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The Chronicle.

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THE FINANCIAL SITUATION.

The demoralized condition of Wall Street interests has received further illustration this week, in the semi-panic which has prevailed there for several days. It has not really been necessary, during many months, to say much more than "boo" to a stock to depress its price. All the time there has been plenty of money but no confidence, plenty of sellers but rarely a buyer, except bears covering their "shorts" and managers interested in sustaining the value of their own properties; hence every well-planned attack in any quarter has prospered. Of course, each successive week that this feverish unsettling process was continued, the resisting power of the market has been decreasing, until now it seems to have become a mere holiday task to break the price of even the best of stocks.

How strikingly limited in its operation this disturbance has been may be seen in many ways, but especially in the continued quiet condition of our money market. Very little change was produced in the bank rate and not a trace of agitation was discernible in moneyed circles, although important stocks dropped almost in a day ten per cent, and at one time the appearance was that all values in the list were about to suffer a collapse. Such a change in

stock values would ordinarily affect so many parties and so many interests that a similar excitement, only less in degree, would have prevailed in all departments of business, and the disturbance of confidence, added to the calling in and changing of loans, would have had a marked effect upon money. Now, as has been long evident, very few outside parties are interested in Wall Street movements, and the bulk of the stocks dealt in are in the hands of managers and strong cliques, so that in case of a loss in the game that is being played they are able to bear it, instead of, as in ordinary times, leaving a herd of distressed borrowers importuning money lenders.

On Thursday there was a pause in the attack. This was the result of no outside buying for investment or speculation at the lower prices, or of any combination of the cliques holding stocks, for many of them had been forced to liquidate, but simply of the fact that the market was so largely oversold that it was injudicious to carry the raid further. This is what has ended all previous similar assaults on Wall Street prices during the summer. The bears make their attack, succeed in their purpose, then stop to breathe while covering their sales; and at each of these intervals the public is tickled with the promise that the lowest prices have been reached and the permanent rise has begun. We see in the recovery at present in progress no real evidence of such a condition existing now. To be sure, it looked for the moment on Thursday as if the bears were not to have it all their own way. The most serious check they have met with for many a month was the sudden twist in the Central of New Jersey, and they were frightened by it, too, for it drove them into the market, while some of the cliques refraining from lending, developed a similar oversold condition in other prominent stocks. Jersey Central recorded an improvement of 7 points in a few moments compared with the opening price, and all other stocks sympathized with this advance, especially those that were most heavily oversold. The market continued feverish during the day, but closed at a substantial advance. Yesterday this improvement was not fully maintained, the market being very irregular, with the stocks, which seemed to be so scarce on Thursday, in far better supply. Later, however, there was some recovery, and the close was fairly strong.

In the meantime and while this strange game of chance is being played on Wall Street, the commercial situation does not improve. Although, as we have often said, there never was an occasion when stock values had so little interest in mercantile circles, or when the connection between the two classes of business was less intimate, yet it is impossible for such a struggle as that in progress at the Stock Exchange to be continued so long without imparting a degree of discouragement to all branches of

trade, at least to the extent of checking any improving tendency. Besides, there are just now other unsettling influences, not so important as some would make them, but enough under the circumstances to cause the outlook for the moment to be less promising. We have harvested our crops, but we are not marketing them as we had hoped to do. The fact appears to be that not only is there a glut of breadstuffs here, but Europe is fully supplied, and even at the low prices ruling there seems to be little disposition to buy for export. While this condition lasts the sales by farmers are somewhat less free, and in turn farmers purchase goods more sparingly. Some also make much of our shorter crops of wheat and cotton, but that is a point of little moment, for we have raised excellent crops of every other description, while with our last year's surplus of wheat we shall have more than sufficient to supply all demands, and as to cotton, although it is smaller than the immense yield of last year, it is one of the very largest we have ever raised. These facts, however (less favorable than anticipated), together with the failures which are almost daily occurring, have the effect of imparting a more quiet tone to almost all departments of business.

Still, this condition of trade is really unaccountable, and finds no warrant in the great influences which should affect our industries. We have now for two years produced excellent crops, we have an abundance of idle capital, but for some reason there is a want of confidence which makes the capitalist prefer to keep his money within call rather than to put it into productive enterprises. And furthermore, imports of gold are now beginning. This latter movement, if continued, we are inclined to look upon as likely to have a more assuring influence than any other event except the stoppage of silver-dollar coinage.

As bearing upon the question of gold imports, the figures of provisions and breadstuffs exports for September, issued this week by the Bureau of Statistics, though they relate to a period already past, are interesting. The exports of provisions have risen from \$7,453,784 in September, 1882, to \$8,660,431 in September, 1883, but the breadstuffs movement will, of course, attract most attention. And here we find no improvement in results over the months immediately preceding. The wheat and flour shipments aggregate only \$12,762,039 in value for September, 1883, against \$23,913,362 for September, 1882, and \$16,834,307 for September, 1881. For the three months the total reaches but 34½ millions, or 33 per cent less than in the same period of 1881 and nearly 50 per cent less than in 1882. The increased shipments of corn and rye have reduced the loss somewhat in the total of all breadstuffs exports, but the falling off is very marked nevertheless, as will appear from the following table giving full particulars for three years.

EXPORTS OF BREADSTUFFS FOR SEPTEMBER AND FOR THREE MONTHS.

	1883.		1882.		1881.	
	Sept.	3 Months.	Sept.	3 Months.	Sept.	3 Months.
Quantities.						
Wheat . bu.	8,287,829	21,570,004	17,260,107	48,612,567	10,950,233	34,521,152
Flour . . . bbls.	675,097	1,874,651	324,545	1,000,430	478,174	1,020,567
Tot. in bush.	11,962,926	30,038,817	20,888,560	57,616,002	13,122,626	41,813,839
Values.	\$	\$	\$	\$	\$	\$
Wht & flour	12,762,039	31,591,141	23,013,372	68,461,091	16,834,307	51,838,332
Corn & meal	2,919,298	9,381,931	55,331,2	1,250,115	3,098,521	13,301,612
Rye	418,619	1,233,391	81,811	191,251	9,297	111,158
Oats	41,010	91,339	21,589	72,736	91,312	15,336
Barley	21,991	72,413	88,597	114,091	3,987	13,273
Total value.	16,102,953	45,281,501	24,622,901	70,081,591	19,917,423	65,177,721

This slow movement cannot continue. At some price Europe will take our surplus. European stocks must be gradually worked off and the demand upon us be increased, and we shall have to accept a price that will permit us to

meet that demand. So it does not seem unreasonable to look for a more liberal outward movement in the future, and this of course will exert an effect upon exchange in due time. It is not likely that we will ship quite as much cotton in the closing months of this year as we did in the closing months of last year, but the provisions shipments should be heavier, and moreover, in view of the existing depression in business, we can confidently count upon a much smaller volume of imports than in 1882. In confirmation of the latter remark we may say that the imports at New York in September were 7½ millions less than in 1882, and smaller than in any other year since 1879. On the whole, therefore, the outlook for our foreign trade is not discouraging. It may be claimed that if the balance for the rest of the year is to be smaller than in 1882, that will preclude the possibility of any influx of gold. That by no means follows. There is one particular in which the present time differs very materially from 1882. We refer to the fact that we started the new fiscal year in so very much stronger condition. On the 1st of July, 1882, the merchandise balance for the half year ended with that date was against us in the sum of \$39,437,030; in the half year ended the 1st of July, 1883, the balance was in our favor in the sum of \$16,167,684—difference \$5½ million dollars. Of the former balance we liquidated \$33,461,883 by the exports of precious metals, chiefly gold, leaving 6 millions, and the latter we increased 3 millions in the same way, making it 49 millions, so that the net difference in favor of 1883 is 55 millions. In other words, we began the present fiscal year 55 millions better off than we did that beginning July 1, 1882, and that fact should not be lost sight of in making calculations as to the future.

