the Norfolk & Western, and the Shenandoah Valley, and these all make excellent exhibits. Then the Chicago Burlington & Quincy in the West, under a heavy corn traffic, continues to swell both gross and net earnings, while the Atchison Topeka & Santa Fe in the Southwest keeps reducing expenses very largely and augmenting net in a corresponding ratio. The Pennsylvania, too, has a very good statement this time, and in general it may be said that our table contains very few roads that have not done better than a year ago. The following gives gross and net earnings of all roads that will furnish monthly exhibits for publication.

GROSS AND NET EARNINGS TO LATEST DATES.

NAME.	August.			Jan. 1 to Aug. 31.	
	Gross Earnings	Operating Expenses	Net Earnings	Gross Earnings	Net Earnings
Atch. Top. & Santa Fe. 1883	1,263,900	508,072	755,828	9,105,929	4,821,540
Do do 1882	1,251,062	612,110	639,552	9,206,011	3,515,430
Kan. City Law. & So. 1883	189,006	89,470	99,536	1,041,680	539,503
Do do 1882	154,968	69,569	85,399	758,095	386,751
Buffalo N. Y. & Phila. 1883	265,050	120,000	145,050		
Do do 1882	232,763	116,904	115,859		
Burl. Cedar Rap. & No. 1883	232,522	159,885	72,637	1,709,337	457,091
Do do 1882	224,921	149,709	75,212	1,714,557	557,032
Chesapeake & Ohio 1883	381,746	*220,999	160,747	2,513,813	824,145
Do do 1882	381,454	208,610	172,844	2,097,360	615,275
Eliz. Lex. & Big San. 1883	75,831	35,566	40,265	455,893	131,701
Do do 1882	54,264	36,764	17,500	305,401	91,096
Chic. Burl. & Quincy 1883	2,495,124	1,198,527	1,296,597	15,725,032	7,463,098
Do do 1882	2,086,858	976,266	1,110,592	12,867,479	5,752,290
Connotton Valley 1883	40,498	24,174	16,324		
Do do 1882	29,128	19,259	9,869		
Des Moines & Ft. D. 1883	3,495	18,576	18,219	198,429	42,870
Do do 1882	23,242	20,395	2,847	223,895	66,908
Kentucky Central 1883	102,165	41,001	61,164		
Do do 1882	73,710	34,400	39,310		
Louisv. & Nashv. 1883	1,251,127	716,143	534,984	8,751,286	3,437,439
Do do 1882	1,013,912	696,220	317,692	8,228,576	3,041,798
Norfolk & Western 1883	261,711	122,878	138,833	1,699,333	737,741
Do do 1882	222,161	106,540	115,621	1,438,655	604,823
Shenandoah Valley 1883	92,446	59,652	32,794	527,304	97,332
Do do 1882	60,999	50,298	10,701	231,672	def. 29,413
Northern Central 1883	587,272	307,062	280,210	4,066,410	1,534,393
Do do 1882	625,970	294,324	331,646	3,698,215	1,358,920
Ogdensb. & L. Champ'n. 1883	67,700	44,700	23,000		
Do do 1882	68,800	47,100	21,700		
Oregon Improv'm't Co. 1883	366,707	241,462	125,245	2,588,122	834,321
Do do 1882	270,849	167,071	103,778	2,049,529	689,886
Penn. (all lines east of Pitts. & Erie) 1883	4,775,386	2,632,758	2,142,622	33,258,909	12,154,182
Do do 1882	4,671,179	2,638,319	2,032,860	31,471,176	11,879,075
Phila. & Erie 1883	383,800	247,719	136,081	2,656,160	943,667
Do do 1882	420,329	233,911	186,418	2,522,609	920,908
Philadelp'a & Reading 1883	3,538,033	1,610,091	1,927,942	17,482,987	7,085,747
Do do 1882	1,975,993	1,025,947	950,046	13,533,948	5,759,657
Phila. & Read. C. & Iron 1883	1,866,105	1,732,468	133,637	10,477,659	278,619
Do do 1882	1,615,208	1,393,994	221,214	9,309,932	594,924
Rome Wat. & Ogdensb. 1883	171,193	106,887	64,306		
Do do 1882	181,799	118,929	62,870		
Utah Central 1883	93,586	46,499	47,087	753,105	381,156
Do do 1882	129,877	59,792	70,085	1,011,009	501,843
West Jersey 1883	215,984	96,446	119,538	871,988	371,534
Do do 1882	199,246	89,956	109,290	778,992	365,997

September. Jan. 1 to Sept. 30.

NAME.	Gross Earnings	Operating Expenses	Net Earnings	Gross Earnings	Net Earnings
Oregon Ry & Nav. Co. 1883	\$81,800	\$24,000	\$57,800	\$875,202	\$1,876,835
Do do 1882	551,013	234,297	316,716	3,771,244	1,843,216
Richmond & Danville 1883	362,292	215,661	146,631	2,716,974	1,125,831
Do do 1882	340,581	185,998	154,583	2,556,296	791,404
West. Nor. Carolina 1883	46,241	25,511	20,730	268,115	96,510
Do do 1882	27,172	15,223	11,949	173,613	35,800

July. Jan. 1 to July 31.

NAME.	Gross Earnings	Operating Expenses	Net Earnings	Gross Earnings	Net Earnings
Oregon & California 1883	\$87,000	\$55,400	\$31,600	\$523,212	\$114,281
Do do 1882					

\* Includes \$15,000 paid on account of new bridge over Guyandotte River.  
† Including Central of New Jersey for June, July and August in 1883.

BRITISH TRADE AND THE SUEZ CANAL.

The Jordan Canal scheme, to which attention was called in these columns a couple of weeks ago, may now be regarded as a thing of the past. The article in *Blackwood's Magazine* was its death sentence. Up to a certain date it seemed to be winning its way into popular and even imperial favor. Now, on all hands, it is pronounced visionary, ruinous, impracticable. The Euphrates Valley scheme, attractive enough in many respects, labors under the one serious disadvantage that it is off the beaten track of commerce. It is bad for any enterprise when it does not offer immediate returns; and this, fortunately or unfor-

tunately, is the case with the proposed route to India along the Euphrates Valley. Public sentiment again falls back upon the Suez Canal line; and the opinion gathers strength that if the present canal cannot be made more available for the purposes of British trade and the general interests of the British empire, the remedy lies in a rival canal in the immediate neighborhood and solely under British control. The *London Times*, which usually reflects the sentiment of the moneyed and conservative classes, comes out strongly in favor of a rival canal. "We shall be greatly surprised," says that journal, "if the result of the holiday meditations of the ship-owners and the public of England is not to confirm them in their demand for a new canal under English control, and if the Government does not ultimately come to see that in this manner only can the question be solved."

Since the time of the Draft agreement, which was the cause of so much excitement, and which brought no little odium on Mr. Gladstone's government, many fresh facts have been brought to light, all tending to show that the present state of things is not such as will long be found compatible with the requirements of British trade. In a report drawn up by a naval officer who has made himself familiar with all the details of the canal, and which has been submitted to the Admiralty, a strong case is made out against the present canal and its management, the entire argument pointing in favor of a new canal. Some of the figures are suggestive. It appears that 7,000,000 of tons annually pass through the canal. Of these 7,000,000, not less than 5,500,000 are English. More than four-fifths of the tonnage is English—that is, more than four-fifths of the ships are English ships, manned by English crews, trained in English methods of navigation, and of course speaking the English language. Yet the management is absolutely and entirely French. The existence of a few English officials in unimportant positions does not affect the truth of this general statement. The rules and regulations, and the manner in which they are carried out, constitute a fruitful and unending source of annoyance. It appears from some published statistics that discrimination is made in favor of French steamers as against British, and that while the French massagerie steamers get through the canal in about 48 hours, the British steamers find it difficult to get through in 71. The pilotage also is complained of, only three of the 117 pilots being British. Nor does the harbor system commend itself to the British commanders. The dues are high and the police is defective. Liquor, it is said, is too easily obtained; and violence and robbery are frequent. It is easy to conceive that from such causes annoyances must frequently arise.

It would seem, however, that the general management of this canal is unsatisfactory from other causes. Among these is mentioned the incompetency of many of the chief employes. For the special work in which they are engaged, they have had no professional training, it is asserted. The "Chef de Transit" lives in Ismalia. It is claimed that he ought to live at Port Said. A difficulty arising at Port Said between a ship's captain and the Company, is referred to the "Chef de Transit" at Ismalia; the "Chef de Transit" consults the "Agent Superieur" at Cairo; and in nine cases out of ten, the "Agent Superieur" transmits the case to Paris. The more thoroughly the working of the canal is understood, the more hopeless the English seem to regard the idea that a French Company should ever be able to provide in a satisfactory manner for a trade which is almost wholly British. In plain terms, the British people have discovered that in spite of the heavy investment made by the Government in Canal

stock, in spite of the conquest and virtual occupation of Egypt, the Suez Canal is French property, and is controlled and managed in the interest of France, and for the benefit of a French Company. The recent concession of two and a half francs per ton on ships in ballast has had little healing effect. The *Times* seems to strike the keynote when it says that the only solution is a new canal.

**Monetary & Commercial English News**

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

EXCHANGE AT LONDON—Sept. 29.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam.	3 mos.	12·4½ @ 12·5	Sept. 29	Short.	12·10
Amsterdam.	Short.	12·2¼ @ 12·3¼	.....	.....	.....
Hamburg....	3 mos.	20·62 @ 20·66	Sept. 29	Short.	20·42
Berlin.....	"	20·63 @ 20·67	Sept. 29	"	20·42
Frankfort...	"	20·63 @ 20·67	Sept. 29	"	20·42
Vienna.....	"	12·11¼ @ 12·13¾	Sept. 29	"	11·99
Antwerp.....	.....	25·51¼ @ 25·56¼	.....	.....	.....
St. P'trsburg	3 mos.	23¾ @ 23½	Sept. 29	Short.	23¾
Paris.....	Checks	25·25 @ 25·30	Sept. 29	Checks	25·25½
Paris.....	3 mos.	25·43¾ @ 25·48¾	Sept. 29	3 mos.	25·26½
Genoa.....	"	25·50 @ 25·55	Sept. 29	Short.	25·25
Madrid.....	"	45¾ @ 46	Sept. 29	"	47·10
Cadiz.....	"	46 @ 46½	Sept. 29	.....	47·10
Lisbon.....	"	51½ @ 52	Sept. 29	3 mos.	53½
Alexandria..	"	.....	Sept. 26	"	95¾
New York...	"	.....	Sept. 29	Short.	4·82½
Bombay....	60 d'ys	1s. 7½d.	Sept. 29	tel.trsf.	1s. 7½d.
Calcutta....	"	1s. 7½d.	Sept. 29	tel.trsf.	1s. 7½d.
Hong Kong..	.....	.....	Sept. 29	4 mos.	3s. 8½d.
Shanghai...	.....	.....	Sept. 29	"	5s. 1½d.

[From our own correspondent.]

LONDON, Saturday, Sept. 29, 1883.

The Bank rate of discount has this week been reduced from 3½ to 3 per cent—a point to which it might have been lowered a fortnight ago. A downward movement in the value of money at this period of the year is of more than ordinary significance as the market is usually expected to advance in consequence of the pressure of the autumnal demand for accommodation. This season the discount inquiry has fallen away to a remarkable extent, and is now upon the most limited scale. The cause of it is not difficult to ascertain, as the present contraction of business may be easily traced to the anxieties which were felt earlier in the year regarding the course of business in the United States. The American failures have evidently had a very adverse influence, and as some rather important difficulties have arisen here of late, business is likely to be conducted with excessive caution during the remainder of the present year. Some branches of business, and especially the cotton departments, have been in a state of much depression of late, and as employers regard a reduction in wages as a necessity, the relations of employers to employed are not just now very satisfactory. The question of a reduction in wages has brought about a strike in some districts, and business is, in consequence, much interfered with. The iron trade, however, is moderately active, and other departments of trade, though quiet and, it is said, unremunerative, are steady in tone. There now seems to be but little calculated to influence the money market in either direction for some time to come. The ease which prevails will naturally affect the exchanges and will have no power in attracting gold from the Continent. Any additional improvement in the position of the Bank of England may be regarded as doubtful; but, at the same time, the resources at the command of the Bank are great, and are certainly fully adequate to all demands which may be made upon it. More than this is hardly desirable. On the contrary, it would indicate a better condition of things if the distribution of unemployed money were to assume a more active form.

Although there has been a settlement in progress on the Stock Exchange during the week, the demand for money for short periods has been very limited, and the rate is only from 1¾ to 2½ per cent on the best security. The discount inquiry is very limited, and the rate for the best three months' bills is 2¼ per cent. The banks are now only allowing 2 per cent interest per annum for deposits, but the discount houses have made no further alteration. The proportion of reserve to liabilities at the Bank is now 47¾ per cent, comparing with only 39½ per cent last year. The total supply of bullion amounts to £24,355,909, against £21,982,775, while the total reserve is £14,836,314, against £11,543,900 in 1882.

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.
Aug. 24	4	3 1/2 @ 5 1/4	3 1/2 @	3 1/2 @ 4	4 @ 4 1/4	4 @ 4 1/2	4 @ 4 1/4	3	3	3 1/4 - 3 1/2
" 31	4	3 1/2 @ 3 1/2	3 1/2 @	3 1/2 @ 3 1/2	3 1/2 @ 4 1/4	3 1/2 @ 4 1/4	4 @ 4 1/2	3	3	3 1/4 - 3 1/2
Sept. 7	4	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 4	3 1/2 @ 4	3 1/2 @ 4 1/4	3	3	3 1/4 - 3 1/2
" 14	3 1/2	2 1/2 @ 2 1/2	2 1/2 @ 2 1/2	3 @	3 1/2 @ 4	3 1/2 @ 4	3 1/2 @ 3 1/2	2 1/2	2 1/2	2 1/4 - 2 1/2
" 21	3 1/2	2 1/2 @ 2 1/2	2 @ 2 1/2	2 1/2 @	3 @ 3 1/2	2 1/2 @ 3 1/2	3 @ 3 1/2	2 1/2	2	2 1/4 - 2 1/2
" 23	3	2 1/2 @	2 1/2 @	2 1/2 @	2 1/2 @ 3 1/2	2 1/2 @ 3 1/2	3 @ 3 1/2	2	2	2 1/4 - 2 1/2

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

	1883.	1882.	1881.	1880.
Circulation.....	25,269,595	26,138,875	26,310,535	26,965,739
Public deposits.....	6,102,926	5,100,799	5,076,209	7,153,116
Other deposits.....	25,053,510	23,895,915	24,961,655	24,470,185
Government securities.....	13,693,631	11,632,205	14,512,649	15,377,851
Other securities.....	21,137,618	24,341,156	21,585,220	18,611,369
Res'v'e of notes & coin	14,836,314	11,543,900	12,508,691	16,178,671
Coin and bullion in both departments..	24,355,909	21,982,775	23,069,226	28,144,401
Proport'n of reserve to liabilities.....	47 3/4	39 1/2	41 1/4	50 3/4 p. c.
Bank rate.....	3 p. c.	5 p. c.	4 p. c.	2 1/2 p. c.
Consols.....	101 1/8	100 1/4	99 1/8	97 7/8
Eng. wheat, av. price	41s. 9d.	42s. 1d.	48s. 5d.	42s. 11d.
Mid. Upland cotton..	5 3/4d.	6 7/8d.	7 1/2d.	7d.
No. 40 Mule twist...	9 1/2d.	10 1/8d.	10 3/4d.	10 1/2d.
Clear'g-house return.	85,433,000	129,401,000	87,702,000	82,452,000

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	Sept. 27.		Sept. 20.		Sept. 13.		Sept. 6.	
	Bank Rate.	Open Market						
Paris.....	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
Berlin.....	4	3 1/2	4	3 1/2	4	3	4	2 1/2
Frankfort.....	—	3 1/2	—	3 1/2	—	3	—	2 1/2
Hamburg.....	—	3 1/2	—	3 1/2	—	2 1/2	—	2 1/2
Amsterdam.....	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Brussels.....	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Madrid.....	5	5	5	5	5	5	5	5
Vienna.....	4	4	4	4	4	4	4	4
St. Petersburg..	6	6	6	6	6	6	6	6

In reference to the state of the money and bullion markets Messrs. Pixley & Abell remark:

Gold.—A few orders for South America have been received this week and nearly all the bars that have arrived have been taken. The Bank has, however, a large amount of sovereigns and other coin sent in since our last, the aggregate purchases being £314,000. £10,000 (sovereigns) have been taken out for Lisbon and £10,000 for Alexandria. The "Pekin" has brought £5,790 from the East, the "Garth Castle" £145,150 from the Cape, the "Para" £10,000 from the West Indies and the "Ville de St. Nazaire" £82,000 from Central America—total, £272,940. The "Siam" has taken £5,000 to India.

Silver.—The market has again improved, and 50% has been paid, with an offer of 50 15-16d. for immediate shipment; at this rate the consignment by the "Para" from the West Indies has been sold. The amounts to hand have not been large, and the demand for India has been considerable. The arrivals comprise £17,000 from New York, £16,000 from the Pacific and £22,000 from the West Indies—total, £55,000. The Peninsular & Oriental steamer has taken £141,300 to India.

Mexican dollars have also improved, and may be quoted 50 3/4d. per ounce. We have received £13,000 from New York and about £12,000 by the West India steamer; a considerable portion of these had been previously sold. The "Indus" has taken £101,500 to China and the Straits.

The quotations for bullion are reported as below:

	Price of Gold.		Price of Silver.	
	Sept. 27.	Sept. 20.	Sept. 27.	Sept. 20.
Bar gold, fine...oz.	s. d. 77 9	s. d. 77 9	Bar silver, fine...oz.	50 15-16
Bar gold, contain'g 20 dwts. silver...oz.	77 10 1/2	77 10 1/2	Bar silver, contain'g 5 grs. gold...oz.	51 5-16
Span. doubloons...oz.	73 9 1/2	73 9 1/2	Cake silver...oz.	54 11-16
S.A.m. doubloons...oz.	73 8 1/2	73 8 1/2	Mexican dols...oz.	49 3/4
U.S. gold coin...oz.	76 3 1/2	76 3 1/2	Chilian dollars...oz.	.....
Ger. gold coin...oz.	.....	.....	.....	.....

The National Bank of Australasia invites tenders for a South Australian government loan of £1,433,500 in bonds of £1,000, £500, £200 and £100 each. The principal is repayable at par on the 1st of April, 1918. The minimum price is £98 10s. per £100 bond. The loan is for railway and other works of utility and necessity.

The Railway Debenture Trust Company, limited, invites applications to an issue of £250,000 4 1/2 per cent debenture stock at 102 per cent, redeemable at par on July 1, 1911.

Tenders are invited by the Union Bank of Australia for £200,000 4 1/2 per cent debentures of the Corporation of the City of Melbourne, at a minimum price of par. The principal purposes to which the loan is to be applied are the erection of

buildings upon market lands of the corporation, which will yield immediate returns in rentals, the construction of underground drains and the paving of the principal streets with wood.

Messrs. Hollsbowe Brothers & French have issued a circular showing the results of the working of 15 of our principal railways during the half-year ended June 30, 1883, compared with the same period in 1882. The reduction in the dividends paid on ordinary stock amounts to £103,014 for the half-year.

The gross receipts on 21 principal railways in the United Kingdom during the week ended September 23—on 14,759 1/2 miles—amounted to £1,304,003, against £1,282,383 last year on 14,569 3/4 miles, showing an increase of 189 3/4 miles, or 1.3 per cent, and an increase of £21,620, or 1.7 per cent.

The total receipts into the Imperial Exchequer from April 1 to September 22 were £37,498,666, against £36,693,195 last year, while the expenditure was £38,380,145, against £39,682,437—an increase in the former of £805,471 and a decrease in the latter of £1,302,292, making a net gain of £2,107,763.