At present the foreign exchange market justifies the importation of gold. The Bank of British North America announces the shipment from London this week of £100,000 gold bars, which will probably arrive by the end of next week. This shipment was made as an exchange operation. There has been an arrival of 500,000 francs from Havre this week, and this also is understood to pay a slight profit. The heavy tone for sterling is partly due to the very light demand, but mainly to the supply of bills, some of which are drawn against cotton, and a few are bankers' drafts which, having been bought some time ago, are now sold at a loss. It is rumored that a sterling loan has been made by a leading stock operator, but evidence of it does not appear in the market. Bankers now look for a continuance of the low rates for exchange, and some claim that the movement of gold hither will be steady for the remainder of the season. The following, exhibiting relative prices of leading bonds and stocks in London and New York at the opening each day, indicates that there is a satisfactory margin of profit for cable transactions.

	Oct. 15.		Oct. 16.		Oct. 17.		Oct. 18.		Oct. 19.	
	Lon'd'n prices.*	N. Y. prices.								
U.S. 4s. c.	121 00	121 1/4	121 25	121 5/8	121 1/2	121 1/4	120 80	121 1/4	121 25	121 1/4
U.S. 5s.	114 00	114 1/4	114 00	114 1/4	114 00	114 1/4	114 00	114 1/4	114 00	114 1/4
5me.	2 7/8	2 7/8	2 7/8	2 7/8	2 7/8	2 7/8	2 7/8	2 7/8	2 7/8	2 7/8
2d con.	94 1/8	94 1/4	94 1/8	94 1/4	94 1/8	94 1/4	94 1/8	94 1/4	94 1/8	94 1/4
B. Cent.	128 1/2	127 1/4	127 1/4	127 1/4	127 1/4	127 1/4	127 1/4	127 1/4	127 1/4	127 1/4
N. Y. C.	115 00	115 1/4	115 00	115 1/4	115 00	115 1/4	115 00	115 1/4	115 00	115 1/4
Reading	25 00	25 1/4	25 00	25 1/4	25 00	25 1/4	25 00	25 1/4	25 00	25 1/4
Ont. W'n	21 00	21 1/4	21 00	21 1/4	21 00	21 1/4	21 00	21 1/4	21 00	21 1/4
St. Paul	90 25	90 3/4	90 25	90 3/4	90 25	90 3/4	90 25	90 3/4	90 25	90 3/4
Exchange, cables.	4 85 1/4		4 85 1/4		4 85 1/4		4 85 1/4		4 85 1/4	

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

Money on call, though a little more active this week, has been in abundant supply. The principal movement

appears to be to the South. 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. 19, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$1,089,000	*\$1,726,000	Loss. \$637,000
Gold.....	21,000	200,000	Loss. 179,000
Total gold and legal tenders.....	\$1,110,000	\$1,926,000	Loss. \$816,000

*1,395,000 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 \$1,500,000 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. 19, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$1,113,000	\$1,926,000	Loss. \$813,000
Sub-Treasury operations, net .....	.....	1,500,000	Loss. 1,500,000
Total gold and legal tenders.....	\$1,113,000	\$3,426,000	Loss. \$2,313,000

The Bank of England return for the week shows a loss of £311,000 bullion, but there is a gain of 1½ per cent in the proportion of reserve to liabilities. The amount reported by cable as withdrawn on balance is £171,000, and therefore £140,000 probably went to the interior. The Bank of France reports a decrease of 350,000 francs gold and 360,000 francs silver, and the Bank of Germany since the last return shows a loss of 2,260,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Oct. 18, 1883.		Oct. 19, 1882.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	£22,952,283	.....	£21,185,764	.....
Bank of France.....	38,314,102	10,794,035	39,073,525	15,026,005
Bank of Germany	6,735,000	20,205,000	6,405,000	19,215,000
Total this week.....	68,501,385	60,999,035	66,664,289	64,241,005
Total previous week.....	68,786,884	60,892,286	66,734,218	64,365,091

The Assay Office paid through the Sub-Treasury \$130,212 for domestic and \$108,500 for foreign bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Oct. 12...	\$315,222 23	\$11,000	\$13,000	\$224,000	\$67,000
" 13...	363,534 23	8,000	15,000	279,000	61,900
" 15...	552,699 62	15,000	29,000	419,000	90,000
" 16...	667,198 65	21,000	37,000	532,000	78,000
" 17...	386,880 58	14,000	32,000	278,000	62,000
" 18...	378,603 47	14,000	14,000	299,000	51,000
Total.	\$2,664,138 78	\$83,000	\$140,000	2,031,000	\$409,000

LAKE SHORE'S INCOME AND CONDITION.

There is at the moment more than the usual call for information, reliable and exact, about railroad affairs. Confidence has been greatly disturbed, and prices of stocks have declined, until the gloomiest forebodings seem to have become the most popular. With little discrimination and reckless haste, securities are being sacrificed, more recently the movement partaking almost of the character of a panic. In such a situation of affairs,

the great need is for facts—earnings, financial condition, &c.—with reference to each particular property. These may, for the moment, have little weight, but ultimately they will again become the true measure of values. Appreciating this need, we have obtained for our readers, and give on another page, reports for a number of leading roads, brought down to a late date—in most cases to the first of July. In the present article, it will be our purpose to refer to only one—the most important—of these, namely the Lake Shore & Michigan Southern. We will not undertake to express any opinion, either as to the future or the present, but simply to present the facts as they are.

Within the past year or two the position of the Lake Shore has undergone considerable change. The through business for which it competes has to be divided among a greater number of lines than formerly, but, more particularly, the company has taken one of the new lines—the New York Chicago & St. Louis, or "Nickel Plate"—within its own fold, and therefore become to a degree responsible for its success. It cost the Lake Shore \$6,527,000 in 7 per cent second mortgage bonds to get control of that road, and this, of course, involves an increase in the fixed charges to amount of \$456,890 per annum. The company's fiscal year is the same as the calendar year, and the report for the year 1882 was published in the CHRONICLE last May. As the Nickel Plate purchase, however, was not effected till November of that year, the increase of fixed charges did not enter into the year's account. In the figures below for the year ended the 1st of July, 1883, the increase presumably counts for half its full amount. That the reader may see at a glance how the results for that year compare with those given in the report for the calendar year 1882, we have prepared the following for the two periods. As the figures cover in each case a full twelve months, they are more useful than if we had merely the outcome for part of a year.

Lake Shore & Michigan Southern.	Year ended June 30, 1883.	Calendar year 1882.
Gross earnings.....	\$19,492,089	\$18,225,639
Operating expenses and taxes.....	11,436,736	11,057,807
Net earnings.....	\$8,055,353	\$7,167,832
Interest, &c., on assets.....	88,492	98,391
Total net income.....	\$8,143,845	\$7,266,223
Payments—		
Interest on debt.....	\$2,969,125	\$2,714,955
Rentals.....	417,461	357,086
Dividend on guaranteed stock.....	53,350	53,350
Sinking fund.....	250,000	250,000
Total.....	\$3,689,936	\$3,375,391
Balance.....	\$1,453,909	\$3,890,832
Eight per cent dividend.....	3,957,320	3,957,320
Surplus.....	\$496,589	def. \$66,488

The difference between the two periods is here quite marked. While in the calendar year there was a small deficit below all charges and 8 per cent dividends, in the year ended July 1 there was a surplus of pretty nearly half a million dollars, and this, too, despite the fact that there was an increase of \$60,000 in the charge for rentals and \$255,000 in the charge for interest in the latter period. It should be said that in the company's report no deficit for 1882 is shown, but rather a surplus of \$183,511; but this is due to the fact that we have included in our statement the \$250,000 contribution annually required for the sinking fund on the 1st mortgage bonds, counting it as a yearly charge, while the company omits it from income account altogether. As we have, however, introduced the item in both the periods given, the comparison is not affected. Should we leave out the allowance for sinking funds, the surplus for the year to July 1 would be \$746,589, as contrasted with the surplus of \$183,511 for the year to January 1.

The calendar year and the fiscal year embrace in each case six months of the same period of time, namely July to December, 1882, and it follows therefore that the difference in results between the two years, marks the difference between the first half of 1883 and the first half of 1882. Hence we see that the first six months of 1883 show an increase over the corresponding six months of 1882 of \$1,266,450 in gross earnings and \$887,521 in net, which is somewhat less favorable than was the company's approximate exhibit, made at the end of the half year. Interest on investments realized \$9,899 less, so that the actual gain in net income was \$877,622. Against this, interest and rentals were augmented \$314,545, leaving the real improvement over the six months of 1882 \$563,077. That is, the amount left for dividends was that much greater in the first half year of 1883. But that period in 1882 was exceptionally bad, and notwithstanding the improvement made in the first six months of 1883, the company fell short of earning the half-year's proportion (4 per cent) of the dividends on the stock. In other words, not the whole, but only about two-thirds of the deficit of \$900,000 recorded in 1882 (after all charges and full dividends) has been wiped out. Too much, however, should not be made of this deficit for one half a year. The period from July to December is almost always much more profitable than the period from January to July—in fact the six months of 1881, when the trunk-line war was being waged, form the only exception to that rule, over a number of years. In 1882, for illustration, the whole of the \$900,000 deficiency of the first half of the year was made good in the second half. In order to get a correct idea of the company's earning capacity and dividend power, a full year's results must be taken, and the table above enables that to be done either for the calendar year, 1882, or for the year to July 1, 1883.

As to the present calendar year, of course nothing definite can yet be said. The figures for the year to July 1, however, (containing one-half this current year) must be accepted as in some measure limiting the outcome. We find a surplus of \$496,589, but the calendar year will call for a larger charge for interest and rentals than is allowed in reaching that surplus. If we assume that the augmentation will be the same in the second half of the year as the table shows it to have been in the first half, then this surplus will be diminished in the sum of \$314,545, reducing it to \$182,044. Hence, if the company does as well in the six months from July to December, 1883, as it did in the same months of 1882 (which latter were the best six months in its history, and when neither the Nickel Plate nor the Chicago & Atlantic was in operation), the road will make enough to meet its increased charges, the full amount of 8 per cent dividends, and yet carry forward a surplus of \$182,000. If we take out the \$250,000 for sinking funds, the surplus would be \$432,000, and this amount the company could lose in net earnings (compared with July to December, 1882) in the last six months and still meet interest and dividends. It should be said that some uncertainty exists as to the call that the Nickel Plate road may make upon the Lake Shore. The 6½ millions of its own bonds which the Lake Shore issued for that purchase we have already taken into account, but the Nickel Plate has a large individual indebtedness—15 millions first mortgage bonds, 10 millions second mortgage bonds, and 4 million equipment bonds, calling for \$1,780,000 interest yearly, and it is not clear that the road can take care of that itself at the outset, in which case the Lake Shore might have to make good the deficiency.

In addition to the exhibit of its earnings and income, we have also obtained a statement of the Lake Shore's capital account on the 1st of July, and give it below in comparison with the same items as reported in the last annual report on the 1st of January.

<i>Financial Condition.</i>	<i>July 1, 1883.</i>	<i>Jan. 1, 1883.</i>
<i>Liabilities—</i>		
Stock.....	\$ 50,000,000	\$ 50,000,000
Debt.....	44,716,000	41,716,000
Current liabilities.....	2,834,632	2,133,677
Dividend due 30 days after date.....	1,016,005	1,016,005
Income balance.....	4,521,259	4,896,002
Total.....	103,087,896	102,761,684
<i>Assets—</i>		
Construction and equipment.....	83,669,000	83,669,000
Detroit Monroe & Toledo RR.....	1,381,600	1,381,600
Kalamazoo & White Pigeon.....	610,000	610,000
Northern Central Michigan.....	1,357,000	1,357,000
Interest in Jamestown & Franklin RR.....	2,129,915	2,123,909
Interest in Chicago & Can. Southern.....	715,000	660,000
Stocks held.....	8,240,218	8,239,078
Bonds held.....	1,247,903	1,156,918
Supplies, &c.....	1,003,199	1,355,153
Cash, &c.....	1,662,234	1,138,587
Other items.....	1,071,822	1,070,439
Total.....	103,087,896	102,761,684

It will be observed that there is here very little change between the two dates. There have been rumors at times of a further increase in debt, in addition to the 6½ millions incurred in the Nickel-Plate purchase, but the figures show that the debt was precisely the same on the 1st of July as on the 1st of January. The company reports no floating debt, but what are called "June liabilities" were \$700,000 larger than what were called "December liabilities." The falling off in the income balance from \$4,896,002 to \$4,521,259 may to a great extent be taken as reflecting the deficit on the half year's operations. On the side of assets, there is scarcely any change worthy of mention, except that "cash and cash items" is about half a million greater than it was on the 1st of January.

THE PEACE OF EUROPE.

A telegram from San Francisco published this week by the daily press needs a few words of explanation. It was to the effect that by English ship-owners a European war is so far regarded as among the possibilities of the early future, that the captains of English vessels at San Francisco have been instructed to demand higher rates for freight, if they have not closed their negotiations in regard to the shipment of wheat. In the event of war, the item states that it is calculated that there will be a sharp advance in freights.

It would be wrong to give any importance to this announcement as a piece of news, and yet it undeniably conforms to the disturbed spirit just now pervading Europe. We have, in fact, and for some time have had, war rumors from various points. Affairs in Southeastern Europe have for a considerable period been in a singularly combustible condition. In Central Europe it cannot be said that matters are in a much more satisfactory state. France and Germany could hardly be more unfriendly if they were engaged in actual conflict; and it is only a few days since it seemed as if hostilities were about to be precipitated by the senseless outburst of anti-German sentiment, of which the King of Spain was made the victim. Furthermore, the present condition of France is no good guarantee for the continued peace of Europe. The factions are ill at ease. The republic exists; but no one who knows France would venture to affirm that the republic is established, or that it will extend over another decade. By January of next year President Grevy will have been in power as long as Marshal MacMahon, and rumor is already busy with the name of his successor. According to one authority the Presidential chair is to be filled by the Duc d'Aumale; but the Duc d'Aumale is

simply to prepare the way for his nephew, the Count de Paris, who will re-establish the throne of the Citizen-King. According to another authority, the end of the administration of President Grevy is to be marked by the fresh advent of the Bonapartists, which, of course, means the restoration of the Empire. It is hardly matter for wonder that, in such circumstances, Père Hyacinthe should have declared that when he returns from America, in April next, he expects to witness an internal convulsion in Europe—a convulsion which will break out in the early months of 1884, and which will have France for its centre. Father Hyacinthe is not necessarily a prophet; but he is a man of observation, eminently capable of forming a judgment, and thoroughly acquainted with France and the French. Add to all this, that the Powers, greater and smaller, are very thoroughly armed, and that the expense of standing armies has almost made war desirable for the sake of the probable relief which it offers, and we see that war does not seem by any means impossible.

There is, however, another side to the picture. It is, of course, difficult to put a perfectly peaceful aspect on the state of affairs in Eastern and Southeastern Europe. There is in the lands of the Danube and in the Baltic Peninsula an actual contest going on between Austria and Russia—a vigorous struggle for supremacy between these two Powers in the lands from which the Sultan was compelled to retire after the late war. The antagonism is very bitter. It could hardly be more so. Russia intrigues, but Austria occupies. That Russia is indignant, and that she chafes under the humiliation inflicted upon her by the treaty of Berlin, no one is permitted to doubt. Nor can any one doubt that if Russia had to count with Austria alone, Russia would strike. But Austria is not alone. She has Germany beyond her; and her position in these Balkan lands is guaranteed to her by the Berlin treaty. This, however, is not all. Almost every Power that would be available for war purposes in Europe is included in the Austria-German compact. It includes, in addition to Austro-Hungary and Germany, Italy, and we may now add Spain, as well as the smaller States of the east, such as Roumania, Servia and Bulgaria. In the event of war, France would be Russia's only possible ally; but the circumstances are such that even that alliance is not for a moment to be seriously thought of. It is no doubt possible, but it is not probable. Russia's hands are tied. She may strike in Asia Minor, but she will not strike in Europe.

So also with regard to Germany and France. Notwithstanding the feeling is so bitter between them, there are grave reasons why neither the one nor the other should provoke open war. Except for the purposes of chastisement—and this reason is not sufficient—Germany can have no wish for a war with France. Germany will not strike unless she is provoked beyond endurance. She has no desire for war for its own sake; and she certainly has no desire for any more French territory. And what reason is there for believing that France will rashly risk all the consequences of a war with Germany? Such a war could end only in disaster. She could not hope to win in such a struggle in 1883 any more than she did in 1870. Her only possible ally would be Russia; but here again, the Austro-German compact comes into play. It would be France and Russia against all Europe.