The importations of foreign wheat and flour are still very large, and the consequence is that our heavy stocks are well kept up. Compared with last year, however, they show a falling off of about 1,500,000 cwt. for the first four weeks of the season; but in 1882 they were upon a scale of great magnitude. The deliveries of home-grown wheat have, up to the present time, been disappointing both as regards quantity and quality. Some of the wheat was harvested in poor condition, owing to the unsettled weather. That portion of the crop is being now marketed, as no advantage is to be gained by holding it; but farmers believe that during the winter months good dry English wheat will command a better sale and a higher price. Those consequently, who can do so, are indisposed to sell just now. During the past week the trade for wheat has been very slow. Millers fail to perceive that any rise upon current prices is possible, and are, therefore, unwilling to increase their stocks. Prices, however, do not vary much, though the tendency is downward. The average price for the present season is 42s. per quarter, against 43s. 7d. per quarter last year.

The following are the quantities of wheat, flour and Indian corn estimated to be afloat to the United Kingdom, Baltic supplies excepted:

	At present.	Last week.	Last year.	1881.
Wheat.....qrs.	1,702,000	1,665,000	1,960,000	1,945,000
Flour.....	161,000	158,000	193,000	113,000
Indian corn.....	309,000	291,000	137,000	217,000

Annexed is a return showing the extent of the imports of cereal produce into the United Kingdom during the first four weeks of the season, the sales of home-grown produce, and the average price realized, the visible supply of wheat in the United States, and the supplies of wheat and flour estimated to be afloat to the United Kingdom, compared with the three previous years:

	IMPORTS.			
	1883.	1882.	1881.	1880.
Wheat.....cwt.	6,390,238	7,753,923	4,638,295	7,540,094
Barley.....	1,034,684	573,870	409,633	626,079
Oats.....	1,020,095	1,180,088	1,277,824	1,303,060
Peas.....	60,774	71,042	43,487	61,745
Beans.....	285,117	101,992	206,275	115,902
Indian corn.....	2,526,380	1,410,894	2,729,418	4,314,876
Flour.....	1,057,029	1,005,821	899,206	854,966

	SUPPLIES AVAILABLE FOR CONSUMPTION—FOUR WEEKS.			
	1883.	1882.	1881.	1880.
Imports of wheat.cwt.	6,309,238	7,753,923	4,638,295	7,540,094
Imports of flour.....	1,057,029	1,005,821	899,206	854,966
Sales of home-grown produce.....	2,837,560	2,973,620	2,515,413	2,453,000
Total.....	10,203,767	11,733,364	8,052,914	10,848,060
Av'ge price of English wheat for season.qrs.	42s. 0d.	43s. 7d.	52s. 3d.	41s. 2d.
Visible supply of wheat in the U. S. .... bush	24,500,000	13,800,000	19,800,000	14,200,000
Supply of wheat and flour afloat to U. K. qrs.....	1,823,000	2,201,000	1,989,000	.....

The extent of the sales of home-grown wheat, barley and oats in the principal markets of England and Wales, during the first four weeks of the season, are shown in the following statement:

	1883.	1882.	1881.	1880.
Wheat.....qrs.	215,273	171,555	145,120	141,523
Barley.....	31,409	29,733	13,433	21,808
Oats.....	30,644	10,286	11,315	10,586

	AVERAGE PRICES FOR THE SEASON (per qr.).			
	1883.	1882.	1881.	1880.
Wheat.....	s. d. 42 0	s. d. 43 7	s. d. 52 3	s. d. 41 2
Barley.....	32 6	36 3	21 6	34 4
Oats.....	21 0	22 5	23 5	21 8

Converting wheat into cwts., the following are the estimated totals for the whole kingdom:

	1883.	1882.	1881.	1880.
Wheat.....cwt.	2,337,500	2,973,620	2,515,413	2,453,000

**English Market Reports—Per Cable.**

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending Oct. 12:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50 <sup>15</sup> / <sub>16</sub>	50 <sup>7</sup> / <sub>8</sub>				
Consols for money.....	100 <sup>15</sup> / <sub>16</sub>	100 <sup>7</sup> / <sub>8</sub>	101 <sup>11</sup> / <sub>16</sub>	100 <sup>15</sup> / <sub>16</sub>	100 <sup>15</sup> / <sub>16</sub>	100 <sup>5</sup> / <sub>16</sub>
Consols for account.....	101 <sup>15</sup> / <sub>16</sub>					
Fr'ch rentes (in Paris) fr.	77 <sup>7</sup> / <sub>8</sub>	77 <sup>8</sup> / <sub>8</sub>	77 <sup>7</sup> / <sub>8</sub>	77 <sup>7</sup> / <sub>8</sub>	77 <sup>7</sup> / <sub>8</sub>	77 <sup>9</sup> / <sub>8</sub>
U. S. 4 <sup>1</sup> / <sub>2</sub> s of 1891.....	117 <sup>3</sup> / <sub>8</sub>	117 <sup>3</sup> / <sub>8</sub>	117 <sup>3</sup> / <sub>8</sub>	117 <sup>1</sup> / <sub>2</sub>	117 <sup>1</sup> / <sub>2</sub>	117 <sup>1</sup> / <sub>2</sub>
U. S. 4s of 1907.....	123 <sup>3</sup> / <sub>4</sub>	123 <sup>3</sup> / <sub>8</sub>	123 <sup>3</sup> / <sub>8</sub>	124	124 <sup>3</sup> / <sub>8</sub>	124 <sup>3</sup> / <sub>8</sub>
Chic. Mil. & St. Paul.....	105	103	102 <sup>3</sup> / <sub>4</sub>	103 <sup>1</sup> / <sub>4</sub>	103 <sup>1</sup> / <sub>4</sub>	102 <sup>1</sup> / <sub>2</sub>
Erie, common stock.....	31 <sup>3</sup> / <sub>4</sub>	31 <sup>1</sup> / <sub>4</sub>	31 <sup>1</sup> / <sub>2</sub>	31 <sup>1</sup> / <sub>4</sub>	31 <sup>1</sup> / <sub>8</sub>	30 <sup>3</sup> / <sub>4</sub>
Illinois Central.....	132 <sup>3</sup> / <sub>4</sub>	132 <sup>3</sup> / <sub>4</sub>	132 <sup>1</sup> / <sub>2</sub>	132	131 <sup>1</sup> / <sub>2</sub>	131
N. Y. Ontario & West'n.....	22 <sup>3</sup> / <sub>4</sub>	22 <sup>3</sup> / <sub>8</sub>	22 <sup>1</sup> / <sub>2</sub>	22 <sup>3</sup> / <sub>8</sub>	22 <sup>1</sup> / <sub>8</sub>	21 <sup>7</sup> / <sub>8</sub>
Pennsylvania.....	61 <sup>1</sup> / <sub>2</sub>	61 <sup>1</sup> / <sub>2</sub>	61 <sup>3</sup> / <sub>8</sub>	61 <sup>1</sup> / <sub>4</sub>	61 <sup>1</sup> / <sub>2</sub>	61 <sup>3</sup> / <sub>8</sub>
Philadelphia & Reading.....	26 <sup>1</sup> / <sub>4</sub>	26	26 <sup>1</sup> / <sub>8</sub>	26 <sup>3</sup> / <sub>8</sub>	26 <sup>1</sup> / <sub>4</sub>	26 <sup>1</sup> / <sub>8</sub>
New York Central.....	118 <sup>3</sup> / <sub>4</sub>	118 <sup>1</sup> / <sub>4</sub>	118 <sup>3</sup> / <sub>4</sub>	118 <sup>3</sup> / <sub>4</sub>	118 <sup>1</sup> / <sub>4</sub>	118 <sup>1</sup> / <sub>4</sub>

  

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 6	8 6	8 6	8 6	8 6	8 6
Spring, No. 2, old "	9 0	9 0	9 0	9 0	9 0	9 0
Spring, No. 2, n. "	8 3	8 3	8 2	8 2	8 2	8 2
Winter, South, n. "	9 8	9 8	9 8	9 8	9 8	9 8
Winter, West., n. "	8 9	8 9	8 8	8 8	8 8	8 8
Cal., No. 1.....	9 4	9 4	9 4	9 4	9 4	9 4
Cal., No. 2.....	9 1	9 1	9 0	9 0	9 0	9 0
Corn, mix., new.....	5 3	5 3	5 2	5 2 <sup>1</sup> / <sub>2</sub>	5 2 <sup>1</sup> / <sub>2</sub>	5 3
Pork, West. mess. 7 bbl.	72 0	72 0	70 0	72 0	72 0	72 0
Bacon, long clear, new.....	33 6	34 6	34 6	35 0	35 0	34 6
Beef, pr. mess, new, 7 <sup>1</sup> / <sub>2</sub> cwt.	70 0	70 0	70 0	70 0	70 0	70 0
Lard, prime West. 7 <sup>1</sup> / <sub>2</sub> cwt.	41 0	41 0	40 6	40 6	40 0	39 6
Cheese, Am. choice.....	56 6	57 0	57 0	57 0	57 0	57 0

**Commercial and Miscellaneous News**

**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 \$8,673,880, against \$8,005,547 the preceding week and \$9,972,011 two weeks previous. The exports for the week ended Oct. 9 amounted to \$6,599,430, against \$6,826,497 last week and \$7,442,624 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Oct. 4 and for the week ending (for general merchandise) Oct. 5; also totals since the beginning of first week in January:

**FOREIGN IMPORTS AT NEW YORK.**

For Week.	1880.	1881.	1882.	1883.
Dry goods.....	\$1,846,246	\$2,214,436	\$2,222,104	\$1,947,678
Gen'l mer'dise..	6,494,012	5,743,757	5,959,689	6,726,202
Total.....	\$8,340,258	\$7,958,193	\$8,181,793	\$8,673,880
Since Jan. 1.				
Dry goods.....	\$102,647,015	\$89,925,216	\$107,440,535	\$99,655,116
Gen'l mer'dise..	278,288,685	249,189,108	283,509,065	255,413,696
Total 40 weeks	\$380,935,700	\$339,114,354	\$390,949,600	\$355,068,812

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 Oct. 9, and from January 1 to date:

**EXPORTS FROM NEW YORK FOR THE WEEK.**

	1880.	1881.	1882.	1883.
For the week..	\$8,525,621	\$5,836,912	\$6,592,521	\$6,599,430
Prev. reported..	309,790,852	292,279,991	255,559,818	268,522,701
Total 40 weeks	\$318,316,473	\$297,816,906	\$262,152,342	\$275,122,131

The following table shows the exports and imports of specie at the port of New York for the week ending Oct. 6, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

**EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.**

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$.....	\$11,800	\$.....	\$2,113,622
France.....	.....	.....	146,680	658,902
Germany.....	.....	.....	79,492	2,474,872
West Indies.....	.....	20,080	115,351	2,965,867
Mexico.....	.....	.....	.....	78,308
South America.....	12,000	262,003	2,850	171,231
All other countries.....	.....	133,785	.....	120,933
Total 1883.....	\$12,000	\$427,668	\$344,373	\$8,583,735
Total 1882.....	.....	33,802,734	255,842	1,352,427
Total 1881.....	.....	411,796	708,095	44,983,226
Silver.				
Great Britain.....	\$327,900	\$11,137,455	\$.....	\$.....
France.....	.....	466,419	.....	1,666
Germany.....	.....	.....	.....	248,372
West Indies.....	.....	43,276	43,490	466,857
Mexico.....	.....	.....	112,648	3,417,705
South America.....	.....	13,773	4,894	132,901
All other countries.....	.....	16,394	.....	13,946
Total 1883.....	\$327,900	\$11,677,317	\$161,032	\$4,311,447
Total 1882.....	58,200	9,412,916	6,454	2,002,719
Total 1881.....	170,246	8,362,932	23,131	5,211,771

Of the above imports for the week in 1883, \$20,233 were American gold coin and \$1,733 American silver coin. Of the exports during the same time \$12,000 were American gold coin, and \$125,000 American silver coin.

**Canadian Pacific.**—The Manitoba Southwestern Railroad has been transferred to the Canadian Pacific. The construction will be begun at once. The line is located to its destination in the Souris coal fields. The road will no longer be a rival of the Canadian Pacific, but, when constructed, will be an important feeder. The land grant is 600 acres per mile, and the total length of the road will be 312 miles.

—At Montreal, Quebec, Oct. 6, the directors of the South-eastern Railway transferred the road to the bondholders—that is to the control of Canadian Pacific.

**Pittsburg & Western.**—A recent dispatch from Pittsburg to the Chicago Times said: "A few weeks ago it was reported that the Pittsburg & Western Railroad Company, whose headquarters are in this city, was in financial difficulties. This report was denied, but it has come to the surface again, and with it the report that the road is to pass from the control of the present stockholders to Jewett, Garrett or Gould, with the probabilities in favor of Jewett." It was stated that a meeting of the syndicate which controls the road would be held, at which a majority of the stock would be transferred to H. W. Oliver, Jr., the extensive iron manufacturer. Mr. Oliver had been buying Pittsburg & Western stock in large blocks. The stock of the company, including that of the Bradford & Buffalo, with which it was lately merged, is 155,000 shares. Of this, 6,200 shares of the original Pittsburg & Western stock is held as a trust, whose object is to preserve the independence of the road. Since the merger with the Bradford & Buffalo the trustees have not held a majority of the stock, and could not prevent its sale to some other corporation. The road, within the past three years, has grown from a little narrow-gauge until its rails now cover over two hundred miles of territory in Western Pennsylvania. About one-half of this is of the standard gauge. It has not paid more than 80 per cent of expenses, and although valuable connections have been arranged for, they are still in the future.

**Texas & Pacific.**—Suits to recover payment of interest on Texas & Pacific income bonds for past years have been instituted. The company claims that the division on which the incomes are issued has not earned the interest. The plaintiffs are in New York, and apparently base their claims upon the terms of the income bonds, which state: "Interest is secured by mortgage on the net revenue from 524 miles of railway. This bond shall be a first mortgage on land in the State of Texas east of Fort Worth, and also upon the net income of said line of railway, deducting current expenses, reconstructing and repairing, and also interest on the first and second mortgages of said line."

**Toledo Ann Arbor & Grand Trunk.**—This road and the Grand Trunk Railway of Canada have been united by the completion of the line between South Lyons and Pontiac, Mich.

**Toledo Delphos & Burlington.**—The committee appointed by the bondholders to investigate the affairs of the Toledo Cincinnati & St. Louis road advised that steps be taken at once to secure the foreclosure of the mortgage. The first mortgage is for \$1,250,000 in 30-year bonds drawing 6 per cent interest.

**Virginia Bond Cases.**—In the United States Supreme Court, October 9, a motion to advance was made by Mr. William L. Royall, of counsel for the plaintiffs, in what are known as the Virginia bond cases, on account of their public importance. Much confusion has resulted from different interpretations given to a decision of this Court in another case by Judge Bond of the United States Circuit Court and the judges of the State Court. The condition of affairs is explained by the statement of the defendant in error, who in concurring with the plaintiffs in asking that these cases be advanced, represents to the Court that he cannot know his rights and duties as collector of the State's taxes until it decides the questions involved.

**Wabash St. Louis & Pacific.**—The Wabash Company reports as filed with the Illinois Board of Railroad and Warehouse Commissioners, for year ended June 30, 1883, shows: Total earnings \$17,232,981; operating expenses and taxes, \$11,996,385; net; \$5,236,596; interest, equipment and construction, \$5,750,228; deficit, \$513,632; balance debit last year, \$2,908,497; total deficit, \$3,432,129; capital stock, \$50,346,000; mileage, 3,482.4, funded debt, \$70,724,224; unfunded debt, \$9,772,010; debt per mile, \$34,766.

—The report of the Hong Kong & Shanghai Banking Corporation shows profits for the half-year ending June 30 last of \$633,165, out of which a dividend of £2 per share has been paid, \$100,000 added to the reserve fund for equalization of dividends, and \$52,509 carried forward to the credit of the present half-year's profit and loss account. The capital of the bank paid up now amounts to \$5,926,000 and reserve funds to \$3,395,000. Mr. A. M. Townsend is the agent in New York.

—Notice is given that the regular 2 per cent quarterly dividend on the stock of the St. Paul Minneapolis & Manitoba Railroad will be paid on and after November 1.

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

Shares.	Bonds.
333 Phenix Nat. Bank.....102 <sup>1</sup> / <sub>4</sub>	\$1,000 Atlantic Av. RR. Co.
100 Atlantic Av. RR. Co. of Brooklyn.....161 <sup>1</sup> / <sub>2</sub>	of Brooklyn, 7s, due 1894.114
120 Brooklyn Trust Co.....196	\$1,200 Jefferson Ins. Co. scrip. 45
150 Metropolitan Nat. Bk.....154 <sup>1</sup> / <sub>2</sub>	\$2,000 Jersey City 7s, due 1915.....102 <sup>1</sup> / <sub>4</sub> & int.
190 Tradesmen's Nat. Bk.....108 <sup>1</sup> / <sub>4</sub>	\$1,000 Broadway & 7th Av. RR. Co. 7s, due 1884..... 103 <sup>1</sup> / <sub>4</sub>
40 Merchants' Ex. Nat. Bk.. 95	\$2,000 Bleecker St. & Fulton Fry RR. Co., 7s, extended, due 1900.....111 <sup>3</sup> / <sub>4</sub>
13 Peter Cooper Fire Insurance Co.....165 <sup>1</sup> / <sub>2</sub>	\$210 23d St. R'wy Co., 7s..104 <sup>1</sup> / <sub>4</sub>
15 Republic Fire Ins. Co..... 85	
10 Home Insurance Co.....140	

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
<b>Railroads.</b>			
Baltimore & Ohio.....	5	Nov. 1	Oct. 20 to Oct. 31
Do Washington Br.....	5	Nov. 1	.....
St. Paul Minn. & Man. (quar.).....	2	Nov. 1	Oct. 21 to Nov. 1
<b>Insurance.</b>			
North River.....	4	On dem.	.....

NEW YORK, FRIDAY, OCT. 12, 1883-5 P. M.

**The Money Market and Financial Situation.**—The general financial situation remains unchanged. There have been no new or specially unfavorable developments, no failures of great importance, no change in the prospects for trade, but neither has there been any revival of confidence. The mind of the business community remains still in doubt as to whether the basis of trade, as now manifest in moderate crops on the one hand and unusually large supplies of all manufactured articles on the other, justifies the expectation of an increase of activity. These features are not confined to the United States, but prevail also in Europe, where an unusually long period of peace has permitted industry to be applied without interruption to the production of all sorts of commodities. The testimony given by foreign buyers of European commodities for American houses in all lines of trade is unanimous on the point that there seems to be an overstock of almost all articles, and that manufacturers, not only of the luxuries, but of the more necessary articles of life, are not sanguine about any improvement in the near future.

There has been unusual activity this week in West Shore & Buffalo 5s at advancing prices. This is presumed to have been, to a considerable extent, speculative rather than legitimate investment, though in view of the lack of other employment for money there may have been purchases for investment also. It is reported that negotiations are pending for a lease of the New York West Shore & Buffalo to the Grand Trunk, one of the proposed terms of such lease being the guarantee of the West Shore bonds by the Grand Trunk. Whether anything will come of this negotiation of course is not known.

Two financial events of the past week were the authorization of a \$50,000,000 general mortgage by the Denver & Rio Grande and a \$20,000,000 second mortgage by the Northern Pacific. We have the authority of the syndicate of bankers interested for stating that \$18,000,000 of the Northern Pacific loan has been taken by them, viz., \$15,000,000 firm, with an option for six months on \$3,000,000 more, the price being 87½ per cent and the commissions being 5 per cent, the bonds thus netting the Northern Pacific Company say \$12,375,000 for \$15,000,000 or \$14,850,000 for \$18,000,000. The fact that railway loans are being taken by syndicates of bankers of high standing, is the most encouraging feature of the present situation, as it indicates that they feel confident of finding a market for such securities.