It is thus made apparent that although much bitter feeling exists between the European Powers, self-interest is likely to hold that feeling in check. A local convulsion in France or elsewhere may, as it has done before, beget a sort of national madness, and upset all calculations. But

in any other event the prospect is not alarming. Prince Bismarck may have many faults. The Germany he has called into existence may not be all that it was expected it would be. German unity may have been bought at almost too great a price, coupled, as it has been, with military bondage. But Prince Bismarck has done Europe and the world at large a great service, by so gathering around him all the great States as to make war next to impossible. We repeat, what has been stated before in these columns, that the Austro-German alliance is the most effectual existing guarantee for the peace of Europe.

Monetary & Commercial English News

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

EXCHANGE AT LONDON—Oct. 6.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	Short.	12 1/2 @ 12 5/8	Oct. 6	Short.	12 00 1/2
Amsterdam	3 mos.	12 2 1/4 @ 12 3/4	.....	.....	.....
Hamburg	.....	20 62 @ 20 63	Oct. 6	Short.	20 13
Berlin	.....	20 62 @ 20 63	Oct. 6	.....	20 43
Frankfort	.....	20 62 @ 20 63	Oct. 6	.....	20 13
Vienna	.....	12 11 1/4 @ 12 13 1/4	Oct. 6	.....	11 98
Antwerp	.....	25 51 1/4 @ 25 30	Oct. 6	.....	25 27 1/2
Paris	Checks	25 25 @ 25 30	Oct. 6	Checks	25 25 1/2
Paris	3 mos.	25 45 @ 25 50	Oct. 6	3 mos.	25 26 1/2
Geneva	.....	25 50 @ 25 55	Oct. 6	Short.	25 25
Madrid	.....	46 @ 46 1/2	Oct. 6	3 mos.	47 10
Lisbon	.....	51 15 1/2 @ 52	Oct. 6	.....	.....
Alexandria	.....	.....	Oct. 6	.....	96
New York	.....	.....	Oct. 6	Short	4 82
Bombay	60 dys	1s. 7 1/2 d.	Oct. 6	tel. trsf.	1s. 7 1/2 d.
Calcutta	.....	1s. 7 1/2 d.	Oct. 6	tel. trsf.	1s. 7 1/2 d.
Hong Kong	.....	.....	Oct. 6	4 mos.	5s. 8 1/2 d.
Shanghai	.....	.....	Oct. 6	.....	5s. 0 1/2 d.

[From our own correspondent.]

LONDON, Saturday, Oct. 6, 1883.

The week which has just terminated has been one of more than usual importance, and by some the events which have occurred are regarded with serious significance. The week was heralded by important failures in the grain trade, four firms at Newcastle having been compelled to announce that they are unable to meet their engagements. Then followed the disappearance of the principal members of a well-known firm of accountants, arising out of financial difficulties, and which was quickly succeeded by that of the Secretary of the London and River Plate Bank, limited, who, meeting with losses on the Stock Exchange, appropriated securities held in custody by the bank for their customers, to the value of about £110,000. The most important of all is probably the suspension of Messrs. Suse & Sibeth, a very old firm of merchants, whose total liabilities are said to be about £300,000.

These failures and defalcations have not, as yet, had any serious effect upon general business. That they will have the result of producing additional caution can scarcely be doubted, as, even if the most sanguine view is taken of the future, great uncertainty prevails. As far as the failures in the grain trade are concerned, there is by no means any reason for surprise. At the commencement of the season the trade was badly advised by recognized authorities, and some merchants were bold enough to speculate for a rise. Millers have throughout acted a judicious part. Although they admitted that the crops were to some extent a disappointment, they very justly contended that as there was an important surplus remaining from last year, Great Britain and the necessitous countries of western Europe would still be amply supplied at very moderate prices. Their contentions have proved to be fully correct, and they have since the commencement of the season acted upon the conclusions they had formed. Although prices in Great Britain have been very low, foreign wheat and flour have been arriving at our ports in very large quantities, and a return just issued shows that the stock of those two commodities in London is rather more than one million quarters, being, it is understood, the largest ever known.

The two failures which bear a criminal aspect can scarcely exercise but a temporary influence. Considering the magnitude of our trade, as well as of our financial operations, defalcations of any serious amount are comparatively rare. Those failures must not, therefore, be expected to have an influence over the future. The suspension of Messrs. Suse & Sibeth loses much of its importance from the fact that it was an old-estab-

lished firm, until very lately conducting business on old-fashioned principles. The banks, many of which carry on the trade of merchants, have of late done much to injure such classes of business, and the present failure can only be regarded as one of a diminishing group of firms, which are bound to pass away unless there is some adaptation to the requirements of the times. There are, probably, still other firms similarly situated, and whose failure may create some temporary sensation; but the new style of conducting business continues to make progress, and success can only be obtained by embracing it. It would be unwise to look lightly upon the situation, but there is no reason at present for despondency. On the contrary, some branches of trade—such as wool and iron—show a tendency to recovery, and a fair amount of legitimate business is expected to be in progress during the remainder of the year.

The money market has assumed a firmer appearance, and the rate of discount in the open market has risen to 2½ per cent for three months' bills. This may be partly due to the fact that the termination of the quarter brings with it some additional inquiry; but there is reason for believing that the increased demand is little more than temporary. At this period of the year we naturally look forward to some augmented inquiry, and probably the market would have been more active, had not Stock Exchange life been so wretchedly inactive. Business on the Stock Exchange has, in fact, dwindled down to very narrow proportions, and the general public take but little interest in it. As a rule, only sound securities for investment are required, but very few stocks commanding any speculative attention. The trade demand for money has somewhat improved, but there is an ample supply seeking employment. Owing to the close of the quarter, short loans have been much wanted during the week at about 3½ per cent.

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. 31	4	3½@3¾	3¾@—	3¾@3¾	3¾@4¼	3¾@4¼	4 @4¼	3	3	3¼-3½
Sept. 7	4	3¾@3¾	3¾@3¾	3¾@3¾	3¾@4	3¾@4	3¾@4¼	3	3	3¼-3½
" 14	3½	2¾@2¾	2¾@2¾	3 @—	3¼@4	3¼@3¾	3¼@3¾	2½	2½	2¼-2½
" 21	3½	2¼@2¾	2 @2¼	2¾@—	3 @3½	2¾@3½	3 @3½	2½	2	2¼-2½
" 28	3	2¼@—	2¾@—	2¾@—	2¾@3	2¾@3¼	3 @3½	2	2	2¼-2½
Oct. 5	3	2¾@2¾	2¾@2¾	2¾@—	2¾@3	2¾@3¼	3 @3½	2	2	2¼-2½

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

	1883.	1882.	1881.	1880.
Circulation.....	26,610,715	27,130,575	27,123,330	27,433,140
Public deposits.....	5,899,779	4,540,220	9,018,776	6,656,829
Other deposits.....	23,250,547	23,928,433	24,867,817	26,216,559
Government securities.....	13,692,552	11,369,133	17,611,141	17,365,010
Other securities.....	21,101,982	25,039,747	23,867,624	18,501,030
Res'v'e of notes & coin	12,894,568	10,105,878	10,321,910	14,928,448
Coin and bullion in both departments..	23,755,283	21,486,453	21,695,240	27,361,588
Proport'n of reserve to liabilities.....	43.90	35¼	30¼	45 p. c.
Bank rate.....	3 p. c.	5 p. c.	5 p. c.	2½ p. c.
Consols.....	101	100¾	98¾	93
Eng. wheat, av. price	41s. 0d.	40s. 4d.	47s. 9d.	40s. 1d.
Clear'g-house return.	144,735,000	117,876,000	158,882,000	135,192,000

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	Oct. 4.		Sept. 27.		Sept. 20.		Sept. 13.	
	Bank Rate.	Open Market						
Paris.....	3	2½	3	2½	3	2½	3	2½
Berlin.....	4	3¼	4	3¼	4	3¼	4	3
Frankfort.....	—	3½	—	3½	—	3½	—	3
Hamburg.....	—	3¼	—	3¼	—	3¼	—	2¾
Amsterdam.....	3½	3¼	3½	3¼	3½	3¼	3½	3¼
Brussels.....	3½	3¼	3½	3¼	3½	3¼	3½	3¼
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 bullion markets, Messrs. Pixley & Abell remark:

Gold.—The amount sent in to the Bank during the week consists almost entirely of sovereigns, the value being £87,000. On the other hand, withdrawals of this coin to the extent of £180,000 have taken place in the same period, and have been sent to Egypt and Lisbon. The "Spartan" has brought \$13,270 from the Cape, the "Iberia" £24,000 from Australia, and the "Neva" £36,870 from Buenos Ayres. The

Peninsular & Oriental steamer takes £31,000 to Alexandria and £25,000 to Bombay.