Money continues superabundant in this market for call loans at 2 per cent on collaterals of good railway stocks, and at 5 per cent for time loans on the same collaterals. Rates for mercantile discounts remain nominally unchanged at 5½ and 6 per cent for first-class double names for 60 days and 4 months, and 6 and 7 per cent for first-class single names.

The bullion in the Bank of England decreased £492,000 during the last week (and £600,000 in the preceding week), and the percentage of reserve to liabilities was this week reduced to 42½ per cent from 43 15-16 last week. The Bank of France showed a decrease of 3,350,000 francs in gold and 5,050,000 francs in silver in the last week. These movements of specie out of the two great banks are presumed to indicate increased activity in domestic trade.

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. Oct. 6.	Differences fr'm previous week.	1882. Oct. 7.	1881. Oct. 8.
Loans and dis.	\$326,059,900	Dec. \$3,701,100	\$314,495,100	\$326,123,900
Specie.....	56,602,900	Inc. 1,273,500	50,133,600	56,534,400
Circulation...	15,082,800	Dec. 115,700	18,908,500	19,867,100
Net deposits.	312,090,200	Dec. 2,017,300	286,181,500	298,897,900
Legal tenders.	23,508,500	Dec. 568,500	21,613,600	14,856,800
Legal reserve.	\$78,022,550	Dec. \$504,325	\$71,545,375	\$74,724,475
Reserve held.	80,111,700	Inc. 710,000	72,017,200	71,391,200
Surplus.....	\$2,089,150	Inc. \$1,214,325	\$471,825	df. \$3,333,275

**Exchange.**—The New York rates for sterling exchange were reduced ½ cent on the £ on Friday, after having been advanced ½ cent early in the week, and the quotations now are 4 82 and 4 85. The rates for actual business on Friday were: sixty days, 4 81¼@4 81¾; demand, 4 84@4 84½; cables, 4 84¾@4 85; commercial bills were 4 80@4 80½.

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

	October 12.	Sixty Days	Demand.
Prime bankers' sterling bills on London.....	4 82	4 85	
Prime commercial.....	4 81	.....	
Documentary commercial.....	4 80½	.....	
Paris (francs).....	5 23¾	5 20¾	
Amsterdam (guilders).....	40	40½	
Frankfort or Bremen (reichmarks).....	94¼	95	

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

Sovereigns.....	\$4 82 @ \$4 86	Silver ¼s and ½s. —	99¾ @ par.
Napoleons.....	3 85 @ 3 89	Five francs.....	92 @ 94
X Reichmarks.....	4 73 @ 4 76	Mexican dollars.....	85½ @ 86¾
X Guilders.....	3 96 @ 4 00	Do uncommere'l.....	85 @ 85½
Span'h Doabloons.....	15 50 @ 15 60	Peruvian soles.....	81 @ 82
Mex. Doubloons.....	15 45 @ 15 60	English silver.....	4 75 @ 4 81
Fine silver bars ..	1 10½ @ 1 11½	Prus. silv. thalers.....	68 @ 70½
Fine gold bars....	par @ ¼ prem	U. S. trade dollars.....	37½ @ 38½
Dimes & ½ dimes. —	99½ @ par	U. S. silver dollars.....	99¾ @ 1 ar.

**United States Bonds.**—Government bonds continue to show great strength, and the advance for the week on the long-date issues amounts to ¾@1½ per cent.

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

	Interest Periods.	Oct. 6.	Oct. 8.	Oct. 9.	Oct. 10.	Oct. 11.	Oct. 12.
4½s, 1891.....reg.	Q.-Mar.	*114	*114	*114	*114½	114¼	*114¼
4½s, 1891.....coup.	Q.-Mar.	114	114	114	*114½	114	*114½
4s, 1907.....reg.	Q.-Jan.	120¾	*120¾	*120½	*120¾	*120¾	*120¾
4s, 1907.....coup.	Q.-Jan.	120½	120¾	*120½	120¾	120¾	120¾
3s, option U. S.....reg.	Q.-Feb.	*100½	*100½	100½	*100¾	100¼	*100¼
6s, cur'cy, 1895.....reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1896.....reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1897.....reg.	J. & J.	*132	*132	*132	*132	*132	*132
6s, cur'cy, 1898.....reg.	J. & J.	*135¼	*135½	*135½	*135½	*135½	*135½
6s, cur'cy, 1899.....reg.	J. & J.	*135¾	*136	*136	*136	*136	*136

\* 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.
Oct. 6..	\$ 840,673 69	1,122,533 72	113,779,179 19	6,930,983 65
" 8..	1,628,241 96	1,468,423 45	114,085,351 23	6,784,627 12
" 9..	1,824,073 42	835,305 78	114,990,701 70	6,868,047 29
" 10..	975,763 01	689,902 04	115,433,313 73	6,711,296 23
" 11..	930,783 61	2,021,675 17	114,266,642 50	6,787,075 90
" 12..	1,815,515 35	713,520 35	114,886,443 25	7,269,270 15
Total ..	8,015,051 04	*6,851,360 51		

\* Above payments include \$525,000 gold certificate taken out of cash.

**State and Railroad Bonds.**—There was more business in the railroad bond market in the last week, but at generally lower prices for the speculative issues, while the first-class bonds were, as a rule, only steady to firm. The New York West Shore & Buffalo 5s were, however, an exception to the general rule. They were active and higher, the extreme advance being 4½ per cent, and the net 2½. Texas & Pacific incomes were also unusually active, but lower, the decline on these being 3 per cent and on the Rio Grande division firsts 5½ per cent. The range of fluctuations for the most important issues during the week was as follows, viz.: New York West Shore & Buffalo firsts at 74½, 76, 75, 79, 76½, 77½; Texas & Pacific land grant incomes at 52½, 48½, 49½; do. Rio Grande division firsts at 76½, 74, 76, 70, 71¾, 71; Denver & Rio Grande Consols at 87¼, 88, 85¼; Burlington & Quincy debenture 5s at 91¾, 92, 91¾; Kansas & Texas general mortgages at 79½, 79¼, 81, 78½, 79; N. Y. Chicago & St. Louis firsts, at 99¾, 99½, 100, 99½, 99¾; New Orleans & Pacific firsts at 85, 85½, 84½, 84¾; Denver & Rio Grande Western firsts at 71, 69½, 70; Ohio Southern incomes at 24, 20; Chesapeake & Ohio currency 6s at 48¼, 48¾, 47¾, 48; East Tennessee incomes at 30, 29, 30, 28, 28½, 28; Ohio Central firsts at 70, 69, 69½; Erie second consols at 94½, 94; Louisville & Nashville general mortgages at 93, 91½, and Kansas & Texas seconds at 54, 52.

The business in State bonds was small. Tennessee Compromise sold at 39½, Virginia Consols at 70, and Arkansas 7s issued to Central RR., at 7½.

**Railroad and Miscellaneous Stocks.**—The stock market has shown declining prices during the greater portion of the last week. There was a temporary firmness during Monday and Tuesday, but since that time the market has drooped for first one and then another group of stocks each day. The Vanderbilts have on the whole shown the greatest falling off, and after these come the Southwesterns. The Northern Pacifics and their kindred stocks (all except Northern Pacific preferred) also show greater or less declines, but they are no longer the weakest, as they had been for several previous weeks. The coal stocks, Western Union, Union Pacific, Northern Pacific preferred, and a few others, have been pretty well sustained, though even some of these have depreciated. The principal declines for the week are Lake Shore, 2 per cent; Michigan Central, ¾; Canada Southern, 3; Northwestern, 2¼; Omaha, ¾ on common and 4 on the preferred; Texas & Pacific, 4¼; Kansas & Texas, 2½; Missouri Pacific, 2¾; Wabash, 1 on common and 2¼ on preferred; Western Union, 1½; Northern Pacific common, 3½ (preferred ½ higher); Oregon & Trans-Continental, ¾; Oregon Railway & Navigation, ¾; Canada Pacific, 1½; Louisville & Nashville, 2¾; Pacific Mail, 1½; Rock Island, 1½; Denver, ¾; Erie, 1½; Lackawanna, ¾; Reading, ½. Jersey Central is 1¾ higher. Aside from these, the changes have been fractional.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING OCT. 12, 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 1883 (Low, High). Rows include RAILROADS (e.g., Atchison Topeka & Santa Fe, Boston & N. Y. Air-L., Burlington Cent. Rapids & No.), MISCELLANEOUS (e.g., American Tel. & Cable Co., Bankers' & Merchants' Fel.), and COAL AND MINING (e.g., Consolidation Coal, Homestake Mining Co.).

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

† Ex-privilege.



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.

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 Oct. 6:

Table with columns: Banks, Capital, 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, Specie, Legal tenders, Net deposits, Circulation.

Table showing totals for three weeks: 1883, Sept. 22, 29, Oct. 6. Columns: Loans, Specie, L. Tenders, Deposits, Circulation, Ag. Clear.

Table for Boston Banks: 1883, Sept. 24, Oct. 1, 8. Columns: Loans, Specie, L. Tenders, Deposits, Circulation, Ag. Clear.

Table for Philadelphia Banks: 1883, Sept. 24, Oct. 1, 8. Columns: Loans, Lawful Money, Deposits, Circulation, Ag. Clear.

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

Table listing various securities with columns: Bid, Asked. Includes Am. Railway Imp. Co., N.Y.W. Sh. & Buff.—Stk, etc.

\* Since June 1st in 1883 includes earnings of Cent. RR. of New Jersey. † Freight earnings. ‡ Included in Central Pacific earnings above. § Includes St. Louis Iron Mountain & Southern in both years. ¶ Includes International & Great Northern in both years.

**Investments**

AND  
**RAILROAD INTELLIGENCE.**

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.

**NORTHERN PACIFIC RAILROAD MILEAGE AND BONDS.**—The total mileage operated by this company, on which its earnings are based, is now reported as 2,365 miles, including branches. The part of this mileage on which first mortgage bonds may be issued, as recently stated by the Vice-President, Mr. Oakes, is only 1,874.38 miles. The provisions of the mortgage deed are quite clear as to the road on which bonds may be issued, including only the main line and one branch, described in the following language:

"The general route of the said main line of the said railroad has been located, from its terminus in the State of Wisconsin at or near the mouth of the Montreal River, which river forms in part the boundary between the States of Michigan and Wisconsin and flows into Lake Superior, to its terminus on Puget Sound via the valley of the Columbia River; and the general route of the said branch across the Cascade Mountains has been located from the said main line to the same terminus on Puget Sound."

Pursuant to the above provisions in the mortgage deed, which, it will be observed, includes no branch road except the Cascade branch, the mileage on which bonds may ever be issued would appear to be substantially as follows:

<i>Main Line</i> —Superior, Wis., to Wallula Junction, Oregon.....	1,679.00
New Tacoma to Kalama, Wash. Ter.....	105.50
<i>In Progress</i> —Superior, Wis., to Ashland, Wis., 60.....	55.88
Kalama to Portland, 42.....	
<i>Projected</i> —Ashland, Wis., to Montreal River, 50.....	
<i>Cascade Branch</i> —New Tacoma to Carbonado, Wash. Ter.....	34.00
Total completed road October, 1883.....	1,874.38
Projected—Carbonado to Palouse Junction via Yakima Valley about.....	274 miles

With the above details we have the following mileage on which Northern Pacific bonds may be issued at \$25,000 per mile, viz.:

Total miles completed October, 1883, 1,874.38=	\$46,859,500	in bonds.
Total probably completed in 1884, 1,920.50=	48,012,500	"
Total if Wisconsin division is finished to Montreal River, 1,970.00=	49,250,000	"
Total if Cascade branch is finished, 2,240.50=	56,012,500	"

From the above amounts in each case must be deducted the full amount of the Missouri and Pend d'Oreille division bonds \$6,481,000, against which the first mortgage bonds are held and cannot be issued except to extinguish them.

In making the foregoing estimates of roads in progress and projected, the following account may be given of their present status. The Portland division to near Kalama, and the Wisconsin division as far as Ashland, are in active progress, and will probably be completed early in 1884. The road from Ashland east to the Montreal River, 50 miles, will probably not be constructed for some time. The Cascade branch or division has not been fully surveyed or located, and in view of the financial demands for the present in other directions, the construction of its unfinished portion, say 274 miles, will probably be postponed for some time.

**ANNUAL REPORTS.**

**Western Union Telegraph Company.**  
(For the year ending June 30, 1883.)

The report was submitted at the annual meeting held this week, when the old board of directors was re-elected with only two exceptions. Mr. John Hay was chosen in place of E. D. Worcester, and Frank Work in place of Z. G. Simmons. The report is very brief in details, and gives general results only. Thus, it is not stated what the operating expenses were as distinguished from the numerous rentals, and the amount of these various rentals is also unknown, although they are becoming a very large amount in the annual disbursements. No general balance sheet is given, nor any statement as in former reports of the amount of the expenditures for new construction, patents, &c.

Dr. Green, the President, after commenting upon the progress of the company for some years past, remarks:

"Nor does the past year exhibit any lagging in the race of progress. It exhibits an increase of 13,234 miles of line, or about 10 per cent; and of 58,358 miles of wire, being 15½ per cent over the previous year; while the earnings show an increase of \$2,340,937, or about 14 per cent, and the net profits an increase of \$542,279, or about 8 per cent over the year preceding.

The increase of \$1,798,457, being 18 per cent in the gross expenditures, is because of rentals paid for the American cables, the Cuba cables and the Gold & Stock Telegraph Company (all the rentals paid by the company being charged in current expenditures), whilst these rentals were paid for only a small portion of the preceding year.

"The percentage of cost of operating the land lines of the company has been steadily reduced."

BUSINESS OF THE YEAR.

Surplus July 1, 1882.....\$1,664,240

The revenues, expenses and profits of the year ended June 30, 1883, were as follows:

Revenues.....	\$19,454,902
Expenses (including leased line rentals and taxes).....	11,794,553
Profits.....	\$7,660,349
	\$9,324,589

From which there was applied:

For dividends.....	\$5,199,124
For interest on bonds.....	426,817
For sinking fund appropriations.....	40,094
	5,666,035

Deducting which, leaves surplus June 30, 1883, of \$3,658,553

Represented as follows:

Surplus of net revenue for the year over dividends, interest and sinking fund appropriations.....	\$1,994,313
Surplus at commencement of year, as above.....	1,664,240
	\$3,658,553

"Summing up in round numbers, the net earnings for the year were \$7,660,000, out of which \$467,000 were paid for interest and sinking fund on bonded debt, and \$5,199,000 in dividends to stockholders, leaving \$1,994,000 (nearly two millions) of excess above dividends and fixed charges to be added to the surplus before accumulated.

"During the past year the Mutual Union Telegraph Company has been absorbed by lease, the rental agreed to be paid being the interest on five millions of dollars in outstanding bonds, and a sum equal to one and a half per cent per annum on its capital stock of ten millions of dollars. This transaction was followed by the usual vexatious litigations and injunctions, involving extraordinary expenditures of over three hundred thousand dollars, from being compelled under the restraining order of court to operate that company separately for some months after its absorption. But for these unforeseen elements in the business of the year the profits for the year would have reached eight millions of dollars, as estimated in the last annual report." \* \* \*

"The company has other large and valuable assets, which were not purchased and paid for at a fixed price, but which were taken over under contracts with the several companies absorbed by lease or amalgamation, and which, therefore, had no specific cost value at which they could be entered into the general accounts of the company. These are included in the following list of marketable assets in the treasury of the company, June 30, 1883, with their marketable value as nearly as can be ascertained.

Marketable Securities.	Par Value.	Marketable Value.
Gold & Stock Telegraph Co.'s stock.....	\$1,943,800	\$1,749,420
Gold & Stock Telegraph Co. of California, stock.....	301,000	451,500
Gold & Stock Telegraph Co.'s bonds.....	65,300	65,300
International Ocean Telegraph Co.'s stock.....	1,623,100	1,511,945
Philadelphia Local Telegraph Co.'s stock.....	300,000	600,000
Dominion Telegraph Co.'s stock.....	288,300	288,300
Western Union Telegraph Co.'s stock.....	20,100	16,080
Brooks Underground Telegraph Co.'s stock.....	100,000	95,000
American District Telegraph Co., of New York, stock.....	261,400	130,700
District Telegraph Co., of Boston, stock.....	175,575	117,050
American District Telegraph Co., of Baltimore, stock.....	45,000	22,500
American Speaking Telephone Co.'s stock.....	1,207,500	1,811,250
Metropolitan Telephone & Telegraph Co.'s stock.....	400,000	1,200,000
Bell Telephone Co., of Philadelphia, stock.....	125,000	250,000
Southern Bell Telephone & Telegraph Co.'s stock.....	183,700	283,050
Telephone & Telegraph Construction Co., of Detroit, stock.....	185,750	371,500
Central District & Printing Telegraph Co., of Pittsburg, stock.....	136,000	272,000
Delaware & Atlantic Telephone & Telegraph Co.'s stock.....	20,000	20,000
Commercial Telephone Co., of Troy, stock.....	25,275	101,100
Commercial Telephone Co., of Albany, stock.....	9,200	27,600
Bell Telephone Co., of Canada, stock.....	37,200	37,200
Northern Pacific R. R. Co.'s preferred stock.....	9,000	5,490
Anglo-American Telegraph Co.'s stock and other miscellaneous securities in small lots consisting of telegraph and railroad stocks, bonds and scrip.....		566,069
		\$10,023,054

**East Tennessee Virginia & Georgia Railroad.**

(For the year ending June 30, 1883.)

The annual report of this important company for the year ending June 30, 1883, has just been issued. The report is limited mainly to a statement of the condition of the roads, and the earnings and expenses of the system, and no remarks are made upon the finances, nor any income account given showing fixed charges for interest, &c.

The important parts of the report are given in the following extracts and compilations:

"During the fiscal year the increase in the number of miles operated by the company was 197 (1,098 miles at the close of the last and 901 miles at the close of the previous fiscal year,

including the 18 miles from Lauderdale to Meridian, belonging to the Mobile & Ohio Railroad, over which the company runs its trains." \* \* \*

"The Ooltewah cut-off, 11.5 miles, was not opened for business until July 3, 1883. Of the above-mentioned road 18 miles of the Meridian Sub-Division is owned by the Mobile & Ohio Railroad, but is operated by our trains under a contract with that company. Of the Atlanta Division 17.6 miles operated are the joint property of our company and the Georgia Pacific Railroad." \* \* \*

"The Atlanta division (from Rome to Macon—158.6 miles) was opened October 4, 1882, long before it was in condition for the proper conduct of business. The extension of the Ohio Branch, 27 miles long, was not opened until June 4, 1883, and the Ooltewah Cut-off, 11.5 miles long, July 3, 1883; and as the equipment during the busiest season of the year was entirely inadequate, it is safe to say that the company during the last fiscal year not only derived no benefit from the opening of its new roads, but that such opening was of positive disadvantage in diminishing its net revenue—the earnings of the new roads having been insufficient to pay their operating expenses.

"Under these circumstances it is gratifying to note the large increase in the revenues of the older roads, and it is safe to predict that, with the additional 197 miles in successful operation, and with the additions which have been made to the equipment, the earnings for the present fiscal year will fully meet the expectations of the friends of this important system of roads." \* \* \*

"The necessity for increasing the company's equipment was fully demonstrated during the fall and winter of last year, when the company was unable to accommodate the traffic offering. Large additions have been made to the motive power and rolling stock, and it is believed that the former will prove adequate, at least during the present year, while the latter is still insufficient to meet the requirements of the rapidly-growing business. Timely additions should therefore be made to the rolling stock, especially to the box and coal cars now owned by the company.

"It will be seen from the Auditor's report that the total number of passengers transported over the road during the fiscal year was 832,032, of which 802,636 were local and 29,396 through passengers. The total mileage of passengers was 34,387,197 and the total revenue \$965,478 51. The average number of miles traveled per passenger was 41.3 cents, and the average rate per passenger per mile, 28 cents.

"There were transported over the road 1,350,177 tons of freight, of which 211,556 tons were through and 1,138,621 tons local. The mileage of tons was:

	Tons.
Through.....	49,649,966
Local.....	122,167,870
Total.....	171,817,836

The revenue for tonnage transported was \$2,603,225 29. The rates per ton per mile were as follows:

Local.....	\$1 72
Through.....	0 99
Average of local and through.....	1 51

"As previously stated, the extension of the Ohio Division was opened for traffic early last June. The result of its operation has been satisfactory. This road, in connection with the North Carolina Branch and the roads of the Richmond & Danville system in the South, and the Louisville & Nashville Railroad and its connections in the North, furnishes a short line of communication between the Carolinas and the North-western States, the want of which has long been felt." \* \* \*

EARNINGS AND EXPENSES.

Receipts from—	Passenger.	Freight.	Total.
Passage.....	\$965,478		\$965,478
Freight.....		2,603,225	2,603,225
Express.....	57,877		57,877
Mail.....	95,452		95,452
Miscellaneous.....	26,689	28,030	54,719
<b>Total receipts.....</b>	<b>\$1,145,498</b>	<b>\$2,631,255</b>	<b>\$3,776,754</b>
Expenses—			
Conducting transportation....	\$233,119	\$161,538	\$394,658
Motive power.....	236,211	490,308	726,519
Maintenance of cars.....	38,227	90,894	129,122
Maintenance of way.....	237,290	408,602	645,892
General expenses.....	57,555	129,923	187,478
<b>Total expenses.....</b>	<b>\$802,434</b>	<b>\$1,581,267</b>	<b>\$2,383,701</b>
<b>Net earnings.....</b>	<b>\$343,064</b>	<b>\$1,049,987</b>	<b>\$1,393,052</b>

"The ratio of operating expenses to gross revenue was 63.11 per cent. As compared with the previous year, the gross revenue shows an increase of \$631,271 62—equal to 20 per cent, and the net revenue an increase of \$298,697 22—equal to 27.3-10 per cent." \* \* \*

Construction expenses: Construction and equipment, \$1,188,846; masonry, C. and E., \$35,614; Ooltewah cut-off, \$199,329; Indian Grave Tunnel, \$108,118; taxes, \$74,767; machinery, Atlanta shops, \$25,246; tunnel, Atlanta Division, \$28,630; Atlanta shops, \$16,599; terminal facilities, Atlanta & Macon, \$7,763; bolt shop, \$115.

LENGTH OF ROAD OPERATED JUNE 30, 1883.

East Tennessee Division—Main line.....	242.0 miles.
Do do North Carolina Branch.....	43.3 "
Do do Ohio Branch.....	65.5 "
Alabama Division—Selma Sub-Division.....	264.0 "
Do Meridian Sub-Division.....	113.0 "
Atlanta Division.....	158.6 "
Brunswick Division—Main line.....	190.0 "
Do Hawkinsville Branch.....	10.0 "
<b>Total.....</b>	<b>1,086.4 miles</b>

CONDENSED LEDGER BALANCE ON JUNE 30, 1883.

Equipment & cost of r'd.....	\$82,500,000	Capital stock (com.).....	\$27,500,000
Construct'n and equip-ment account.....	1,199,917	Do (pref.).....	16,500,000
Profit and loss.....	183,517	Income bonds.....	16,500,000
Cash on hand & in bks.....	89,967	147 6s, due May 1, '86..	147,000
Bills receivable.....	2,690	92 6s, due July 1, '86..	92,000
U. S. P. O. Department.....	24,313	217 6s, due Jan. 1, '83..	217,000
Suspended accounts.....	23,989	79 6s, due July 1, '83..	79,000
Two sleeping cars.....	11,442	1 6s, due May 1, 1882..	1,000
Car-lifter, Lynchburg.....	2,597	1 6s, due July 1, 1880..	1,000
Telegraph Co. stock.....	1,750	1 4s, due Jan. 1, 1887..	95,000
Express Co. stock.....	5,000	3,123 7s, July 1, 1900..	3,123,000
South'n Car Wks stock.....	10,000	2,650 5s, July 1, 1930..	2,650,000
Bonds, State of Tenn.....	2,000	1,000 6s, July 1, 1918..	1,000,000
Bonds, Memphis City.....	1,000	1st M. 5s, \$14,592,000 issued.....	22,000,000
Coal Cr'k & N. Riv. RR.....	6,011	Car trust bonds.....	1,000,000
Coal lands.....	32,549	Rogers Loco. Tr. bond..	115,000
Mem. & Charl. RR. st'k.....	195,375	Cin. & Georgia bonds..	2,000,000
Do coup. acc't.....	1,116,455	Bills payable.....	28,500
Car Trust, series "A".....	1,475,215	Dividends unpaid.....	11,845
Rogers' Loco. Trust.....	115,000	Memph. & Char. cash account.....	491,126
Bonds & st'ks unissued.....	767,431	Int'st due July 1, 1883..	582,335
Indiv'ls, agents & Cos.....	214,502	State of Georgia.....	731,380
City lots.....	870	Pay-roll balances.....	23,231
Supply store, Selma, Ala., stock on hand.....	1,692	Pay-rolls for June and unpaid vouchers.....	174,226
Cent. Trust Co., N. Y., 5 per cent bds. held to take up prior liens.....	7,408,000	Samuel Thomas, Pres't Due indivs, ag'ts & cos.....	250,567
			78,075
	\$95,391,289		\$95,391,289

Gulf Colorado & Santa Fe Railroad.

(For the year ending July 31, 1883.)

The annual report states that there were in operation July 31, 1882, 430 miles and a total of main line on July 31, 1883, of 536 miles. The average mileage operated during the year was 493 miles. There is now completed:

Main line, Galveston to Lampasas.....	274 miles
Houston division, Alvin to Houston.....	24 miles
Eastern division, Somerville to Montgomery.....	56 miles
Fort Worth division, Temple to Fort Worth.....	128 miles
Northeastern division, Cleburne to Dallas.....	54 miles

A total (exclusive of sidings) of..... 536 miles

The report says: "The business of the year has been very satisfactory, considering that the one hundred and six miles of increased road added but little to our net earnings." This was owing to lack of depot facilities in Dallas; to lack of connections at Houston for want of a bridge; and to floods in the Brazos River. The difficulties are all obviated, and the business prospects for the coming season are good, although it is estimated that the cotton crop will fall short twenty per cent of last year's yield." In June last your directors ascertained that the cost of your road, completed in a first-class manner and carefully equipped, together with the necessary depot facilities (which were purchased at large cost) at all the principal towns and cities through which your road passes, would amount to more than the proceeds of your authorized first mortgage bonds and stock. As the capital stock authorized and issued amounted to \$4,560,000, the full face value of which went into the road in cash, thus forming an ample basis of credit and security to a further issue of bonds, it was determined that no further issue of stock should be made, but, instead, that the stockholders be asked to authorize a second mortgage six per cent forty-year bond of \$13,000 per mile, the issue to be limited to \$2,000 per mile the first year, and the proceeds from their sale to be applied to the payment of all floating indebtedness, and increasing the road's efficiency. On August 1 the stockholders authorized the issue, and the bonds are now being prepared for issuance in October, when the floating debt will be canceled.

"The further issue of second mortgage bonds is limited to \$1,000 per mile per year for each mile of main line of road completed or to be completed, and the proceeds are to be used, if used at all, together with the proceeds of the first mortgage bonds, in the further extension of road, main line or branches. The limitation of the issue of the second mortgage bonds to \$1,000 per mile of road each year will, of necessity, compel a conservative course, but still will enable the company to gradually extend the road, if your directors so determine. When it is taken into consideration that twelve years must elapse before all the second mortgage bonds can possibly be issued, it will readily be seen that they will be sought for as a perfectly safe investment.

"The development of the country traversed by your road, and the yearly increase of business therefrom, will give us sufficient increase of earnings to pay all increase of interest on bonded indebtedness, without affecting your stock as a dividend-paying investment. Dividends may be regularly expected from this time forward."

The unoccupied lands along the line of road are being steadily taken up by permanent settlers, and the towns increasing in population. Large business houses have been, and are being, established along the route of the road, and everything indicates increasing business.

The comparative statistics for three years, compiled for the CHRONICLE, are as follows:

	1881.	1882.	1883.
Total miles operated.....	226	430	536
Locomotives.....	27	42	51
Pass'ger, mail & exp. cars.....	18	29	37
Freight cars.....	705	1,229	1,367
Coal and all other cars.....	7	8	8

OPERATIONS AND FISCAL RESULTS.

Operations—	1881.	1882.	1883.
Passengers carried.....	62,285	109,606	211,434
Passenger mileage.....	3,825,584	6,095,196	11,788,399
Rate per passenger per mile	28 cts.	33 cts.	283 cts.
Freight (tons) moved.....	259,639	317,176	432,792
Freight (tons) mileage.....	26,320,412	39,961,051	63,066,544
Average rate per ton per mile	25 cts.	25 cts.	25 cts.
<b>Earnings—</b>			
Passenger.....	\$105,587	\$201,289	\$333,574
Freight.....	645,834	978,946	1,578,119
Mail, express, &c.....	26,013	70,838	157,264
<b>Total gross earnings..</b>	<b>\$777,434*</b>	<b>\$1,251,073</b>	<b>\$2,068,957</b>
<b>Operating expenses—</b>			
Maintenance of way, &c..	\$76,280	\$117,423	\$182,039
Maintenance of cars.....	26,527	63,329	112,474
Motive power.....	148,666	243,132	436,409
Transportation expenses.	253,431	355,587	515,676
Taxes.....		12,895	22,238
Miscellaneous.....	26,590	44,614	59,627
<b>Total.....</b>	<b>\$531,494</b>	<b>\$836,980</b>	<b>\$1,328,463</b>
<b>Net earnings.....</b>	<b>\$245,940</b>	<b>\$414,093</b>	<b>\$740,494</b>
Per cent. of op. ex. to earnings	68.36	66.90	64.20

INCOME ACCOUNT.

	1881.	1882.	1883.
<b>Receipts—</b>			
Net earnings.....	\$245,940	\$414,093	\$740,494
<b>Disbursements—</b>			
Rentals paid.....	17,417	13,458	
Interest on debt.....	146,033	291,900	430,001
<b>Total disbursements..</b>	<b>\$163,450</b>	<b>\$305,358</b>	<b>\$430,001</b>
<b>Balance, surplus.....</b>	<b>\$82,490</b>	<b>\$108,735</b>	<b>\$310,493</b>

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1881.	1882.	1883.
<b>Assets—</b>			
Cost of road, equip't, &c.	\$6,188,167	\$9,227,467	\$11,601,494
Real est'e, depot gr'ds, &c.	247,516	272,358	397,970
Telegraph line.....	43,742	71,982	94,403
Material and stores.....	25,767	53,500	84,461
Fuel.....	29,800	80,140	263,088
Bills receivable.....	106,379	145,735	127,494
Sundry accounts.....	156,497	214,414	272,762
Balance due.....	51,955	32,284	50,600
Cash.....	24,064	45,872	47,474
<b>Total assets.....</b>	<b>\$6,873,887</b>	<b>\$10,143,782</b>	<b>\$12,939,746</b>
<b>Liabilities—</b>			
Capital stock.....	\$2,350,000	\$3,480,000	\$4,560,000
Bonded debt.....	3,492,000	5,505,000	6,840,000
Pay-rolls and vouchers ..	152,339	177,815	216,851
Bond coupons (outstand'g)	11,585	13,410	16,485
Sundry creditors.....	769,755	768,940	768,465
Connecting roads.....	21,718	6,434	36,230
Income account.....	82,490	191,223	501,715
<b>Total liabilities.....</b>	<b>\$6,873,887</b>	<b>\$10,143,782</b>	<b>\$12,939,746</b>

Chicago & Eastern Illinois Railroad.

(For the year ending June 30, 1883.)

The annual report just issued gives the following statement of earnings and expenses on the two divisions of the road in the year ending June 30, 1883:

The gross earnings, as compared with 1881-'82, are as follows:

	Main Line		Terre Haute Div.	
	1882-83.	1881-82.	1882-83.	1881-82.
Freight.....	\$1,102,008	\$1,033,984	\$232,571	\$303,572
Passengers.....	214,355	202,675	67,430	69,936
Express.....	19,261	17,801	4,396	4,111
Mail.....	11,002	9,982	3,811	3,811
Miscellaneous.....	42,552	45,996	1,681	494
<b>Total.....</b>	<b>\$1,389,179</b>	<b>\$1,310,440</b>	<b>\$369,952</b>	<b>\$381,825</b>
Operating expenses and taxes.....	788,080	790,645	200,860	238,535
<b>Net earnings.....</b>	<b>\$601,099</b>	<b>\$519,795</b>	<b>\$169,092</b>	<b>\$143,290</b>
Net earnings, whole line, year ending June 30, 1883....				\$806,870
Net earnings, whole line, year ending June 30, 1882....				693,444
<b>Increase.....</b>				<b>\$113,425</b>

The report says: "It will be observed that the gross earnings of the road show an increase for the fiscal year, while there is a decrease of operating expenses, making a net gain of \$113,425 as compared with the previous year. This result is extremely gratifying when we consider the severity of the past winter, and has been arrived at only by rigid economy. A much larger volume of business was anticipated, but the great depression of the iron trade has interfered seriously with the coal traffic over the line of this road; it is hoped that renewed activity in this important industry will, before long, lead to an increased demand for fuel."

Charges aggregating \$39,509 have been made to construction account during the year.

"The expenditure on account of equipment has been very large, the increasing volume of business having demanded it. This item has been a heavy charge for some years, and has absorbed a great deal of money. We have 56 locomotives and 3,359 cars of all descriptions, an extremely large equipment for the number of miles operated. In a little over two years the Adams contracts will finally run out, and in four years the Car Trusts will have terminated, and the road be relieved from these heavy annual charges altogether." There are 464 Car Trust Certificates of \$1,000 each still outstanding and payable, with 6 per cent interest per annum, viz.: 1883, \$48,000; 1884, \$95,000; 1885, \$92,000; 1886, \$94,000; 1887, \$135,000. Balance due by bills payable maturing during next fiscal year on 400 twenty-ton coal cars, \$106,000.

The five lessees of the Chicago & Western Indiana Railroad, namely, the Chicago & Eastern Illinois, Wabash, Grand Trunk, Louisville N. A. & Chicago, and Chicago & Atlantic, have by agreement become the owners in equal shares of this valuable property, including the Belt Railroad system around Chicago, and the Indiana Elevator.

The income account and general balance for two years is as follows:

	INCOME ACCOUNT.	
	1882.	1883.
<b>Receipts—</b>		
Net earnings.....	\$683,085	\$770,190
<b>Disbursements—</b>		
Rentals paid.....	169,159	199,668
Interest on debt.....	227,088	263,774
Dividends.....	89,931	
Miscellaneous.....	17,715	13,862
<b>Total disbursements.....</b>	<b>503,893</b>	<b>477,304</b>
<b>Balance, surplus or deficit.....</b>	<b>159,192</b>	<b>292,886</b>
GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.		
	1882.	1883.
<b>Assets—</b>		
Railroad, buildings, equipment, &c.....	7,512,722	8,017,169
Accounts and cash receivable.....	113,918	140,160
Materials, fuel, &c.....	74,332	83,311
Cash on hand.....	6,720	73,479
Chicago & Eastern Illinois RR. ext.....	232,405	232,405
Strawn & Indiana State Line RR.....	88,697	88,697
Evansville Terre Haute & C. RR. Co.....	25,002	12,998
Miscellaneous items.....	50,028	91,090
<b>Total.....</b>	<b>8,103,824</b>	<b>8,739,309</b>
<b>Liabilities—</b>		
Stock.....	2,998,268	2,998,268
Funded debt (see SUPPLEMENT).....	4,267,811	4,268,811
Bills payable.....	165,700	356,305
Other accounts.....	191,082	1306,384
Coupons and unclaimed dividends.....	20,697	47,748
Miscellaneous liabilities.....	20,823	29,464
Income account.....	439,443	732,329
<b>Total liabilities.....</b>	<b>8,103,824</b>	<b>8,739,309</b>

\* Includes notes given for equipment.

† Includes amount due for current expenses, \$258,456; and amounts due other railroads, \$47,929.

GENERAL INVESTMENT NEWS.

**Arkansas Railroad Aid Bonds.**—In June last, in Keokuk, Ia., before Justice Miller, of the Supreme Court of the United States, and Judge Caldwell of the United States Court for the Eastern District of Arkansas, the cases against the Arkansas railroads were argued on the suits brought against these corporations by holders of the Arkansas State aid bonds. Judge McCrary, of the United States Circuit Court, hearing an argument on demurrer, had declared the bonds a lien on the railroads, but after hearing the case on its merits, Justice Miller, sitting as circuit judge, has decided that the bonds were never indorsed by the railroads and are not a lien thereon. Judge Caldwell dissented. The case will, doubtless, be carried to the United States Supreme Court, but the latest decision is a victory for the railroads.

**Brooklyn Flatbush & Coney Island.**—This company defaulted in the payment of interest on its second mortgage bonds on October 1, amounting to \$500,000, and in addition there are first mortgage bonds to the same amount. The bulk of both issues is held in Brooklyn.

**Canada Southern.**—The hearing of the suit of the Canada Southern Railroad, against the Grand Trunk Railroad Company of Canada and the International Bridge Company has been postponed until January. The three companies named have made a settlement on the basis of \$250,000 for the back tolls, instead of \$450,000 claimed. By January 1 the Canada Southern will have its own bridge built.

**Chicago & Atlantic.**—This company (the Chicago line of N. Y. Lake Erie & Western) has made to the Farmers' Loan & Trust Company of New York a second mortgage for \$5,000,000, with interest at 6 per cent per annum, the principal payable August 1, 1923. This mortgage is given subject to a previous one of \$6,500,000.

**Chicago Pekin & Southwestern.**—The annual report of this company to the Illinois Railroad Commissioners shows that the amount of capital stock is \$2,000,000; funded debt, \$1,175,000; total liabilities, \$2,626,500. The earnings of the passenger department were \$22,451 and of the freight department \$250,035. The total income from all sources was \$273,879. The operating expenses and taxes were \$218,996. The net income during the year was \$54,883. The assets of the company are \$729,184.

**Denver & Rio Grande.**—The special meeting of stockholders held at Colorado Springs unanimously passed the resolution authorizing the creation of a general mortgage for \$50,000,000, the bonds issued under which shall run thirty years and bear 5 per cent interest. The issue shall never exceed \$30,000 per mile outstanding, including all prior mortgages, and shall be made on the finished road. Three-fourths of the entire stock of the road was represented at the meeting. The directors of the Denver & Rio Grande Railroad Company met in New York Oct. 11, and authorized the issue of general mortgage bonds up to \$5,000,000, in pursuance of the resolution adopted by the stockholders at Colorado Springs last Saturday. President Lovejoy stated that the guaranteeing syndicate had been completed and all of the necessary papers signed.

**Lake Erie & Western.**—At Lafayette, Ind., Oct. 11, the annual election of three directors resulted in the choice of Arthur Moulton, representing the Mutual Life Insurance Company, as holder of first mortgage bonds, Nelson Robinson and Frank Hollins, all of New York State. The general officers will be elected at the meeting in New York.

**Marquette Houghton & Ontonagon.**—This company has completed its road to Houghton. Through trains will be running November 1. This opens the copper and iron districts to rail communication with the east.

**Northeastern Ga.**—This company has been thrown into the hands of a receiver, Mr. Augustus Hull having been appointed. The stockholders' meeting will be held on the 17th of October. In 1881 the city of Athens owned stock in the Northeastern to the amount of \$100,000, and had made contracts for completing the road to Tallulah with parties representing the Air Line Co. As the law prohibited the Air Line road from taking the Northeastern, it was put in the hands of a terminal company, which was virtually the Air Line. In building eighteen or twenty miles extension the terminal company mortgaged the road to the Central Company for \$900,000, and this mortgage has been lying dormant ever since.