Silver.—The market for fine bar has been tolerably firm during the week at 50½d., at which rate consignments from America were placed. The price improved yesterday ½d., owing to an increased demand for India, consequent on a rise in the rate of discount there, and 50½d. is now the quotation, and the silver by the "Aconagua" has been placed at that rate. We have received since our last £71,970 from New York and £32,000 from the Pacific. The "Medway" takes £8,900 to the West Indies and the Peninsular & Oriental steamer £68,000 to Bombay.

Mexican Dollars.—The balance of the dollars by the West India steamer, and those by the "Werra" from New York, have been sold at 49½d., being a rise of ½d. per ounce from our last quotation. The arrivals, chiefly from America, consist of afloat £33,000.

The quotations for bullion are reported as below:

	Price of Gold.		Price of Silver.	
	Oct. 4.	Sept. 27.	Oct. 4.	Sept. 27.
Bar gold, fine...oz.	s. 77 9	s. 77 9	a. 50 15-16	a. 50 15-16
Bar gold, contain'g 20 dwts. silver..oz.	77 10½	77 10½	51 5-16	51 5-16
Span. doubloons.oz.	73 9½	73 9½	54 11-16	54 11-16
S. Am. doubloons.oz.	73 8½	73 8½	49 11-16	49 11-16
U. S. gold coin...oz.	76 3½	76 3½	.....	.....
Ger. gold coin...oz.	.....	.....	.....	.....

Tenders were received at the Bank of England on Tuesday for £1,000,000 in Treasury bills, the whole of that amount being allotted in three months' paper. Tenders at £99 9s. will receive about 84 per cent, and above in full. This result is equivalent to a discount rate of 2 3-16 per cent per annum, the average rate being £2 2s. 2d. per cent.

The tenders for the South Australian Government 4 per cent securities for £1,438,500 reached the large total of £3,306,600, at prices ranging from the minimum of £98 10s. to £100 12s. 6d. Tenders at and above £98 17s. 6d. receive allotments in full, and those at £98 17s. about 82 per cent—average price, £98 19s. 9d.

Tenders were received on Friday at the Union Bank of Australia for £200,000 4½ per cent debentures of the city of Melbourne, Victoria, and they amounted to £379,500, at prices ranging from the minimum of £100 to £103. Tenders at and above £100 7s. 6d. receive allotments in full, and those at £100 6s. 6d. about 6 per cent. The average price was £100 19s.

Advices from Alexandria state that the cholera having subsided, and being scarcely referred to, the mercantile houses and retail houses are re-opening and an important increase of business is anticipated. A private letter from Cairo states: "We have also great hopes that the appointment of Sir E. Baring will place the trade of the country on such a basis as must eventually lead Egypt to become a prosperous country; it is a rich one already, but its riches require developing."

The revenue statement for the past quarter and for the past six months of the year have just been issued. A comparison with previous periods does not indicate any important movement in either direction. The return, however, taken as a whole, is disappointing, there being decreases for the past quarter, compared with the corresponding period of last year, amounting to £401,942, against increases of £188,000. Customs duties show a falling off of £71,000, stamps £40,000 and miscellaneous receipts £275,768. There is also a reduction of £3,000 in the land-tax receipts, and of £12,174 in the interest on advances. On the other hand, property and income tax shows an increase of £70,000, excise £15,000, house duty £3,000, post-office £90,000 and the telegraph service £10,000. For the half-year ended September 30 there is an increase in the receipts from property and income tax of £830,000, from house duty £41,000, from the post-office £100,000, from the telegraph service £35,000, from the land tax £9,000, from customs £16,000, and from excise £16,000—making a total of £1,076,000. There has been, however, a decrease of £50,000 on account of stamps, £9,445 in interest on advances and £410,515 in miscellaneous. The net increase for the half-year ended September 30 is £506,040 and for the year ended September 30 £3,344,226. Annexed are the particulars for two years.

	QUARTERS ENDED—				YEAR ENDED—	
	Dec. 31, 1882.	Mar. 31, 1883.	June 30, 1883.	Sept. 30, 1883.	Sept. 30, 1883.	Sept. 30, 1882.
Customs.....	£ 5,310,000	£ 4,963,000	£ 4,739,000	£ 4,631,000	£ 19,673,000	£ 19,345,000
Excise.....	8,155,000	6,690,000	5,910,000	6,220,000	26,975,000	27,165,000
Stamps.....	2,859,000	3,161,000	3,120,000	2,660,000	11,791,000	11,681,040
Land tax.....	5,000	959,000	80,000	10,000	1,054,000	1,050,000
House duty.....	25,000	1,111,000	546,000	120,000	1,796,000	1,740,000
Property & inc. tax	815,000	8,565,000	2,620,000	730,000	12,730,000	9,885,000
Post Office.....	1,833,000	1,370,000	1,800,000	1,800,000	7,400,000	7,070,000
Telegraph service.	439,000	335,000	435,000	485,000	1,745,000	1,660,000
Crown lands.....	130,000	105,000	80,000	65,000	380,000	380,000
Interest on adv'ces	384,937	249,230	359,787	215,446	1,209,400	1,205,652
Miscellaneous.....	1,033,211	1,500,595	1,112,951	1,210,359	4,857,096	5,281,578
Totals.....	20,998,148	29,668,825	20,796,738	18,146,785	89,610,496	86,266,270

The imports of wheat being still large, and the stocks here heavy, while there are also ample supplies of produce afloat, the trade has remained in a dull and inanimate state. The

trade is still very inactive, but without material change in prices. The failures which have taken place at Newcastle have had some influence in producing great caution, and millers are only buying to supply actual requirements. The following are the stocks of grain in London on October 1 compared with the same date last year :

STOCK OF GRAIN IN LONDON OCTOBER 1.

	1883.		1882.	
	Waterside	Railways.	Waterside	Railways.
Wheat.....qrs.	882,493	3,991	488,594	3,100
Barley.....	16,482	1,146	76,255	1,819
Malt.....	3,283	3,512	5,937	3,955
Oats.....	349,703	4,480	425,915	7,464
Rye.....	1,000	98	2,283	218
Beans.....	26,374	2,633	11,201	2,272
Peas.....	3,301	1,489	3,999	1,334
Maize.....	61,474	733	37,174	51
Tares.....	2,368	185	3,004	113
Linseed.....	8,381	94	42,356	.....
Rape seed.....	23,843	11	4,708	.....
Oil seed.....	21,549	.....	12,198	.....
Cotton seed.....tons.	.....	.....	6,592	.....
Seeds.....qrs.	5,030	3,778	8,416	3,343
Flour.....bbls.	4,072	.....	24,950	.....
Flour.....sacks.	214,971	54,187	143,593	35,127

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

	At present.	Last week.	Last year.	1881.
Wheat.....qrs.	1,706,000	1,702,000	1,863,000	2,000,000
Flour.....	170,000	161,000	191,000	129,000
Indian corn.....	286,000	309,000	53,500	263,000

Annexed is a return showing the extent of the imports of cereal produce into the United Kingdom during the first five 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.	7,697,248	9,808,788	6,352,247	8,841,882
Barley.....	1,575,586	672,176	844,824	1,001,874
Oats.....	1,136,377	1,499,493	1,631,215	1,436,559
Peas.....	63,659	76,704	53,192	104,639
Beans.....	342,855	115,137	244,979	145,186
Indian corn.....	3,367,372	1,674,062	3,239,267	5,250,637
Flour.....	1,292,903	1,389,710	1,182,971	1,085,612
SUPPLIES AVAILABLE FOR CONSUMPTION—FIVE WEEKS.				
	1883.	1882.	1881.	1880.
Imports of wheat.cwt.	7,697,248	9,808,788	6,352,247	8,841,882
Imports of flour.....	1,292,903	1,389,710	1,182,971	1,085,612
Sales of home-grown produce.....	4,204,980	3,982,600	3,420,750	3,313,600
Total.....	13,195,131	15,181,093	10,975,968	13,241,094
Average price of English wheat for season.qrs.	41s. 10d.	43s. 11d.	51s. 3d.	40s. 11d.
Visible supply of wheat in the U. S. ....bush.	26,172,000	13,287,951	19,651,811	14,994,632
Supply of wheat and flour afloat to U. K. qrs.....	1,863,000	2,153,000	2,088,000	.....