**Northern Pacific.**—A special meeting of the directors of the Northern Pacific Railroad Company was held October 6. The former officers were re-elected without opposition. The following resolutions were adopted:

*Whereas*, There is now required to provide for the present unfunded debt of this company beyond the cash means available, the sum of \$9,459,920 83; and

*Whereas*, The additional sum of \$5,500,000 will be required to complete entirely the construction of the main line now under contract, including the bridges and tunnels, and provide and pay for all equipment required and contracted for; therefore

*Resolved*, unanimately, That this board, subject to the approval of three-fourths of the preferred stock, authorizes the execution of a second mortgage for 20 millions of dollars on all the property of this company, subject only to the priority of the present general mortgage. That this mortgage shall be similar in terms and conditions to the general mortgage, subject only to the liens of said mortgage.

*Resolved*, That the Finance Committee be directed to open negotiations for the sale of \$18,000,000 of the second mortgage bonds and report their action to this board.

*Resolved*, That a meeting of the preferred stockholders of this company be called, to be held at the office of the company in the city of New York, on Tuesday, the 20th day of November next, at noon, to vote upon the question and issue of the 20 millions of second mortgage bonds; and that in accordance with the plan of reorganization, the Secretary give notice of said meeting at least thirty days prior thereto by advertisements in newspapers published in the cities of New York, Philadelphia and Boston; and that for the purpose of said meeting the transfer books of the preferred stock of this company be closed on the 26th day of October, at 3 o'clock P. M., and remain closed until the 26th day of November, at 10 o'clock A. M.

*Resolved*, That the officers of this company be requested to prepare and publish, with all dispatch, for the information of the stockholders, a circular giving full particulars of the funded and unfunded debt of this company, and of the present condition of the operating and land departments, including in the latter the cancellation of bonds with the proceeds of land sales.

**Ohio Central.**—At Toledo, Ohio, Oct. 8, in the Court of Common Pleas, Mead & Johnson, attorneys for bondholders in the case of Nelson Robinson against the Ohio Central Railroad Company et al., presented a petition and bond for the removal of the action to the United States Circuit Court. This is a case wherein a receiver for the Ohio Central was appointed on September 27. The application is supposed to have been made on behalf of bondholders, who desire a change of the receiver.

**Ohio & Mississippi.**—A press dispatch from Cincinnati, October 11, says:

The annual meeting of the stockholders of the Ohio & Mississippi Railroad was held here this morning, and the President's annual report was read. The presence of James H. Smith of New York, with the proxies of the London bondholders, showed that the contest was to be made against the ticket which Mr. Garrett claimed the London bondholders had agreed upon, namely, Robert Garrett, J. H. Smith and Mr. Whittaker. Mr. Smith presented a ticket composed of himself, George H. Hill and Mr. Whittaker. Thereupon Mr. Garrett presented a new ticket, composed of himself, Mr. Whittaker of New York and Theodore Meier of St. Louis. When the voting began Mr. Smith presented his proxies first, but had not proceeded far when the discovery was made that the same proxies were in the hands of both parties. The judges thereupon adjourned the meeting until to-morrow morning. It is thought that there are 360,000 votes to be presented, nearly double the amount at any previous election. Mr. Smith's action is understood to be in opposition to the control of the road by the Baltimore & Ohio, but whether in the interest of any competitor does not yet appear.

**Oregon Short Line.**—On this Union Pacific branch, now nearly completed, there have been listed \$5,000,000 bonds and \$4,000,000 stock, and 524 miles of the road having been finished the company has made application to have the bonds listed up to \$12,500,000 and the stock up to \$12,500,000, the same to be used in settlement with the subscribers to the stock according to the terms of the original subscription. The Union Pacific retains one-half of the Oregon Short Line stock, which it will keep in its Treasury, the subscribers getting only one-half as much of stock as they do of bonds.

**Portland & Ogdensburg.**—A meeting of the Special Committee of the City Council of Portland was held October 2 to hear the proposition of the Canadian Pacific Railroad Company for the purchase of the Portland & Ogdensburg Railroad. Mayor Deering said that there are now three distinct parties in the field who desire to purchase the road. He had received inquiries from New York men, but declined to make public the sum offered by them for the road. He said it would be fair to wait until the Canadian Pacific and the men represented by the Messrs. Cleaves had submitted their propositions. The latter had not shown their hands, and the New York bidders should be informed of the existing state of affairs before their bid was published. A vote was passed that the committee would be in readiness to receive all propositions for leasing or selling the city's interest in the Portland & Ogdensburg road Oct. 9.

**Staten Island Railroad.**—The stockholders of the Staten Island Railroad Company have ratified the lease to the Staten Island Rapid Transit Company.

## The Commercial Times.

### COMMERCIAL EPITOME.

FRIDAY NIGHT, Oct. 12, 1883.

Trade has been generally dull and disappointing during the week under review. The weather has been very fine except in extreme latitudes, and promises to redeem in some degree the adverse effect upon crops of the cool and dry August and September. The speculation in domestic products has received a check in nearly every particular, and prices have taken a downward turn in the past few days. Money is very plentiful, but very little disposition is shown to employ it, except in safe investments. The cost of living is much less than one year ago, but wages are not reduced, and taxes complete the obstacles to manufacturing and mercantile activity.

A better speculation in lard at somewhat improved prices has been a feature in provision circles during the week. The strength in corn has been the incentive, and a slight improvement in the export interest has not been without effect. Pork has sold quite well for export and consumption. To-day lard was again stronger; contract Western sold on the spot at 7 95c.; October options sold at 7 82@7 85c.; seller the year, 7 71c.; January, 7 74@7 77c.; February, 7 80c., closing steadier; October, 7 83@7 86c.; November, 7 74@7 76c.; December and seller year, 7 70@7 72c.; January, 7 75@7 76c.; February, 7 82@7 84c. Refined to the Continent, 8 10@8 20c.; South America, 8 75c. Mess pork sold at \$11 50@\$12 cash and family at \$15 25. Beef quiet; city extra India mess, \$19@\$19 50. Beef hams steady at \$19 25@\$19 50 for Western. Bacon was quite slow at 7 1/2c. Butter is easy at 27@30c. for the best creameries, and cheese for export has declined to 11 3/4@11 7/8c. for the best factories. Tallow is steady and sells fairly at 7 11-16c. Stearine is still slow at 8 1/4@8 3/8c. for prime and 8 5/8c. for oleomargarine; 500 hhd. of the latter have been recently sold on that basis.

Rio coffee has been active on speculation at a marked advance, attended by a failure in the trade on the "bear" side; to-day the market on the spot was quiet but steady at 11 1/2@11 3/4c. for fair cargoes; the supply here of Brazil in first hands was 109,993 bags; options were less active to-day and declined 30 to 40 points; No. 7 sold at 10 10c. for October, 9 40@9 55c. for November, 9 40@9 75c. for December, 9 35@9 65c. for January and 9 30@9 55c. for February; notwithstanding the decline to-day, these prices show an advance during the week of 1 1/4c.; mild grades have been quite active at firm prices; much of this trading has been speculative, based on an anticipated deficiency in the Brazil crop. Tea has in general brought firm prices at auction. Spices have been quiet and cloves weak. Foreign fruits have been quiet but steady. Rice has sold well at firm prices. Molasses has been steady, especially New Orleans, which has become scarce; the demand is not very brisk. Raw sugar has been quiet but steady at 6 11-16c. for fair refining Muscovado and 7 11-16c. for 95-degrees test centrifugal; refined has declined to 8 5/8@8 11-16c. for granulated, 8 7/8@9c. for powdered and 8 1/2@8 3/8c. for standard "A."

Kentucky tobacco has continued very firm, and the business for the week aggregates 810 hhd., 368 of which were for export; the total exports for the week are 3,062 hhd. Lugs were firm at 6 1/4@7 1/2c. and leaf at 7 1/2@12 1/2c. Seed leaf firm and more active; the sales for the week embrace 3,300 cases, including 1,200 cases 1882 crop, Wisconsin, Havana seed, assorted lots, 12 1/2@20c.; 700 cases 1882 crop, Ohio, assorted lots, 8 1/2@12 1/2; 350 cases 1880-81 crops, do., assorted lots, 7@9c.; 300 cases 1882 crop, New England, including seconds, wrappers and assorted Housatonic, 11 1/2@20c.; 100 cases 1881 crop, do., 14@20c.; 250 cases 1882 crop, New York State Havana seed, 21@24c.; 250 cases 1882 crop, Pennsylvania, 12@18 1/2c., and 150 cases crop 1880-81, do., 6 1/2@13c.; also 450 bales Havana, 85c.@\$1 20; and 100 bales Sumatra, \$1 15@\$1 45.

Rosins have been quiet for export, owing to the higher rates for ocean freights; 1,000 bbls. good strained sold to-day at \$1 57 1/2. Spirits turpentine has been advanced by the small offerings on the spot; yard lots now 41c. Refined petroleum has been quoted at 8 1/2c. for 70 Abel test, though 30,000 bbls. of re-sales were made at 8 1/4c., and at the close more are offered at 8 3/8c. Crude certificates have declined badly, but are now in better shape, closing at \$1 10 3/8, after selling at \$1 08 5/8 to-day.

American pig iron is firmly held by the companies at \$21@22 50; no further speculative sales of moment have been noticed. Steel rails are dull at \$37, and the Lackawanna Iron & Steel Company, not satisfied with their appointment to the Chicago district, are offering large blocks at \$30, as an effort to break the combination. Ingot copper is steady at 15 1/4c. for Lake. Pig tin is now 20 3/8c. cash for straits. Hops are steady at 13@25c. for State 1883 and 25c. for yearlings; a better export call has taken place.

Ocean freight-room has been more active, and a good tone to rates is noticed. Grain was taken to Liverpool by steamer to-day at 4 1/2d.; do. to London by steam, 4 3/4d.; do. to Glasgow by steam, 4 1/2d.; do. to Hull by steam, 4 3/8d.; refined petroleum to Liverpool, 3s. 4 1/2d.; naphtha to do., 3s. 6d.; refined oil to Bremen, 3s. 4 1/2d.; grain by sail from Baltimore to Cork for orders, 5s. 1 1/2d.; do. by steamers for October, November and December to do., 4s. 9d.@5s.

COTTON.

FRIDAY, P. M., October 12, 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 (Oct. 12) the total receipts have reached 228,897 bales, against 165,461 bales last week, 125,032 bales the previous week and 96,819 bales three weeks since; making the total receipts since the 1st of September, 1883, 713,865 bales, against 682,976 bales for the same period of 1882, showing an increase since September 1, 1883, of 30,889 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total
Galveston	4,698	10,607	1,351	6,128	7,586	5,041	35,411
Indianola, &c.	.....	.....	.....	.....	.....	780	780
New Orleans	6,473	14,669	10,995	4,673	8,465	18,468	63,743
Mobile	2,159	3,928	2,536	1,604	1,157	1,880	13,264
Florida	54	.....	.....	.....	.....	2,347	2,347
Savannah	6,172	7,913	7,661	7,004	6,372	7,357	42,479
Brunsw'k, &c.	.....	.....	.....	.....	.....	511	511
Charleston	4,023	5,936	3,863	3,805	4,838	6,736	29,201
Pt. Royal, &c.	.....	.....	.....	.....	.....	116	116
Wilmington	687	1,375	643	1,449	2,161	995	7,310
Moreh'd C., &c.	.....	.....	.....	.....	.....	350	350
Norfolk	2,887	3,663	2,658	4,035	4,260	4,882	22,435
West Point, &c.	.....	.....	.....	.....	.....	3,698	9,698
New York	25	.....	.....	.....	.....	.....	25
Boston	.....	20	78	99	123	70	390
Baltimore	.....	.....	.....	.....	.....	126	126
Philadelp'a, &c.	.....	558	.....	.....	53	100	711
Totals this week	27,124	48,669	29,785	28,847	35,015	59,457	228,897

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 October 12.	1883.		1882.		Stock.	
	This Week.	Since Sep. 1, 1883.	This Week.	Since Sep. 1, 1882.	1883	1882.
Galveston	35,411	130,363	32,950	133,076	82,296	62,234
Indianola, &c.	780	4,860	815	6,351	460	.....
New Orleans	63,743	162,353	31,379	101,653	125,779	72,471
Mobile	13,264	31,613	17,092	50,220	12,545	8,007
Florida	2,347	3,677	196	509	.....	.....
Savannah	42,479	155,856	40,215	155,332	80,572	75,033
Brunsw'k, &c.	511	1,565	401	1,745	.....	.....
Charleston	29,201	114,553	51,032	110,174	62,110	50,366
Pt. Royal, &c.	116	1,577	732	1,092	68	150
Wilmington	7,310	19,261	4,692	19,121	10,706	12,297
Moreh'd C., &c.	350	785	487	1,403	.....	.....
Norfolk	22,435	56,951	26,929	65,008	21,552	17,298
West Point, &c.	9,698	22,914	11,177	21,364	.....	.....
New York	25	617	311	1,847	103,405	41,932
Boston	390	1,149	2,608	9,268	3,695	1,510
Baltimore	126	1,023	118	1,091	6,008	4,965
Philadelp'a, &c.	711	4,418	2,002	3,722	6,129	10,744
Total	228,897	713,865	206,136	682,976	515,238	356,157

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.	36,191	33,765	20,592	24,802	19,119	25,307
New Orleans	63,743	34,379	49,864	42,541	41,612	16,933
Mobile	13,264	17,092	11,315	14,849	15,783	3,527
Savannah	42,479	40,215	36,163	35,918	33,272	39,314
Charl'st'n, &c.	29,317	31,764	24,969	33,588	27,071	32,893
Wilmington	2,660	5,179	5,524	7,024	5,796	6,892
Norfolk, &c.	32,133	38,103	32,775	42,662	30,633	27,834
All others	4,110	5,636	9,354	8,983	8,428	7,503
Tot. this w'k.	228,897	206,136	191,056	210,367	181,714	160,233
Since Sept. 1.	713,865	682,976	795,613	903,125	762,061	685,839

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 74,083 bales, of which 36,940 were to Great Britain, 14,026 to France and 23,117 to the rest of the Continent, while the stocks as made up this evening are now 515,238 bales. Below are the exports for the week and since September 1, 1883.

Exports from—	Week Ending Oct. 12.				From Sept. 1, 1883, to Oct. 12, 1883.			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	1,570	3,743	.....	5,213	1,550	10,516	7,890	19,962
New Orleans	10,776	5,670	1,505	17,951	22,980	31,994	6,664	61,038
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	1,500	.....	.....	1,500	1,500	.....	.....	1,500
Savannah	.....	.....	4,803	4,803	.....	.....	16,277	16,277
Charleston	.....	4,613	9,675	14,288	.....	9,131	12,750	21,881
Wilmington	5,030	.....	.....	5,030	5,030	.....	.....	5,030
Norfolk	3,575	.....	.....	3,575	3,575	.....	.....	3,575
New York	9,569	.....	3,550	13,119	50,988	10,061	23,578	84,628
Boston	1,305	.....	.....	1,305	3,171	.....	.....	3,171
Baltimore	2,406	.....	4,087	6,493	2,001	100	14,728	35,819
Philadelp'a, &c.	1,226	.....	.....	1,226	6,546	.....	100	6,646
Total	36,940	14,026	23,117	74,083	110,341	61,802	81,394	259,537
Total 1882	63,429	17,908	19,977	101,309	217,254	37,930	45,438	300,622

\* 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.

OCT. 12, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans	13,706	11,622	15,293	None.	40,621	85,158
Mobile	None.	None.	None.	None.	None.	12,548
Charleston	None.	None.	7,560	1,050	8,550	53,560
Savannah	None.	2,500	25,000	5,600	33,100	47,472
Galveston	.....	.....	Not received	.....	.....	.....
Norfolk	881	None.	4,663	3,565	9,109	12,443
New York	4,500	None.	2,100	None.	6,600	96,805
Other ports	5,000	None.	1,000	None.	6,000	20,976
Total 1883.	21,087	14,122	55,556	10,215	103,980	328,962
Total 1882	47,759	10,750	46,127	13,777	118,413	237,744
Total 1881	45,603	20,044	21,869	16,397	103,913	395,737

Prices of cotton for future delivery at this market advanced rapidly from the close of our last down to Tuesday morning. Short crop estimates began to be more generally accepted. Sales to realize profits, large receipts at the ports, and good weather at the South, caused on Tuesday a decline from the highest figures of the morning, and the final close was even below Monday's latest figures. On Wednesday the decline of Tuesday was recovered on strong Liverpool advices, and rumors that the forthcoming Bureau report would be unfavorable. On Thursday the Bureau report was printed, and caused a momentary advance here as well as at Liverpool; but as the report came to be analyzed, it was declared to point to a crop of at least 5,800,000 bales. Then came a sharp pressure to sell, under which prices fell off sharply, and the close was 9@11 points below Wednesday. To-day Liverpool was decidedly lower, and this market further declined 5@7 points, closing unsettled. Cotton on the spot has met with but a moderate general demand. Quotations were advanced 1-16c. on Saturday and again on Monday, and 1/8c. on Tuesday. To-day the sales embraced a large line in transit, but the close was easy at 10 3/4c. for middling uplands.

The total sales for forward delivery for the week are 897,200 bales. For immediate delivery the total sales foot up this week 10,898 bales, including 400 for export, 4,598 for consumption, 1,400 for speculation and 4,500 in transit. Of the above, 800 bales were to arrive. The following are the official quotations for each day of the past week.

Oct. 6 to Oct. 12	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. #2	85 1/2	83 3/4	81 1/2	89 1/2	85 3/4	83 1/4	89 1/2	85 3/4	83 1/4
Strict Ord.	83 1/2	81 3/4	79 1/2	87 1/2	83 3/4	81 1/4	87 1/2	83 3/4	81 1/4
Good Ord.	81 1/2	79 3/4	77 1/2	85 1/2	81 3/4	79 1/4	85 1/2	81 3/4	79 1/4
Str. G'd Ord.	81 1/2	79 3/4	77 1/2	85 1/2	81 3/4	79 1/4	85 1/2	81 3/4	79 1/4
Low Midd'g	103 1/2	101 3/4	99 1/2	107 1/2	103 3/4	101 1/4	107 1/2	103 3/4	101 1/4
Str. L'w Mid	103 1/2	101 3/4	99 1/2	107 1/2	103 3/4	101 1/4	107 1/2	103 3/4	101 1/4
Middling	109 1/2	107 3/4	105 1/2	109 1/2	105 3/4	103 1/4	109 1/2	105 3/4	103 1/4
Good Mid.	103 1/2	101 3/4	99 1/2	107 1/2	103 3/4	101 1/4	107 1/2	103 3/4	101 1/4
Str. G'd Mid	103 1/2	101 3/4	99 1/2	107 1/2	103 3/4	101 1/4	107 1/2	103 3/4	101 1/4
Midd'g Fair	117 1/2	115 3/4	113 1/2	117 1/2	113 3/4	111 1/4	117 1/2	113 3/4	111 1/4
Fair	123 1/2	121 3/4	119 1/2	123 1/2	119 3/4	117 1/4	123 1/2	119 3/4	117 1/4

STAINED.	Sat.			Mon.			Tues.			Wed.			Th.			Fri.		
	Sat.	Mon.	Tues.															
Good Ordinary	7 1/2	8	8 1/2	7 1/2	8	8 1/2	7 1/2	8	8 1/2	7 1/2	8	8 1/2	7 1/2	8	8 1/2	7 1/2	8	8 1/2
Strict Good Ordinary	8 1/2	9 1/2	10 1/2	8 1/2	9 1/2	10 1/2	8 1/2	9 1/2	10 1/2	8 1/2	9 1/2	10 1/2	8 1/2	9 1/2	10 1/2	8 1/2	9 1/2	10 1/2
Low Middling	9 1/2	10 1/2	11 1/2	9 1/2	10 1/2	11 1/2	9 1/2	10 1/2	11 1/2	9 1/2	10 1/2	11 1/2	9 1/2	10 1/2	11 1/2	9 1/2	10 1/2	11 1/2
Middling	10 1/2	11 1/2	12 1/2	10 1/2	11 1/2	12 1/2	10 1/2	11 1/2	12 1/2	10 1/2	11 1/2	12 1/2	10 1/2	11 1/2	12 1/2	10 1/2	11 1/2	12 1/2

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.			
	Ex-port.	Con-sump.	Spec-ulation.	Transit.	Total.	Sales.	Deliveries.		
Sat.	Quiet at 1/2 adv.	100	280	200	.....	580	151,900	300	
Mon.	Qt. & st'y. 1/2 ad.	.....	501	.....	.....	501	168,300	300	
Tues.	Quiet at 1/2 adv.	.....	1,063	100	.....	1,163	178,200	600	
Wed.	Firm.	.....	926	500	.....	1,426	121,100	300	
Thurs.	Steady.	.....	200	1,050	500	1,750	144,700	500	
Fri.	Quiet and easy.	.....	100	778	100	4,500	5,478	133,000	300
Total	.....	.....	400	4,598	1,400	4,500	10,898	897,200	2,300

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.

Table with columns for Market Prices and Sales of FUTURES, Market Range and Total Sales, and monthly averages from October to September. Includes sub-headers for Market Prices and Sales of FUTURES, Market Range and Total Sales, and monthly averages from October to September.

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 (Oct. 12), we add the item of exports from the United States, including in it the exports of Friday only.

Table showing Stock at Liverpool, Stock at London, Total Great Britain stock, Stock at Hamburg, Stock at Bremen, Stock at Amsterdam, Stock at Rotterdam, Stock at Antwerp, Stock at Havre, Stock at Marseilles, Stock at Barcelona, Stock at Genoa, Stock at Trieste, Total continental stocks, Total European stocks, India cotton afloat for Europe, Amer'n cotton afloat for Europe, Egypt, Brazil, &c., afloat for Europe, Stock in U. S. interior towns, United States exports to-day, Total visible supply, and Price Mid. Upl., Liverpool.

The imports into Continental ports this week have been 35,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 269,126 bales as compared with the same date of 1882, a decrease of 151,327 bales as compared with the corresponding date of 1881 and an increase of 233,731 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:

Table with columns for TOWNS, Movement to October 12, 1883, Receipts, Shipments, Stock, and Movement to October 13, 1882, Receipts, Shipments, Stock. Lists towns like Augusta, Columbus, Macon, Montgomery, Selma, Memphis, Nashville, Dallas, Palestine, Shreveport, Vicksburg, Columbus, Eufaula, Griffin, Rome, Atlanta, Charlotte, St. Louis, Cincinnati, Newberry, Raleigh, Petersburg, Louisville, Little Rock, Breham, Houston, and Total, all towns.

\* This year's figures estimated. The above totals show that the old interior stocks have increased during the week 24,065 bales, and are to-night 57,045

\* Includes sales in September, 1883, for September, 76,200. Transferable Orders—Saturday, 10:00c; Monday, 10:75c; Tuesday, 10:75c; Wednesday, 10:75c; Thursday, 10:65c; Friday, 10:60c. Short Notices for October—Saturday, 10:62c; Monday, 10:62c. 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: 15 pd. to exch. 100 Jan. for Feb. 12 pd. to exch. 100 Oct. s. n. 5th for regular. 100 Oct. s. n. 9th for regular. 15 pd. to exch. 500 Jan. for Feb. 15 pd. to exch. 300 Jan. for Feb. 10 pd. to exch. 500 Nov. for Dec. 11 pd. to exch. 300 June for July. 41 pd. to exch. 300 Jan. for Apr. 23 pd. to exch. 560 Oct. for Jan. 29 pd. to exch. 200 Oct. for Jan. 01 pd. to exch. 300 Oct. 16th for regular. 44 pd. to exch. 2,600 Mar. for July

bales more than at the same period last year. The receipts at the same towns have been 11,422 bales more than the same week last year, and since September 1 the receipts at all the towns are 42,458 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 October 12.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston....	10 <sup>3</sup> / <sub>16</sub>	10 <sup>5</sup> / <sub>16</sub>	10 <sup>3</sup> / <sub>8</sub>	10 <sup>7</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>
New Orleans.	10 <sup>1</sup> / <sub>2</sub>	10 <sup>9</sup> / <sub>16</sub>	10 <sup>5</sup> / <sub>8</sub>	10 <sup>11</sup> / <sub>16</sub>	10 <sup>11</sup> / <sub>16</sub>	10 <sup>11</sup> / <sub>16</sub>
Mobile.....	10	10	10 <sup>3</sup> / <sub>8</sub>	10 <sup>3</sup> / <sub>8</sub>	10 <sup>3</sup> / <sub>8</sub>	10 <sup>3</sup> / <sub>8</sub>
Savannah....	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>8</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>3</sup> / <sub>8</sub>	10 <sup>3</sup> / <sub>8</sub>
Charleston....	10 <sup>5</sup> / <sub>16</sub> @ 3 <sub>8</sub>	10 <sup>3</sup> / <sub>8</sub>	10 <sup>3</sup> / <sub>8</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>3</sup> / <sub>8</sub> @ 1 <sub>2</sub>
Wilmington...	10 <sup>1</sup> / <sub>8</sub>	10 <sup>3</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>
Norfolk.....	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>5</sup> / <sub>16</sub> @ 3 <sub>8</sub>	10 <sup>5</sup> / <sub>16</sub> @ 3 <sub>8</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>
Boston.....	10 <sup>3</sup> / <sub>4</sub>	10 <sup>3</sup> / <sub>4</sub>	10 <sup>3</sup> / <sub>4</sub>	10 <sup>3</sup> / <sub>4</sub>	10 <sup>7</sup> / <sub>8</sub>	10 <sup>7</sup> / <sub>8</sub>
Baltimore....	10 <sup>3</sup> / <sub>8</sub>	10 <sup>3</sup> / <sub>8</sub> @ 1 <sub>2</sub>	10 <sup>3</sup> / <sub>8</sub> @ 1 <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub> @ 5 <sub>8</sub>	10 <sup>5</sup> / <sub>8</sub>
Philadelphia.	11	11	11	11	11	11
Augusta.....	9 <sup>7</sup> / <sub>8</sub>	9 <sup>7</sup> / <sub>8</sub>	10	10	10 <sup>1</sup> / <sub>8</sub>	10
Memphis....	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>3</sup> / <sub>8</sub>	10 <sup>3</sup> / <sub>8</sub>	10 <sup>3</sup> / <sub>8</sub>	10 <sup>3</sup> / <sub>8</sub>
St. Louis....	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>3</sup> / <sub>8</sub>	10 <sup>3</sup> / <sub>8</sub>	10 <sup>3</sup> / <sub>8</sub>
Cincinnati...	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>3</sup> / <sub>8</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>
Louisville....	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>

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

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	1881.	1882.	1883.	1881.	1882.	1883.	1881.	1882.	1883.
July 27.....	13,151	6,126	8,296	58,277	28,276	61,629	8,672	2,780	5,686
Aug. 3.....	17,818	4,815	7,064	52,411	21,446	57,886	11,582	985	3,321
" 10.....	13,662	4,811	9,736	48,273	21,093	53,206	8,894	1,438	5,026
" 17.....	29,538	6,356	10,395	45,371	16,535	52,016	17,636	1,798	9,115
" 24.....	25,078	12,352	11,365	46,492	14,327	50,526	30,199	10,144	9,875
" 31.....	11,722	23,032	22,971	46,422	15,523	50,339	52,952	24,231	22,754
Sept. 7.....	72,612	28,688	33,308	57,110	16,519	53,576	83,600	29,681	37,728
" 14.....	91,652	49,512	61,318	75,452	19,115	58,989	112,664	52,108	69,761
" 21.....	112,293	77,223	95,819	103,779	49,985	75,179	140,620	88,093	113,009
" 28.....	131,752	156,479	125,032	124,536	46,622	105,778	155,503	153,116	155,631
Oct. 5.....	174,810	179,883	165,461	155,559	73,892	137,536	205,843	210,123	197,219
" 12.....	191,656	266,136	228,897	166,591	85,675	164,915	232,058	224,949	256,276

The above statement shows—1. That the total receipts from the plantations since September 1, in 1883, were 829,624 bales; in 1882 were 762,166 bales; in 1881 were 946,779 bales.

2.—That, although the receipts at the out-ports the past week were 228,897 bales, the actual movement from plantations was 256,276 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 224,949 bales and for 1881 they were 232,058 bales.

AMOUNT OF COTTON IN SIGHT OCTOBER 12.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to October 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1883.	1882.	1881.	1880.
Receipts at the ports to Oct. 12	713,865	682,976	795,643	903,125
Interior stocks on Oct. 12 in excess of September 1.....	115,759	79,190	151,136	109,075
Tot. receipts from plantations	829,624	762,166	946,779	1,012,200
Net overland to October 1.....	19,235	17,680	30,896	18,092
Southern consumption to Oct. 1.	30,000	28,000	20,000	15,000
Total in sight October 12....	878,859	807,846	997,675	1,045,292

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 71,013 bales, the decrease as compared with 1881 is 118,816 bales, and with 1880, 166,433 bales.

WEATHER REPORTS BY TELEGRAPH.—Our telegrams to-night show that the weather has continued very favorable for picking purposes during the week. The crop is being gathered and marketed quite freely.

Telegrams have not been received from the following Texas points: Galveston, Indianola, Dallas, Brenham, Palestine, Huntsville, Weatherford, Belton and Luling.

New Orleans, Louisiana.—We have had no rain during the week. The thermometer has averaged 79.

Shreveport, Louisiana.—The drought still continues. We have had clear to fair weather during the week. Cotton men are reducing their estimates on the yield. The thermometer has ranged from 61 to 95.

Vicksburg, Mississippi.—Telegram not received.

Meridian, Mississippi.—Telegram not received.

Columbus, Mississippi.—We have had no rain during the week. Crop prospects are unchanged. The thermometer has ranged from 61 to 98, averaging 80.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—The weather has been warm and dry all the week. Picking is making good progress, and the crop is being marketed freely. The thermometer has averaged 77, ranging from 62 to 83.

Nashville, Tennessee.—It has rained on two days of the week, the rainfall reaching forty-five hundredths of an inch. The thermometer has averaged 73, the highest being 86 and the lowest 56.

Mobile, Alabama.—There has been no rain during the week. The thermometer has ranged from 59 to 90, averaging 77.

Montgomery, Alabama.—We have had warm and dry weather all the week. The drought continues; there are no signs of rain. The thermometer has averaged 79, the highest being 96 and the lowest 59.

Selma, Alabama.—We have had no rain during the week. Planters are marketing their crop freely; average thermometer 75, highest 91 and lowest 55.

Madison, Florida.—Telegram not received.

Macon, Georgia.—We have had splendid weather for picking purposes during the week. No rain.

Columbus, Georgia.—We have had no rain during the week. The thermometer has averaged 76, the highest being 88 and the lowest 67.

Savannah, Georgia.—It has rained on two days of the week and the remainder of the week has been pleasant. The rainfall reached twenty-four hundredths of an inch. Average thermometer 69, highest 85 and lowest 55.

Atlanta, Georgia.—There has been no rain during the week. The weather is very favorable for picking cotton. Average thermometer 69.4, highest 85 and lowest 51.

Augusta, Georgia.—The weather has been warm, dry and favorable all the week, tending to increase the bearing of the plant. Picking is making excellent progress, and the crop is being marketed freely. Indications now point to a fair average crop. The thermometer has averaged 63, the highest being 86 and the lowest 55.

Charleston, South Carolina.—We have had no rain all the week. The thermometer has averaged 72, ranging from 56 to 82.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock October 11, 1883, and October 12, 1882.

	Oct. 11, '83.		Oct. 12, '82.	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....	13	7	12	11
Memphis.....	4	1	6	7
Nashville.....	1	9	2	6
Shreveport.....	1	0	10	1
Vicksburg.....	3	5	9	4

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 October 11.

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	6,000	8,000	418,000	803,000	1,251,000	7,000	1,570,000
1882	7,000	3,000	10,000	757,000	608,000	1,365,000	5,000	1,632,000
1881	.....	6,000	6,000	311,000	548,000	859,000	3,000	1,176,000
1880	2,000	2,000	4,000	359,000	493,000	852,000	3,000	1,088,000

According to the foregoing, Bombay appears to show an increase compared with last year in the weeks receipts of 2,000 bales, and a decrease in shipments of 2,000 bales, and the shipments since January 1 show a decrease of 114,000 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.....	500	.....	500	85,400	10,800	96,200
1882.....	.....	.....	.....	195,800	32,000	137,800
Madras—						
1883.....	300	.....	300	17,500	1,000	18,500
1882.....	2,000	.....	2,900	64,400	4,600	69,000
All others—						
1883.....	1,300	.....	1,300	35,700	8,600	44,300
1882.....	.....	.....	.....	46,100	26,700	72,800
Total all—						
1883.....	2,100	.....	2,100	138,600	20,400	159,000
1882.....	2,000	.....	2,900	216,300	63,300	279,600

The above totals for the week show that the movement from the ports other than Bombay is 100 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 .....	8,000	1,251,000	10,000	1,365,000	6,000	859,000
All other ports.	2,100	159,000	2,000	279,600	400	195,600
Total .....	10,100	1,410,000	12,000	1,644,600	6,400	1,054,000

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

**ALEXANDRIA RECEIPTS AND SHIPMENTS.**—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, October 11.	1883.	1882.	1881.
Receipts (cantars*)—			
This week.....	50,000	4,000	100,000
Since Sept. 1	102,000	4,000	172,550
Exports (bales)—			
To Liverpool.....	5,000	7,000	3,000
To Continent .....	1,000	3,000	667
Total Europe .....	6,000	10,000	3,667

\* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Oct. 11 were 50,000 cantars and the shipments to all Europe were 6,000 bales.

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

	1883.				1882.			
	32s Cop. Twist.	8 1/4 lbs. Shirtings.	Oott <sup>n</sup> Mid Upl s		32s Cop. Twist.	8 1/4 lbs. Shirtings.	Oott <sup>n</sup> Mid Upl s	
Aug 10	8 1/4 @ 9	5 8 @ 7 0	5 11 1/2		9 1/2 @ 10 1/2	6 6 @ 8 0	7 1 1/2	
" 17	8 1/4 @ 9	5 6 @ 7 0	5 11 1/2		9 1 1/2 @ 9 7/8	6 6 @ 8 0	7 3 1/2	
" 24	8 1/4 @ 9	5 6 @ 7 0	5 5 3/4		9 3/8 @ 9 7/8	6 6 @ 8 0	7 8	
" 31	8 3/16 @ 8 7/8	5 6 @ 7 0	5 5 3/4		9 3/8 @ 9 7/8	6 4 1/2 @ 7 10 1/2	7 1 1/2	
Sept. 7	8 3/16 @ 8 7/8	5 6 @ 7 0	5 11 1/2		9 3/8 @ 9 7/8	6 4 1/2 @ 7 10 1/2	7	
" 14	8 1/4 @ 8 7/8	5 6 @ 7 0	5 13 1/2		9 3/8 @ 9 7/8	6 4 1/2 @ 7 10 1/2	7 1 1/2	
" 21	8 1/4 @ 8 7/8	5 6 @ 7 0	5 13 1/2		9 3/8 @ 9 7/8	6 4 1/2 @ 7 10 1/2	7	
" 28	8 3/16 @ 8 13 1/16	5 6 @ 7 0	5 3 1/4		9 3/8 @ 9 3 1/4	6 3 @ 7 9	6 7 3/8	
Oct. 5	8 3/8 @ 9	5 6 @ 7 1 1/2	5 7 3/8		9 5 1/8 @ 9 11 1/8	6 1 1/2 @ 7 8	6 5 3/8	
" 12	8 7 1/16 @ 9	5 6 @ 7 1 1/2	6 1 3/8		9 3/8 @ 9 3 1/4	6 1 1/2 @ 7 9	6 3 3/4	

**AGRICULTURAL DEPARTMENT'S REPORT.**—Below will be found the full text of the Agricultural Department's report on cotton for Oct. 1.

The cotton returns of the Department of Agriculture show that the condition of the crop on the 1st of October was worse than on the 1st of September.

The continuance of drought at many points, the ravages of worms in regions most infested, and the more visible results of previous injuries, have reduced the general average of condition from 74 to 68. In October of last year 88 foreshadowed a crop of 7,000,000; in October of 1881 the average was 66 and the crop was less than five and a half million bales. The rate of yield per acre was a third greater than last year; the indications point to a crop a little larger than that of 1881, but falling short of the last crop by more than a million bales.

The highest condition is in Florida, where a small breadth had an early and favorable start; the lowest in Texas. The entire Gulf coast suffered both from drought and the caterpillar.

The more northern States of the cotton belt escaped insect injuries and the worst severity of the dry season.

The averages of condition are as follows: Virginia, 67; North Carolina, 69; South Carolina, 67; Georgia, 66; Florida, 82; Alabama, 67; Mississippi, 67; Louisiana, 68; Texas, 65; Arkansas, 71; Tennessee, 75.

An attempt was made, for the first time, in October to get an estimate of the probable average yield of counties in hundredths of a bale per acre. The result, after correction of obvious errors, is stated as follows:

Virginia, 36 hundredths of a bale per acre; North Carolina, 37; South Carolina, 32; Georgia, 29; Florida, 24 (including Sea Island); Alabama, 31; Mississippi, 35; Louisiana, 43; Texas, 37; Arkansas, 46; Tennessee, 33.

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

October.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.
No. Carolina..	64	85	69	93	77	81	85	84	85
S. Carolina..	67	89	65	87	82	84	79	80	77
Georgia.....	66	86	73	88	77	85	87	87	80
Florida.....	82	82	82	88	81	84	88	80	70
Alabama.....	67	88	75	87	79	81	83	70	91
Mississippi..	67	82	68	77	83	86	80	83	96
Louisiana....	68	82	77	80	80	88	82	90	82
Texas.....	65	100	66	83	68	100	64	91	88
Arkansas....	71	9	50	85	93	90	93	86	103
Tennessee...	75	81	8	87	106	102	100	91	9

Taking the above figures for October, 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.	Oct.	Aver.	June.	July.	Aug.	Sept.	Oct.	Aver.
N. Carolina .....	81	91	87	78	69	81.2	82	90	84	88	85	85.8
S. Carolina .....	85	91	80	70	67	78.6	92	98	95	95	89	94.4
Georgia .....	86	93	78	70	66	78.6	89	92	91	89	86	90.0
Florida .....	94	95	93	93	82	91.4	97	92	87	83	82	88.2
Alabama .....	87	87	83	76	67	80.0	95	93	99	90	88	93.0
Mississippi .....	86	89	85	75	67	80.4	88	87	91	88	82	87.2
Louisiana .....	91	91	85	77	68	82.4	90	96	93	89	82	90.0
Texas .....	89	93	87	67	65	80.2	93	97	100	101	100	98.2
Arkansas .....	87	84	83	80	71	81.0	85	90	96	100	96	93.4
Tennessee .....	78	88	90	89	75	84.0	80	78	86	89	84	83.4
Average .....	86	90	84	74	68	80.4	89	92	94	92	88	91.0

**GEORGIA AGRICULTURAL DEPARTMENT REPORT FOR OCTOBER 1.**—Commissioner Henderson issued, on October 6, his report on the condition of cotton for October 1. It is as follows:

The prospect of the cotton crop has steadily diminished since September 1. At that date the estimates of correspondents were effected to some extent (and justly) by reasonable anticipations of favorable weather. The few showers that occurred in most places during the first ten days of August induced a second growth of the plants that gave promise of adding materially to the yield. But the recurrence and continuance of dry weather throughout September has destroyed these hopes in great part.