The extent of the sales of home-grown wheat, barley and oats in the principal markets of England and Wales, during the first five weeks of the season, together with the average prices realized, is shown in the following statement :

SALES.				
	1883.	1882.	1881.	1880.
Wheat.....qrs.	291,117	229,765	197,351	191,165
Barley.....	71,797	70,145	32,352	44,049
Oats.....	4,241	17,140	18,220	13,009
AVERAGE PRICES FOR THE SEASON (per qr.).				
	1883.	1882.	1881.	1880.
Wheat.....	s. d. 41 10	s. d. 43 11	s. d. 51 3	s. d. 40 11
Barley.....	32 7	35 7	31 7	34 3
Oats.....	20 10	21 11	22 9	21 7

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

	1883.	1882.	1881.	1880.
Wheat.....cwt.	4,204,980	3,982,600	3,420,750	3,313,600

The Board of Trade returns for September and for the nine months ended September 30, have been issued to-day. They show the following results :

	1881.	1882.	1883.
Imports in September.....	33,191,225	33,135,908	32,307,465
Imports in 9 months.....	296,725,993	307,496,377	319,392,159
Exports in September.....	20,900,653	20,922,418	20,495,494
Exports in 9 months.....	171,819,712	182,134,944	179,665,085

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. 19:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50 ⁷ / ₈	50 ⁷ / ₈	50 ¹⁵ / ₁₆	51	51	51
Consols for money.....	101 ¹ / ₄	101 ¹ / ₄	101 ¹ / ₄	101 ¹ / ₄	101 ¹ / ₄	101 ¹ / ₄
Consols for account.....	101 ¹ / ₂	101 ¹ / ₂	101 ¹ / ₂	101 ¹ / ₂	101 ¹ / ₂	101 ¹ / ₂
Fr'ch rentes (in Paris) fr.	78 ⁰ / ₂	78 ⁰ / ₂	78 ⁰ / ₂	78 ⁰ / ₂	78 ⁰ / ₂	78 ⁰ / ₂
U. S. 4 ¹ / ₂ s of 1891.....	117 ³ / ₈	117 ³ / ₈	118	118	117 ³ / ₈	117 ³ / ₈
U. S. 4s of 1907.....	124 ³ / ₈	124 ³ / ₈	124 ³ / ₈	124 ³ / ₈	124 ³ / ₈	124 ³ / ₈
Chic. Mil. & St. Paul.....	102 ³ / ₈	103 ¹ / ₄	102 ³ / ₈	102 ³ / ₈	97 ³ / ₈	97 ³ / ₈
Erie, common stock.....	30 ³ / ₈	30 ³ / ₈	30 ³ / ₈	29 ¹ / ₄	29	29
Illinois Central.....	131 ¹ / ₂	131 ¹ / ₂	131 ¹ / ₂	131 ¹ / ₂	130 ¹ / ₂	.....
N. Y. Ontario & West'n.....	21 ⁷ / ₈	22 ¹ / ₄	21 ⁷ / ₈	21 ⁷ / ₈	21	21 ¹ / ₄
Pennsylvania.....	61 ¹ / ₈	61 ¹ / ₈	60 ⁵ / ₈	60 ⁴ / ₈	59 ³ / ₈	60
Philadelphia & Reading.....	26 ¹ / ₈	26 ¹ / ₈	25 ³ / ₈	25 ³ / ₈	26 ¹ / ₈	26
New York Central.....	118 ¹ / ₈	118 ¹ / ₈	118 ¹ / ₈	117 ³ / ₈	116 ³ / ₈	117

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State)..100 lb.	s. d. 12 0	s. d. 12 0	s. d. 12 0	s. d. 12 0	s. d. 12 0	s. d. 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 2	8 2	8 2	8 2	8 2	8 6
Winter, South, n. "	9 8	9 8	9 8	9 8	9 8	9 8
Winter, West., n. "	8 7	8 7	8 7	8 7	8 7	8 7
Cal., No. 1.....	9 4	9 4	9 4	9 4	9 4	9 3
Cal., No. 2.....	9 0	9 0	9 0	9 0	9 0	8 10
Corn, mix., new....	5 3 ¹ / ₂	5 3	5 3	5 2 ¹ / ₂	5 2 ¹ / ₂	5 2 ¹ / ₂
Pork, West. mess. # bbl.	72 0	72 0	71 0	71 0	71 0	71 0
Bacon, long clear, new..	34 6	31 0	31 0	34 0	34 0	34 0
Beef, pr. mess, new, #tc.	70 0	70 0	70 0	70 0	70 0	70 0
Lard, prime West. # cwt.	39 6	39 6	39 0	39 6	39 6	39 6
Cheese, Am. choice.....	56 0	56 0	56 0	56 0	56 0	56 0

Commercial and Miscellaneous News

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

3,061—The First National Bank of Holton, Kan. Capital, \$50,000. Thomas P. Moore, President. James P. Moore, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise. The total imports were \$6,992,190, against \$8,673,880 the preceding week and \$8,005,547 two weeks previous. The exports for the week ended Oct. 16 amounted to \$6,789,550, against \$6,599,430 last week and \$6,826,497 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Oct. 11 and for the week ending (for general merchandise) Oct. 12; also totals since the beginning of first week in January :

FOREIGN IMPORTS AT NEW YORK.				
For Week.	1880.	1881.	1882.	1883.
Dry goods.....	\$2,182,264	\$2,243,395	\$2,687,989	\$2,108,105
Gen'l mer'dise..	6,000,568	6,163,270	6,258,729	4,584,085
Total.....	\$8,182,832	\$8,411,665	\$8,946,718	\$6,992,190
Since Jan. 1.				
Dry goods.....	\$104,829,279	\$92,173,641	\$110,128,524	\$101,763,221
Gen'l mer'dise..	284,289,253	255,352,378	289,767,794	260,297,781
Total 41 weeks	\$389,118,532	\$347,526,019	\$399,896,318	\$362,061,002

In our report of the dry goods trade will be found the import 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. 16, and from January 1 to date :

EXPORTS FROM NEW YORK FOR THE WEEK.				
	1880.	1881.	1882.	1883.
For the week...	\$9,273,779	\$7,164,162	\$6,108,988	\$6,789,550
Prev. reported..	318,316,473	297,816,906	262,152,342	275,122,131
Total 41 weeks	\$327,590,252	\$304,981,068	\$268,261,330	\$281,911,681

The following table shows the exports and imports of specie at the port of New York for the week ending Oct. 13, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$1,900	\$13,700	\$.....	\$2,113,622
France.....	.....	.....	.....	658,902
Germany.....	.....	.....	.....	2,474,872
West Indies.....	475	20,555	108,500	3,074,367
Mexico.....	.....	.....	.....	78,308
South America.....	7,000	299,003	1,000	172,231
All other countries.....	5,000	138,735	.....	120,933
Total 1883.....	\$14,375	\$442,043	\$109,500	\$8,693,235
Total 1882.....	500	33,803,231	329,645	1,682,072
Total 1881.....	9,645	421,441	1,495,641	46,478,867
Silver.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$326,500	\$11,373,955	\$.....	\$.....
France.....	19,107	485,526	.....	1,666
German.....	.....	.....	.....	248,372
West Indies.....	2,176	45,452	12,220	479,077
Mexico.....	.....	.....	123,885	3,571,590
South America.....	.....	13,773	.....	132,901
All other countries.....	.....	16,394	.....	13,946
Total 1883.....	\$327,783	\$11,935,100	\$136,105	\$4,417,552
Total 1882.....	25,200	9,438,116	104,463	2,107,122
Total 1881.....	168,200	8,531,132	27,142	2,238,913

Of the above imports for the week in 1883, \$1,000 were American gold coin. Of the exports during the same time \$12,475 were American gold coin.

—A special meeting of the stockholders of the Canadian Pacific Railroad will be held at Montreal, November 5. The stock transfer books will be closed from Oct. 27 to Nov. 7.

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

—The Ontario Silver Mining Company announces a September dividend of \$75,000, payable on the 31st inst., by Messrs. Lounsbury & Haggin, transfer agents, 15 Broad Street.

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

Shares.	Shares.
1 Mechanics' Nat. Bk....150 ¹ / ₂	1,000 Alice Min Co., \$2 40 p share.
15 N.Y. Bowery Ins. Co....151 ¹ / ₂	2,000 State Line Mining Co.,
5 Home Insurance Co....140	3c. p share.

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Buffalo & Southwestern pref.	3 1/2	Oct. 15	.....
Cedar Rapids & Mo. River (quar.)	1 1/2	Nov. 1	Oct. 16 to
Concor	5	Nov. 1	Oct. 14 to
Mt. Washington	10	.....	.....
Oregon R'way & Nav. Co. (quar.)	2 1/2	Nov. 1	Oct. 16 to
Miscellaneous.			
Iowa RR. Land	\$1	Nov. 1	.....
Pullman Palace Car Co. (quar.)	2	Nov. 15	.....
Do Do extra	1 1/2	Nov. 15	.....

NEW YORK, FRIDAY, OCT. 19, 1883-5 P. M.

The Money Market and Financial Situation.—The most prominent phase of financial affairs in the last week has been the further depression and partial, but rapid, recovery of prices of railway securities. There have been some incidents in connection with this which go largely to indicate that the heavy decline that took place was as much brought about by design as by the weight of legitimate influences. That there has been, and is yet, a general loss of confidence in railway securities, is well known, and this would unquestionably have operated to produce a very considerable fall in prices; but it is also well known that a most powerful and persistent "bear party" has been at work, and that they have left no means unemployed to unsettle confidence and depress values.

The sharp upward reaction of prices on Wednesday and Thursday developed the fact that the stock market had been greatly oversold, and that the attempt to cover the outstanding short interest was causing a more important advance than had been expected.

The greatest decline was in the Northern Pacifics, but it now begins to appear that aside from the depreciation which might naturally be expected as the result of the company's annual report, showing that the road was costing some \$10,000,000 or \$15,000,000 more than the first estimates, and that, consequently, there would be a necessity for a new second mortgage loan—aside from this, it has lately been developed that the bear party were making strong efforts to create the impression that the ratification of the second mortgage by the preferred stockholders would be defeated at the meeting on November 20, the object being to present to the public the contingency of the Northern Pacific going into the hands of a receiver, and using this in connection with some other manipulation to demoralize the whole market.

On Thursday, however, it was understood that a very large part of the required three-quarters majority of the preferred Northern Pacific stock had been secured for the ratification of the loan, and this caused the upward turn in the market on that day. The partial corner and squeeze in New Jersey Central was also an influence in the same direction.

These later fluctuations do not indicate any recovery of confidence on the part of legitimate investors, but merely serve to show that the prices of stocks have been artificially depressed to a great extent.

Money remains abnormally easy, though in the last few days rates for call loans on stock collaterals have been 3 and 4 per cent, against 2 and 2 1/2 last week. Rates for mercantile discounts remain unchanged at 5 1/2 and 6 per cent for 60 days and 4 months on first-class double names, and at 6 and 7 per cent on single names. Time loans on collaterals are still 5 per cent. It is intimated that, in view of the increasing Treasury balance (and also of the fact that a considerable proportion of the bonds already called do not come in), there will soon be another call for the three per cents. Many of the called bonds are used as collaterals for loans, and every call for bonds produces some change or disturbance in loans.

The statement of the New York banks last week showed an increase of \$4,387,100 in deposits and an increase of \$1,327,100 in legal tenders. These changes caused an increase of \$75,925 in the surplus reserve, the general condition of the banks being very little different from that of this date last year.

The Bank of England made no change in its rate of discount this week from 3 per cent. In the week the Bank lost £311,000 bullion, but its reserve of notes and specie in the Banking Department was increased from 42 1/4 per cent last week to 43 1/4 per cent this week, and as compared with 35 11-16 per cent at this time last year. The Bank of France lost 350,000 francs gold and 360,000 francs silver during the week. The Bank of Germany showed a gain of 2,260,000 marks.

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. 13.	Differences fr'm previous week.	1882. Oct. 14.	1881. Oct. 15.
Loans and dis.	\$327,927,700	Inc. \$1,867,800	\$311,999,100	\$318,348,900
Specie	56,448,500	Dec. 154,100	52,296,500	54,807,200
Circulation	15,177,909	Inc. 95,100	18,715,700	19,896,100
Net deposits	316,477,300	Inc. 4,377,100	286,771,200	296,018,300
Legal tenders	24,835,900	Inc. 1,327,100	21,341,700	15,174,500
Legal reserve.	\$79,115,325	Inc. \$1,096,775	\$71,692,800	\$72,504,575
Reserve held.	81,284,100	Inc. 1,172,700	73,548,200	69,981,700
Surplus	\$2,165,775	Inc. \$75,925	\$1,855,400	df. \$2,522,875

Exchange.—The foreign exchanges have been dull and rates rather weak, though there have been no changes in the quotations for sterling, the posted rates remaining at \$4 82 and \$4 85. On Friday, the 19th, the rates for actual business were as follows, viz.: Sixty days, 4 81 @ 4 81 1/4; demand, 4 84 @ 4 84 1/4; cables, 4 84 1/2 @ 4 84 3/4; commercial bills, 4 79 1/2 @ 4 80. Quotations for foreign exchange are as follows, the prices being the posted rates of leading bankers:

October 19.	Sixty Days	Demand.
Prime bankers' sterling bills on London	4 82	4 85
Prime commercial	4 80 3/4	.....
Documentary commercial	4 80	.....
Paris (francs)	5 23 3/4	5 21 1/4
Amsterdam (guilders)	39 7/8	40 1/4
Frankfort or Bremen (reichmarks)	94 1/4	95

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

Sovereigns	\$4 82 @ \$4 86	Silver 1/4s and 1/2s	— 99 3/4 @ par
Napoleons	3 85 @ 3 89	Five francs	— 92 @ — 94
X X Reichmarks	4 73 @ 4 76	Mexican dollars	— 86 3/4 @ — 87 1/4
X Guilders	3 96 @ 4 00	Do uncommere'l.	— 85 @ — 85 1/2
Spain's Doubloons	15 50 @ 15 60	Peruvian soles	— 81 @ — 82
Mex. Doubloons	15 45 @ 15 60	English silver	— 4 75 @ 4 81
Fine silver bars	1 10 3/4 @ 1 11 1/4	Prus. silv. thalers	— 68 @ — 70 1/2
Fine gold bars	par @ 1/4 prem	U. S. trade dollars	— 37 1/2 @ — 88
Dimes & 1/2 dimes	— 99 1/2 @ par	U. S. silver dollars	— 99 3/4 @ par

United States Bonds.—Government bonds have continued very strong, and a further advance of 1/4 @ 3/8 has been established on the fours and four-and-a-halves during the week. The threes are down to par bid.