In Southern Georgia—embracing Southwest, East and Southeast Georgia—the caterpillar has materially damaged the crop,—in some localities 50 per cent.

The prospective yield compared to an average crop, as shown by districts, and the falling off since September 1, is as follows: North Georgia, 59, a loss of 14 points; Middle Georgia, 59, a loss of 7 points; Southeast Georgia, 59, a loss of 4 points; East Georgia, 60, a loss of 3 points; Southeast Georgia, 74, a loss of 14 points; the whole State, 62, a loss of 8 points.

The season has been very favorable for gathering the crop, and this circumstance will generally favorably affect the estimates. The crop, however, will be nearly all harvested by the middle of October.

In the last report the opinion was expressed "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." This statement was intended to be very guarded, and after making a liberal allowance for a seasonable and otherwise favorable fall, including the circumstances of a late frost. These conditions have not occurred with full force, and a late frost cannot now very materially affect the result.

**NEW YORK COTTON EXCHANGE.**—Plans and specifications of the new building have been filed at the Building Bureau. The excavations for the foundation and the test of the soil have proved to be of the most satisfactory character. Mr. C. von Destinon, 54 Wall Street, Mr. H. T. Clason, Bremen, and Mr. Thomas F. Brown, Cincinnati, have been elected members of the Exchange. The following visitors were introduced this week:

- C. L. Roche, Charleston, S. C.,
- J. M. Campbell, Columbia, S. C.,
- W. T. Heaver, Ashville, N. C.,
- E. G. Muse, Richmond, Va.,
- H. I. E. Relfae, Utica, N. Y.,
- C. R. Hallums, Tennessee,
- A. Vialati, New Orleans,
- W. W. Screws, Montgomery.

**JUTE BUTTS, BAGGING, &c.**—The market for bagging is without material change. The demand has continued quite active for small parcels, and goods are moving freely. The inquiry is for all grades, and sales are reported of 1,500 rolls at full rates, sellers at the close not showing any disposition to accept less than 9c. for 1 1/2 lbs., 9 1/2 c. for 1 3/4 lbs., 10 1/4 c. for 2 lbs. and 11c. for standard grades. Butts are firmer in price for spot lots, and the market is more active. Orders are coming in for jobbing quantities, and for these holders are asking a shade higher figures, paper grades being quoted at 2 1/4 @ 2 3/8 c. and bagging qualities at 2 3/8 @ 2 1/2 c. There have been sales of about 1,000 bales, mostly paper grades, at 23-16 @ 2 1/4 c. and 2 3/8 c. for bagging.

**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.					
	1883	1882.	1881.	1880.	1879.	1878.
Sept'mb'1	313,812	326,650	429,777	458,478	333,643	288,848
Percentage of tot. port receipts Sept. 30..	05.43	09.10	07.80	06.67	06.49	

This statement shows that up to Sept. 30 the receipts at the ports this year were 17,156 bales more than in 1882 and 85,935 bales less than at the same time in 1881. 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.
Tot. Sp.30	343,812	326,656	429,777	453,478	333,643	288,848
Oct. 1....	33,583	8.	19,012	35,186	20,785	23,599
" 2....	23,863	30,981	8.	31,901	21,495	23,283
" 3....	23,430	25,177	36,637	8.	35,010	17,537
" 4....	24,985	25,140	27,147	39,051	25,784	24,181
" 5....	35,295	32,469	25,535	33,555	8.	22,862
" 6....	27,124	36,417	23,393	25,374	37,355	8.
" 7....	8.	21,231	43,031	25,161	25,809	25,800
" 8....	48,669	8.	33,710	44,019	21,335	24,369
" 9....	29,785	49,519	8.	30,586	23,504	24,966
" 10....	28,847	27,136	42,489	8.	35,621	22,539
" 11....	35,015	29,132	24,839	33,937	21,819	27,622
" 12....	59,457	32,664	26,969	37,697	8.	25,343
Total.....	713,865	636,522	732,594	794,978	602,166	550,949
Percentage of total port rec'pts Oct. 12	10.57	15.52	13.57	12.04	12.39	

This statement shows that the receipts since Sept. 1 up to to-night are now 77,343 bales more than they were to the same day of the month in 1882 and 18,729 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 October 12 in each of the years named.

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 13,119 bales, against 14,715 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1883, and in the last column the total for the same period of the previous year

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1883.

Exported to—	Week ending—				Total since Sept. 1.	Same period previous year.
	Sept. 20.	Sept. 27.	Oct. 4.	Oct. 11.		
Liverpool.....	8,615	6,735	8,779	9,569	48,188	79,342
Other British ports.....	750	1,350	200	.....	2,800	500
TOTAL TO GREAT BRITAIN	9,365	8,085	8,979	9,569	50,988	79,842
Havre.....	5,927	2,655	727	.....	10,061	7,056
Other French ports.....	.....	.....	.....	.....	.....	.....
TOTAL FRENCH.....	5,927	2,655	727	.....	10,061	7,056
Bremen and Hanover.....	1,356	2,025	1,161	1,250	6,385	5,311
Hamburg.....	2,424	2,700	1,498	700	8,372	5,088
Other ports.....	300	1,075	2,350	1,600	5,325	4,923
TOTAL TO NORTH. EUROPE	4,080	5,800	5,009	3,550	20,082	15,322
Spain, Op'rto, Gibralt'r, &c	.....	.....	.....	.....	2,893	1,494
All other.....	.....	.....	.....	.....	604	395
TOTAL SPAIN, &c.....	.....	.....	.....	.....	3,497	1,799
GRAND TOTAL.....	19,372	19,540	14,715	13,119	84,628	104,019

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	9,002	44,651	.....	.....	.....	.....	.....	.....
Texas	7,110	35,129	.....	.....	.....	.....	.....	.....
Savannah	10,314	31,739	1,992	5,205	533	1,484	6,620	16,740
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	87	160	.....	.....	.....	.....	.....	.....
S. Carolina	4,730	22,388	.....	.....	281	1,052	2,396	6,270
N. Carolina	393	2,449	.....	.....	.....	.....	47	661
Virginia	7,661	18,743	1,183	3,780	1,368	6,372	3,639	10,911
North. pts.	22	3,520	10,614	.....	.....	.....	.....	.....
Tenn., &c.	25	617	875	2,002	946	3,715	.....	471
Foreign	.....	479	.....	.....	.....	.....	.....	.....
This year.	39,341	156,377	7,573	20,901	3,131	12,623	12,102	35,053
Last year.	25,827	136,258	11,975	28,125	2,477	10,737	12,087	28,554

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 65,490 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 Baltic, 2,621.....	2,621
Celtic, 1,275.....	1,275
City of Richmond, 2,471.....	2,471
Gallia, 641.....	641
Helvetia, 781.....	781
Horrox, 694.....	694
Wisconsin, 1,771.....	1,771
To Bremen, per steamers Rhein, 850.....	850
Sailer, 409.....	409
To Hamburg, per steamer Suevia, 700.....	700
To Amsterdam, per steamer Zaan, 1,150.....	1,150
To Antwerp, per steamers Hermann, 350.....	350
Penland, 109.....	109
NEW ORLEANS—To Liverpool, per steamers Haytien, 2,065.....	2,065
Statesman, 2,834.....	2,834
To Havre, per steamers Nantes, 7,027.....	7,027
Timor, 5,329.....	5,329
To Antwerp, per steamer Nantes, 100.....	100
CHARLESTON—To Havre, per steamer Bellini, 4,518.....	4,518
To Barcelona, per steamer Chiswick, 3,075.....	3,075
SAVANNAH—To Bremen, per steamer Irthington, 5,924.....	5,924
To Amsterdam, per steamer Gladicus, 5,953.....	5,953
To Oporto, per bark Sarcia, 100.....	100
GALVESTON—To Bremen, per steamer Victoria, 5,706.....	5,706
To Vera Cruz, per brig L. M. Merritt, 1,040.....	1,040
BALTIMORE—To Liverpool, per steamers Hibernian, 1,850.....	1,850
Ne-smore, 1,621.....	1,621
To Havre, per steamer Flachot, 100.....	100
To Bremen, per steamer Hermann, 2,154.....	2,154

	Total bales
BOSTON—To Liverpool, per steamer Cephalonia, 549.....	549
PHILADELPHIA—To Liverpool, per steamers Lord Gough, 1,900.....	1,900
Ohio, 526.....	526
Total.....	65,490

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

	Liver- pool.	Havre.	Amster- & Ham- burg.	Ant- werp.	Barce- lona.	Oporto.	Vera Cruz.	Total.
New York.	9,569	.....	1,950	1,600	.....	.....	.....	13,119
N. Orleans.	4,899	12,356	.....	100	.....	.....	.....	17,355
Charleston.	.....	4,518	.....	.....	3,075	.....	.....	7,593
Savannah.	.....	.....	5,924	5,953	.....	100	.....	11,977
Galveston.	.....	.....	5,706	.....	.....	.....	1,040	6,746
Baltimore.	3,471	100	2,154	.....	.....	.....	.....	5,725
Boston.	549	.....	.....	.....	.....	.....	.....	549
Philadelp'a	2,426	.....	.....	.....	.....	.....	.....	2,426
Total.....	20,914	16,974	15,734	7,653	3,075	100	1,040	65,490

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

GALVESTON—For Liverpool—Oct. 11—Steamer Serapis, 1,550.
NEW ORLEANS—For Liverpool—Oct. 6—Steamer Inventor, 3,553.... Oct. 8—Steamer Sculptor, 1,521.... Oct. 10—Steamer Simoon, 5,966.
For Havre—Oct. 9—Steamer North Cambria, 5,670.
For Malaga—Oct. 9—Steamer Mayaguez, 1,505.
CHARLESTON—For Havre—Oct. 9—Steamer Wolviston, 4,613.
For Bremen—Oct. 9—Steamer Cyrus, 4,775.
For Reval—Oct. 5—Steamer Fernwood, 4,900.
WILMINGTON—For Liverpool—Oct. 11—Steamer Woodside, 5,030.
NORFOLK—For Liverpool—Oct. 10—Steamer Bellmore, 3,575.
BOSTON—For Liverpool—Oct. 5—Steamers Illyrian, 808; Marathon, 500.
BALTIMORE—For Liverpool—Oct. 5—Steamer Serra, 2,406.... Oct. 11—Steamer Oranmore, .....
For Bremen—Oct. 11—Steamer Strassburg, 3,087.
For Rotterdam—Oct. 9—Steamer George Heaton, 1,000.
PHILADELPHIA—For Liverpool—Oct. 5—Steamer British Prince, 1,226.

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

MARY M. COOPER, steamer, filled and sank at her wharf at Savannah, September 30. She was loaded with 18 bales cotton and other merchandise, all of which was saved without damage.

ENDYMION, steamer (Br.), at Savannah, loading. About 11 P. M. of Oct. 7 the cargo of cotton in the forward compartment of the steamer Endymion was discovered to be on fire, and 150 bales were burned. 500 to 600 bales were damaged by water.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	18	532	532	532	532	532
Do sail....d.	.....	.....	.....	.....	.....	.....
Havre, steam....c.	1532*	716*	716*	716*	716*	716*
Do sail....c.	.....	.....	.....	.....	.....	.....
Bremen, steam....c.	716*	716*	716*	716*	716*	716*
Do sail....c.	.....	.....	.....	.....	.....	.....
Hamburg, steam....c.	38*	38*	38*	38*	38*	38*
Do sail....c.	.....	.....	.....	.....	.....	.....
Amst'd'm, steam....c.	12*	12*	12*	12*	12*	12*
Do sail....c.	.....	.....	.....	.....	.....	.....
Reval, steam....d.	14*	932*	932*	932*	932*	932*
Do sail....c.	.....	.....	.....	.....	.....	.....
Barcelona, steam....c.	1516*	1516*	1516*	1516*	1516*	1516*
Genoa, steam....c.	58*	58*	58*	58*	58*	58*
Trieste, steam....c.	58*	58*	58*	58*	58*	58*
Antwerp, steam....c.	38*	38*	38*	38*	38*	38*

\* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Sept. 21.	Sept. 28.	Oct. 5.	Oct. 12.
Sales of the week.....bales.	66,000	49,000	83,000	93,000
Of which exporters took.....	7,500	6,800	5,700	7,900
Of which speculators took.....	9,000	2,800	5,800	8,500
Sales American.....	40,000	37,000	56,000	60,000
Actual export.....	8,000	8,700	11,000	8,200
Forwarded.....	5,300	13,000	3,700	4,600
Total stock—Estimated.....	765,000	723,000	616,000	555,000
Total stock—Actual.....	.....	675,000	.....	.....
Of which American—Estm'd.....	481,000	450,000	353,000	311,000
Of which American—Actual.....	.....	388,000	.....	.....
Total import of the week.....	43,500	19,500	25,500	27,500
Of which American.....	12,000	9,500	23,000	18,000
Amount afloat.....	81,000	71,000	76,000	83,000
Of which American.....	30,000	23,000	29,000	30,000

The tone of the Liverpool market for spots and futures each day of the week ending Oct. 12, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y	Friday.
Market, } 12:30 P.M. }	Firmer.	Firm.	Firmer.	Firm.	Active and firmer.	Good demand freely met.
Mid Upl'ds } 61 1/2 } 61 1/8 }	51 1/2 } 61 1/2 }	51 1/2 } 61 1/8 }	51 1/2 } 61 1/8 }	6 } 6 1/8 }	6 } 6 1/8 }	6 1/8 } 6 1/4 }
Sales.....	10,000	12,000	12,000	15,000	18,000	18,000
Spec. & exp.	2,000	2,000	1,000	2,000	2,000	3,000
Futures. } Market, } 12:30 P.M. }	Strong.	Steady.	Strong.	Easy.	Firm.	Quiet.
Market, } 5 P. M. }	Strong.	Quiet.	Easy.	Firmer.	Quiet.	Steady.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

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

	Sat., Oct. 6.				Mon., Oct. 8.				Tues., Oct. 9.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
October.....	5 59	5 63	5 59	5 63	5 60	5 63	5 60	5 63	6 01	6 03	6 00	6 00
Oct.-Nov....	5 57	5 62	5 57	5 62	5 59	5 61	5 59	5 61	5 63	6 00	5 62	5 62
Nov.-Dec....	5 55	5 60	5 55	5 60	5 59	5 60	5 58	5 60	5 62	6 00	5 61	5 61
Dec.-Jan....	5 57	5 61	5 57	5 61	5 59	5 60	5 58	5 60	5 62	6 00	5 62	5 62
Jan.-Feb....	5 58	5 62	5 58	5 62	5 60	5 62	5 60	5 62	6 00	6 03	5 63	5 63
Feb.-March..	5 62	5 63	5 61	5 61	6 00	6 00	5 63	6 00	6 03	6 06	6 03	6 01
Mar.-Apr....	6 02	6 04	6 02	6 04	6 02	6 04	6 02	6 04	6 06	6 09	6 05	6 05
April-May...	6 04	6 07	6 04	6 07	6 07	6 07	6 07	6 07	6 09	6 12	6 08	6 08
May-June...	6 06	6 09	6 06	6 08	6 08	6 09	6 08	6 09	6 12	6 13	6 11	6 11
June-July...	.....	.....	.....	.....	.....	.....	.....	.....	6 14	6 15	6 14	6 15
July-Aug....	.....	.....	.....	.....	.....	.....	.....	.....	6 18	6 18	6 18	6 18
Aug.-Sept..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

	Wednes., Oct. 10.				Thurs., Oct. 11.				Fri., Oct. 12.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
October.....	6 01	6 03	6 00	6 02	6 04	6 06	6 01	6 04	6 04	6 05	6 00	6 00
Oct.-Nov....	6 01	6 01	5 63	6 01	6 03	6 04	6 01	6 01	6 02	6 02	5 62	5 62
Nov.-Dec....	5 63	5 63	5 61	5 63	6 06	6 03	6 06	6 03	6 03	6 01	5 60	5 60
Dec.-Jan....	5 63	5 63	5 61	5 62	6 01	6 03	6 00	6 00	6 00	6 01	5 60	5 60
Jan.-Feb....	6 02	6 02	5 63	6 01	6 03	6 03	6 02	6 02	6 01	6 03	5 63	5 63
Feb.-March..	6 03	6 15	6 02	6 03	6 06	6 07	6 04	6 04	6 04	6 05	6 01	6 01
Mar.-Apr....	6 07	6 08	6 65	6 07	6 09	6 10	6 07	6 07	6 07	6 03	6 04	6 04
April-May...	6 11	6 11	6 09	6 09	6 13	6 14	6 12	6 12	6 10	6 11	6 06	6 06
May-June...	6 14	6 14	6 11	6 13	6 15	6 16	6 15	6 15	6 14	6 14	6 09	6 10
June-July...	6 15	6 15	6 15	6 15	.....	.....	.....	.....	.....	.....	.....	.....
July-Aug....	.....	.....	.....	.....	6 21	6 22	6 21	6 21	.....	.....	.....	.....
Aug.-Sept..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

**BREADSTUFFS.**

FRIDAY, P. M., Oct. 12, 1883.

Flour has continued dull and weak. The European, South American and West Indian markets are reported to be well supplied for the present, and the home demand, in addition, is quite moderate. The supply available here is liberal, both of winter and spring wheat grades. To-day the market was still very quiet, but there was perhaps a slightly steadier tone apparent.

Wheat has sold more freely on speculation but the export traffic has not been on a very extensive scale. The ample supplies in such markets as London, Liverpool, Glasgow and Paris have unquestionably a restrictive influence on the foreign trade. In addition the supply at the West is steadily increasing and is now materially larger than that held there at this time last year or at this date in 1881. Prices have accordingly declined here about 3 cents. As the quotations have receded there has been no little covering of contracts, and on several days the transactions in options, in fact, reached a large aggregate. To-day the market was  $\frac{1}{4}$ @ $\frac{1}{2}$ c. higher with a fair degree of activity. No. 2 red on the spot sold at \$1 11 $\frac{1}{2}$ @\$1 11 $\frac{3}{4}$  delivered, and for future delivery at \$1 09 $\frac{1}{8}$ @\$1 10 $\frac{1}{2}$  for October, \$1 12 $\frac{1}{2}$ @\$1 12 $\frac{3}{4}$  for November, \$1 14 $\frac{1}{4}$ @\$1 14 $\frac{1}{8}$  for December and \$1 16 $\frac{1}{2}$ @\$1 17 for January.

Indian corn has met with a good export demand, and the prices on the spot have latterly been quite firm. Options have sold moderately only, but some depression in the fore part of the week has latterly given place to a firmer tone, which was especially noticeable yesterday, when the visible supply in this country showed a decrease of 651,319 bushels, compared with that of a week ago. To-day there was a fair business, and cash corn was steady, while options, which early in the day were weak, recovered later and advanced  $\frac{1}{4}$  to  $\frac{1}{2}$ c. On the spot No. 2 mixed sold at 59 $\frac{1}{2}$ c. afloat, but later this figure was bid and 60c. asked; steamer white and yellow sold at 59c. and graded yellow in elevator at 60 $\frac{1}{2}$ c.; No. 2 mixed for future delivery sold at 59 $\frac{1}{4}$ @59 $\frac{3}{4}$ c. for both October and November, 59@59 $\frac{3}{4}$ c. for December and 58@58 $\frac{1}{2}$ c. for January.

Rye has been moderately active, with Canada and State rather easier. Buckwheat has been scarce and quiet. Barley has been quiet, pending receipts of the new crop; No. 1 Canada to arrive has sold at 90c. and Western is quoted at nominally 70@75c. Oats were at one time depressed, but have latterly rallied in response to rather firmer markets at the West, and prices are now slightly higher than a week ago, while there is a fair business in progress. To-day the market advanced  $\frac{1}{2}$ c.; N. 2 mixed sold at 34 $\frac{3}{4}$ @34 $\frac{3}{4}$ c. for October, 35 $\frac{1}{2}$ @35 $\frac{3}{4}$ c. for November, 36 $\frac{3}{4}$ @37c. for December and 38@38 $\frac{1}{2}$ c. for January.

The following are closing quotations:

FLOUR.		GRAIN.	
No. 2 spring... bbl.	\$2 40 @ 3 00	City shipping extras.	\$5 60 @ 5 90
No. 2 winter.....	2 75 @ 3 30	Southern bakers' and family brands.....	5 25 @ 6 75
Superfine.....	3 15 @ 3 75	South'n ship'g extras.	4 25 @ 4 85
Spring wheat extras..	3 85 @ 4 25	Rye flour, superfine..	3 75 @ 4 00
Minn. clear and stra't	4 25 @ 6 40	Corn meal—	
Winter ship'g extras.	3 75 @ 4 20	Western, &c.....	3 00 @ 3 40
Winter clear and straight.....	4 50 @ 6 25	Brandywine, &c....	3 40 @ 3 50
Patents, spring.....	5 75 @ 7 35	Buckwheat flour, 100 lbs.....	4 00 @ 4 20
Patents, winter.....	5 50 @ 7 00		
Wheat—		Corn—	
Spring, per bush.	95 @ 1 05	Yellow Southern.	59 @ 62
Spring No. 2.....	1 03 @ 1 04	Western white....	60 @ 62
Red winter, No. 2	1 11 @ 1 11 $\frac{1}{4}$	Rye—Western.....	61 @ 67
Red winter.....	90 @ 1 11 $\frac{1}{4}$	State & Canada..	70 @ 71
White.....	1 05 @ 1 15	Oats—Mixed.....	33 $\frac{1}{2}$ @ 36
White No. 1.....	1 15 @ .....	White.....	36 @ 45
Corn—West. mixed	51 @ 59	No. 2 mixed.....	34 $\frac{1}{2}$ @ 35
West. mix. No. 2..	59 $\frac{1}{2}$ @ 60	No. 2 white.....	37 $\frac{1}{2}$ @ 37 $\frac{3}{4}$
White Southern..	62 @ 64	Barley.....	Nominal.
		Buckwheat.....	95 @ 1 00

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Oct. 6 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 196 lbs	Bush. 60 lbs	Bush. 56 lbs	Bush. 32 lbs	Bush. 48 lbs	Bush. 56 lbs
Chicago.....	51,424	665,718	2,105,413	1,160,349	359,876	203,616
Milwaukee..	100,523	189,023	8,599	45,573	286,612	13,385
Toledo.....	4,847	577,409	131,574	42,951	.....	17,296
Detroit....	3,323	282,365	41,525	70,271	9,917	.....
Cleveland..	559	9,500	2,000	7,200	600	500
St. Louis...	32,983	246,149	150,970	106,834	88,857	33,857
Peoria.....	1,925	6,000	175,830	337,300	22,890	27,990
Duluth.....	15,000	600,652	.....	.....	.....	.....
Tot. wk. '83	213,575	2,576,844	2,605,902	1,770,478	765,692	296,644
Same wk. '82	234,015	3,103,600	738,067	927,302	679,689	153,919
Same wk. '81	212,266	1,374,152	3,198,811	826,192	293,630	365,682
Since Aug. 1—						
1883.....	1,686,066	23,031,885	29,533,094	16,736,642	2,596,017	2,905,864
1882.....	1,692,967	27,918,591	13,352,141	13,375,461	2,004,347	1,037,248
1881.....	1,718,410	16,016,206	40,173,853	8,363,397	2,207,539	1,734,278

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Oct. 6, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour..... bbls.	6,793,443	5,813,649	6,820,592	3,694,591
Wheat..... bush.	34,825,305	42,271,359	41,438,581	55,803,092
Corn.....	87,233,686	53,073,421	90,321,700	106,152,087
Oats.....	38,579,805	28,502,863	28,631,337	23,462,126
Barley.....	5,612,600	2,849,052	2,992,357	2,686,759
Rye.....	4,663,313	2,201,770	1,676,893	2,254,766
Total grain ....	170,914,709	129,803,465	165,069,868	190,358,830

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

	1883.	1882.	1881.	1880.
	Week Oct. 6	Week Oct. 7.	Week Oct. 8.	Week Oct. 9.
Flour..... bbls.	128,125	146,765	232,929	122,815
Wheat..... bush.	369,972	417,065	559,327	249,946
Corn.....	545,107	153,452	1,682,194	256,500
Oats.....	1,110,424	654,658	727,515	962,040
Barley.....	284,559	235,531	184,473	164,275
Rye.....	61,923	50,853	100,656	109,426
Total.....	2,371,985	1,516,559	3,254,165	1,772,187

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.
Oct. 6.....	210,334	1,293,046	2,233,597	1,460,366	344,325	188,879
Sept. 29....	201,925	1,763,029	2,671,182	1,346,861	275,047	325,934
Sept. 22....	219,034	1,834,904	3,257,543	1,356,295	191,223	226,726
Sept. 15....	133,750	1,881,693	3,187,633	1,842,232	103,454	213,472
Tot., 4 w....	965,043	6,822,672	11,400,095	6,005,804	917,049	955,011
4 w'ks 82..	819,614	8,832,549	3,899,145	3,811,008	632,320	428,230

The receipts of flour and grain at the seaboard ports for the week ended Oct. 6 follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	124,205	1,151,490	1,497,806	415,868	38,850	173,550
Boston.....	75,195	1,200	182,324	156,310	1,500	1,000
Portland.....	950	.....	10,400	9,700	.....	.....
Montreal....	13,136	94,411	262,218	.....	117	.....
Philadelphia..	25,712	52,106	25,400	36,000	.....	.....
Baltimore....	26,642	335,280	41,830	43,650	.....	2,850
New Orleans..	3,702	213,378	438	1,675	.....	.....
Total week....	269,542	1,847,769	2,023,416	668,203	40,767	177,400
Cor. week '82..	332,576	2,692,679	774,235	436,259	80,807	65,068

The total receipts at the same ports for the period from Dec. 25, 1882, to Oct. 6, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour..... bbls.	10,276,677	8,833,093	9,331,577	7,843,064
Wheat..... bush.	50,075,939	63,411,195	76,538,108	96,633,741
Corn.....	76,364,133	26,102,358	87,612,087	116,876,604
Oats.....	23,766,020	22,493,780	22,363,584	17,996,849
Barley.....	2,322,482	2,431,039	2,382,808	2,089,143
Rye.....	3,924,032	1,170,631	1,176,506	1,593,571
Total grain ....	150,452,611	115,609,003	190,072,693	235,289,908

The exports from the several seaboard ports for week ending 6, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	62,851	268,339	935,204	3,478	123,872	264
Boston	48,086	.....	105,159	60	.....	.....
Portland	15	.....	.....	.....	.....	.....
Montreal	8,485	113,199	181,197	.....	.....	1,280
Philadel.	16,527	117,610	47,487	.....	.....	.....
Baltim're	10,516	421,820	129,539	.....	.....	.....
N.Orl'ns.	1,836	55,316	207,018	5	.....	.....
Total w'r. S'me time 1882	148,366	976,314	1,608,595	3,543	123,872	1,544
	167,994	3,098,927	237,747	6,781	12,357	1,865

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, Oct. 6.	1882. Week, Oct. 7.	1883. Week, Oct. 6.	1882. Week, Oct. 7.	1883. Week, Oct. 6.	1882. Week, Oct. 7.
Un:King.	106,138	113,559	514,173	1,648,804	1,239,928	133,030
Cont'n't	6,017	9,819	459,132	1,399,252	231,245	79,073
S. & C. Am.	11,015	13,704	.....	.....	38,379	15,961
W. Indies	14,232	11,316	3,009	.....	6,225	5,107
Brit. Col's	10,623	18,042	.....	.....	4,818	4,576
Oth. cont's	341	1,559	.....	50,871	90,000	.....
Total...	148,366	167,994	976,314	3,098,927	1,608,595	237,747

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 Oct. 6.	1882. Sept. 1 to Oct. 7.	1883. Sept. 1 to Oct. 6.	1882. Sept. 1 to Oct. 7.	1883. Sept. 1 to Oct. 6.	1882. Sept. 1 to Oct. 7.
Un. Kingdom	608,618	718,722	4,362,536	9,978,852	5,310,775	436,424
Continent...	26,843	97,572	3,092,531	9,298,955	1,300,475	128,140
S. & C. Am.	65,344	88,479	375	14,234	228,966	59,004
West Indies	97,480	104,018	6,574	4,284	82,301	61,407
Brit. Col'nies	97,955	83,568	.....	.....	10,632	13,093
Oth. count'rs	2,387	4,426	.....	87,196	99,792	2,333
Total.....	896,827	1,096,783	7,462,046	19,283,581	7,032,945	700,404

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, Oct. 6, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	7,695,785	2,651,059	2,111,664	12,025	333,453
Do. afloat (est.)	.....	100,000	.....	.....	.....
Albany	5,500	23,300	87,000	1,500	37,500
Buffalo	576,000	1,151,000	283,000	6,300	132,000
Chicago	7,132,000	2,548,664	424,248	66,505	859,884
Milwaukee	1,312,829	1,976	1,639	252,765	18,857
Duluth	1,449,493	48,900	2,100	.....	.....
Toledo	1,713,913	147,816	50,389	346	42,118
Detroit	306,390	45,731	164,231	9,000	1,695
Oswego	9,000	230,000	.....	.....	.....
St. Louis	2,083,776	233,393	110,011	51,394	115,015
Cincinnati	194,029	27,940	80,620	21,367	86,799
Boston	2,746	165,172	221,883	3,028	653
Toronto	37,032	.....	.....	53,718	306
Montreal	120,655	37,383	9,732	21,350	51,529
Philadelphia	726,464	270,528	118,181	.....	.....
Feoria	7,290	66,565	74,857	1,099	48,955
Indianapolis	237,800	25,600	74,700	.....	18,600
Kansas City	405,106	55,959	24,772	.....	43,034
Baltimore	2,582,771	147,816	50,389	.....	42,148
Down Mississippi	101,643	77,855	25,129	.....	.....
On rail	309,972	731,993	1,272,150	284,559	61,923
On lake	345,794	3,161,702	324,813	59,766	126,956
On canal	1,167,500	1,471,600	173,500	22,500	182,700
Tot. Oct. 6, '83.	23,523,488	13,414,957	5,688,013	873,522	2,204,146
Tot. Sept. 29, '83.	26,964,337	14,066,269	5,792,838	784,962	2,068,673
Tot. Oct. 7, '82.	13,946,219	5,676,554	5,067,042	1,213,088	590,575
Tot. Oct. 8, '81.	20,169,847	23,120,876	5,759,915	1,922,309	1,052,599
Tot. Oct. 9, '80.	14,422,156	19,934,220	3,477,208	2,177,379	762,295

THE DRY GOODS TRADE.

FRIDAY, P. M., Oct. 12, 1883.

Business has ruled quiet in the wholesale branches of the trade the past week, the mildness of the weather having retarded the demand for consumption for nearly all heavy fabrics. The domestic commission houses experienced a steady though strictly moderate call for cotton and woolen goods, prints, dress goods, sackings, &c., but there was no snap to the demand, and selections were entirely governed by actual wants. Foreign goods were very quiet in first hands, and most kinds sold poorly when offered through the medium of the auction rooms. The jobbing trade was light and irregular, and there was only a moderate movement in clothing, shirts, cloaks, suits, &c., from the hands of manufacturers. Accounts from the West and Southwest continue satisfactory, but late advices from certain sections of the South are not as favorable as could be desired, the partial failure of the cotton crop in some of the districts having had a depressing effect upon business, and rendered buyers very cautious in their operations.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 2,561 packages, of which 917 were shipped to Great Britain, 732 to Chili, 296 to China, 200 to United States of Columbia, &c. The demand at first hands was strictly moderate, aside from a few fabrics adapted to the spring trade, in which there was a fair business for future delivery. The hardening tendency of the staple has imparted a firm tone to the market for manufactured goods, but the demand has been so light that agents have not ventured to advance prices. Leading makes of brown, bleached and colored cottons, cotton flannels, &c., are well sold up as a rule, and outside brands are not in excessive supply at present. Print cloths were in moderate demand and closed firm at 3 11-16c. for 64x64 "spots," 3 3/4c. for 64x64 "futures," and 3 1/4c. plus 1 per cent, for 56x60s. Prints ruled quiet in agents' hands, but some large lots were closed out by jobbers at relatively low prices.

DOMESTIC WOOLEN GOODS.—There was a considerable influx of clothing manufacturers from the West, who placed some fair orders for spring cassimeres, suitings and worsteds, but their purchases were conducted with a degree of caution suggestive of considerable "carried over" stocks. Heavy clothing woolens were taken in small lots to a moderate amount, and there was a fair business in cloakings, sackings, repellents and stockinettes, while Jersey cloths have subsided into a condition of comparative quiet, after having had an exceptionally brisk run. Satinets met with a fair share of attention, but Kentucky jeans and doeskins were lightly dealt in. Flannels were in steady request, and stocks are so well in hand that prices remain firm, but blankets were somewhat unsettled upon the announcement of another large auction sale for the coming week. Dress goods continued in pretty good demand and firm, because of the light supply on hand. Shawls, skirts and carpets were in fair request, but hosiery and knit underwear were mostly quiet.

FOREIGN DRY GOODS.—The market for imported goods has lacked animation, and yet there was a fair business in a few specialties. Silks were dull in private hands, and sold poorly when offered at auction, but velvets, velveteens and plushes found ready buyers. Dress goods were in irregular demand, and, upon the whole, sluggish, and transactions in men's-wear woolens were mainly restricted to placing orders for spring weights. Linens, white goods and laces were severally quiet.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Oct. 11, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.	Week Ending Oct. 12, 1883.		Since Jan 1, 1882.		Week Ending Oct. 11, 1883.		Since Jan. 1, 1883.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—								
Wool	1,146	435,108	44,829	19,382,526	1,020	373,497	43,771	17,480,001
Cotton	1,006	332,090	60,572	19,667,178	1,020	2,884,865	58,248	17,804,041
Silk	1,358	882,402	46,736	30,952,896	1,139	634,580	37,983	22,297,468
Flax	1,651	331,535	69,550	11,415,260	1,022	246,316	65,669	10,949,544
Miscellaneous	722	165,297	79,187	7,416,174	942	181,679	67,946	5,827,005
Total	5,877	2,149,432	309,904	88,874,634	5,143	1,680,637	273,617	74,388,057
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.								
Manufactures of—								
Wool	599	222,875	16,287	6,579,928	495	1,564,443	24,113	9,432,205
Cotton	237	84,290	10,657	3,191,982	103	26,975	15,636	4,570,900
Silk	231	137,739	7,438	4,994,704	185	106,183	12,897	8,250,514
Flax	424	80,505	18,861	3,338,453	403	73,113	20,463	3,560,992
Miscellaneous	463	45,850	84,165	1,888,135	1,001	38,191	97,963	2,215,829
Total	1,954	571,259	137,348	19,973,202	2,187	400,905	171,072	28,039,440
Ent'd for consumpt.	5,877	2,149,432	300,904	88,874,634	5,143	1,680,637	273,617	74,388,057
Total on market	7,831	2,720,691	438,252	108,847,236	7,330	2,081,542	444,689	102,427,497
ENTERED FOR WAREHOUSE DURING SAME PERIOD.								
Manufactures of—								
Wool	528	195,630	18,284	7,312,145	353	1,207,555	24,922	9,426,746
Cotton	149	61,714	11,606	3,387,508	118	29,771	13,340	3,943,482
Silk	213	157,579	7,740	5,175,640	229	140,984	12,999	8,128,430
Flax	392	73,662	18,278	3,403,134	295	61,050	19,841	3,267,575
Miscellaneous	874	49,972	77,073	1,976,063	1,880	75,108	109,613	2,608,931
Total	2,181	538,557	132,981	21,254,490	2,866	427,468	180,915	27,375,164
Ent'd for consumpt.	5,877	2,149,432	300,904	88,874,634	5,143	1,680,637	273,617	74,388,057
Total at the port	8,058	2,687,989	433,885	110,128,524	8,009	2,108,105	454,532	101,763,221

Bank Statements.

REPORT OF THE CONDITION OF THE METROPOLITAN NATIONAL BANK, at New York City, in the State of New York, at the close of business, October 2, 1883:

Table with 2 columns: Resource/Item and Amount. Includes Loans and discounts, Overdrafts, U.S. bonds, etc.

Total... \$17,652,227 80. State of New York, County of New York, ss: I, GEO. J. MCGOURKEY, Cashier...

REPORT OF THE CONDITION OF THE CONTINENTAL NATIONAL BANK of New York, at New York, in the State of New York, at the close of business October 2d, 1883:

Table with 2 columns: Resource/Item and Amount. Includes Loans and discounts, Overdrafts, U.S. bonds, etc.

Total... \$10,671,329 55. State of New York, County of New York, ss: I, FREDERIC TAYLOR, Cashier...

REPORT OF THE CONDITION OF THE MARINE NATIONAL BANK, at the City and in the State of New York, at the close of business, October 2, 1883:

Table with 2 columns: Resource/Item and Amount. Includes Loans and discounts, Overdrafts, U.S. bonds, etc.

Total... \$6,072,313 88. State of New York, County of New York, ss: I, JOHN D. FISH, Cashier...

Bank Statements.

REPORT OF THE CONDITION OF THE CHEMICAL NATIONAL BANK OF NEW YORK, at New York, in the State of New York, at the close of business on the 2d day of October, 1883:

Table with 2 columns: Resource/Item and Amount. Includes Loans and discounts, Overdrafts, U.S. bonds, etc.

Total... \$21,922,641 06. State of New York, County of New York, ss: I, WM. J. QUINLAN, JR., Cashier...

REPORT OF THE CONDITION OF THE AMERICAN EXCHANGE NATIONAL BANK, at New York, in the State of New York, at the close of business on the 2d day of October, 1883:

Table with 2 columns: Resource/Item and Amount. Includes Loans and discounts, Overdrafts, U.S. bonds, etc.

Total... \$23,591,170 14. State of New York, City and County of New York, ss: I, DEMONT CLARKE, Cashier...

REPORT OF THE CONDITION OF THE THIRD NATIONAL BANK OF THE CITY OF NEW YORK, in the State of New York, at the close of business Tuesday, October 2d, 1883:

Table with 2 columns: Resource/Item and Amount. Includes Loans and discounts, Overdrafts, U.S. bonds, etc.

Total... \$7,882,782 63. State of New York, County of New York, ss: I, G. L. HUTCHINGS, Cashier...

Bank Statements.

REPORT OF THE CONDITION OF THE NATIONAL BANK OF THE REPUBLIC, at New York, in the State of New York, at the close of business October 2, 1883:

Table with 2 columns: Resource/Item and Amount. Includes Loans and discounts, Overdrafts, U.S. bonds, etc.

Total... \$8,307,018 08. State of New York, County of New York, ss: I, E. H. PULLEN, Cashier...

REPORT OF THE CONDITION OF THE PHENIX NATIONAL BANK, OF THE CITY OF NEW YORK, at New York, in the State of New York, at the close of business, October 2, 1883:

Table with 2 columns: Resource/Item and Amount. Includes Loans and discounts, Overdrafts, U.S. bonds, etc.

Total... \$7,692,948 89. State of New York, County of New York, ss: I, ALFRED M. BULL, Cashier...

REPORT OF THE CONDITION OF THE FOURTH NATIONAL BANK OF THE CITY OF NEW YORK, at New York, in the State of New York, at the close of business October 2, 1883:

Table with 2 columns: Resource/Item and Amount. Includes Loans and discounts, Overdrafts, U.S. bonds, etc.

Total... \$33,386,833 49. State of New York, County of New York, ss: I, HENRY BUCKHOUT, Cashier...