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

	Interest Periods.	Oct. 13.	Oct. 15.	Oct. 16.	Oct. 17.	Oct. 18.	Oct. 19.
4 1/2s, 1891	reg. Q.-Mar.	114 1/2	114 3/4	114 3/4	114 1/2	114 3/8	114 1/2
4 1/2s, 1891	coup. Q.-Mar.	114 1/2	114 3/4	114 3/4	114 1/2	114 3/8	114 1/2
4s, 1897	reg. Q.-Jan.	121	121 1/4	121 1/8	121 1/8	121 1/4	121 1/4
4s, 1897	coup. Q.-Jan.	121	121 1/4	121 1/4	121 1/4	121 1/4	121 1/4
3s, option U. S.	reg. Q.-Feb.	100	100	100	100 1/2	100	100
6s, eur'y, 1895	reg. J. & J.	129	129	129	129	129	129
6s, eur'y, 1896	reg. J. & J.	130	130	130	130	130	130
6s, eur'y, 1897	reg. J. & J.	132	132	131	133 1/2	133	133 3/4
6s, eur'y, 1898	reg. J. & J.	135 1/2	135 1/2	135 3/4	135 1/2	135	135
6s, eur'y, 1899	reg. J. & J.	136	136	136	135	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. 13.	1,019,112 84	726,049 99	115,092,116 93	7,356,659 32
" 15.	1,841,672 82	919,367 37	116,216,280 45	7,127,801 25
" 16.	1,787,460 57	939,025 52	117,119,027 56	7,104,488 19
" 17.	1,099,663 62	1,408,323 72	116,865,176 98	7,048,676 67
" 18.	1,055,901 93	687,974 53	117,081,561 27	7,197,219 78
" 19.	1,066,430 67	1,313,874 68	117,299,873 74	6,743,462 70
Total	7,873,241 85	15,991,618 81		

† Above receipts include \$300,000 gold certificates put into cash.

‡ Above payments include \$556,000 gold certificates taken out of cash.

State and Railroad Bonds.—The market for railroad bonds has been generally weak, and there are few exceptions to the general decline of prices, which ranges from 1/4 to 4 per cent. The greatest activity has been in New York West Shore & Buffalo firsts, in which the range of prices since the 12th has been 77, 72 1/2, 74. After these, the range of other bonds has been as follows, viz.: Richmond & Danville debentures, 58, 56, 57, and Peoria Decatur & Evansville incomes at 40, 37, 40; Kansas & Texas general mortgages at 79, 78, 78 3/8; Texas & Pacific land grant incomes at 50, 54 1/4, 51, 53 1/4; do. Rio Grande division firsts at 71, 73 1/2, 70, 72 1/4, 71 1/2; Burlington & Quincy debenture 5s at 91, 91 1/4, 88 1/4, 89 3/4, 89 1/2; Oregon & Trans-Continental firsts at 89, 85; Atlantic & Pacific incomes at 24, 22, 22 1/2; East Tennessee incomes at 28, 25, 27 1/2, 27; Northern Pacific firsts at 103, 103 1/8, 102 1/4, 102 3/4, 102 3/8.

State bonds continued dull. During the week Louisiana consols ex-mortgage coupon sold at 63 1/2; Alabama class A at 81 1/4 @ 82; South Carolina Brown bonds, at 105 @ 104; Tennessee 6s old, at 38 1/4 @ 38; Tennessee 6s, new series, at 36, and North Carolina 6s special tax, second class, at 4 1/2.

Railroad and Miscellaneous Stocks.—The stock market was greatly depressed during the first three days of the week, and up to Wednesday afternoon there had been a large decline, in which all stocks participated to a greater or less extent, the declines in the Northern Pacifics being very large, viz.: Oregon Railway & Navigation, 24 3/4 per cent; Oregon & Trans-Continental, 13 3/8; Northern Pacific preferred, 7 3/4. After these St. Paul, 6 3/8; Lackawanna, 5 3/8; Northwestern, 4 3/8; Burlington & Quincy, 4; Central Pacific, 4 1/2; Western Union, 2 3/8; Missouri Pacific, 3 3/4; Texas & Pacific, 2 3/8; Lake Shore, 3 1/4; with smaller declines on others. From Wednesday evening, however, there was a continued upward reaction, in which many stocks recovered the greater part of their declines, leaving the net fall for the week as follows, viz.: Oregon Railway & Navigation, 14 3/4; Oregon & Trans-Continental, 9 3/8; Lackawanna, 4 5/8; St. Paul, 3 3/4; Western Union, 3; Northern Pacific, 3 3/8; preferred, 2; Lake Shore, 2 1/4; Central Pacific, 2 3/4; Missouri Pacific, 2 1/4; Burlington & Quincy, 1 3/8; Texas & Pacific, 1 1/8. On most other stocks the net decline for the week is less than 1 per cent.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING OCT. 19, AND SINCE JAN. 1, 1893.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES.						Sales of the Week (Shares).	Range Since Jan. 1, 1893.		For Full Year 1892.							
	Saturday, Oct. 13.	Monday, Oct. 15.	Tuesday, Oct. 16.	Wednesday, Oct. 17.	Thursday, Oct. 18.	Friday, Oct. 19.		Lowest.	Highest.	Low.	High.						
RAILROADS.																	
Atchafalaya & Santa Fe				89 1/2	81	79 3/4	80										
Boston & N. Y. Air-L. Def.																	
Burlington Ced. Rapids & No.																	
Canadian Pacific	55 1/2	55 1/2	54 1/2	54 1/2	53 1/2	51 1/2	49	53 1/2	50 1/2	51 1/2	33,060	78 1/2	Feb. 17	84 1/2	June 14	84	95 1/2
Canada Southern	49 1/2	51	50 1/2	51 1/2	49 1/2	51	47 1/2	49 1/2	48 1/2	50	14,325	75	Mar. 28	84 1/2	May 3	60	80 1/2
Central of New Jersey	81 1/2	81 1/2	80	81 1/2	78 1/2	80 1/2	78	82	83	80	55,510	49	Sept. 24	84	July 5	67	85 1/2
Central Pacific	65 1/2	66	64 1/2	65 1/2	61	64 1/2	61 1/2	63	61 1/2	63 1/2	46,225	47 1/2	Oct. 17	71 1/2	Jan. 19	44	73
Chesapeake & Ohio	15	15	14 1/2	15	13 1/2	15	13	13 1/2	12 1/2	15	515	61	Oct. 16	88	Jan. 5	82 1/2	97 1/2
Do 1st pref.	25 1/2	27	25	27	25	25 1/2	23 1/2	25	23 1/2	25 1/2	500	13	Oct. 17	23 1/2	Jan. 20	19 1/2	27
Do 2d pref.	17 1/2	17 1/2	16	17 1/2	16	17 1/2	15	15 1/2	14 1/2	17 1/2	700	23	Aug. 14	35 1/2	Jan. 20	27 1/2	41 1/2
Chicago & Alton	131	132	132	132	131	131	131	131	130 1/2	132	530	14 1/2	Oct. 18	27	Jan. 22	21	29
Chicago Burlington & Quincy	123 1/2	124 1/2	124	124 1/2	121	124	120 1/2	122	120 1/2	122 1/2	19,004	128	Aug. 15	137 1/2	Jan. 22	127 1/2	145 1/2
Chicago Milwaukee & St. Paul	98 1/2	99 1/2	98 1/2	100	94 1/2	99	92 1/2	95	93 1/2	96	263,615	115 1/2	Feb. 20	129 1/2	Apr. 13	120 1/2	141
Do pref.	117 1/2	117 1/2	117 1/2	117 1/2	115 1/2	116 1/2	115	115 1/2	116 1/2	116 1/2	2,053	115	Oct. 17	108 1/2	Jan. 20	96 1/2	128 1/2
Chicago & Northwestern	119 1/2	120 1/2	119 1/2	121	117 1/2	120	115 1/2	117 1/2	115 1/2	118	95,020	115 1/2	Oct. 18	140 1/2	Apr. 13	121	150 1/2
Do pref.	138 1/2	139 1/2	138 1/2	139 1/2	136	138 1/2	134	136	134 1/2	135 1/2	6,500	134	Oct. 17	157	Apr. 13	136	175
Chicago Rock Island & Pacific	119 1/2	120	120 1/2	120 1/2	118 1/2	120 1/2	117 1/2	118 1/2	118 1/2	119	8,979	117 1/2	Aug. 13	127 1/2	Jan. 5	122	140 1/2
Chicago St. Louis & Pittsburg	12	12	11 1/2	12 1/2	11	11	11	11	11 1/2	11 1/2	363	10 1/2	Aug. 31	22	Apr. 21	10	11 1/2
Do pref.	39 1/2	40	35	38	33	34 1/2	30	31 1/2	30 1/2	32 1/2	850	33	Oct. 17	57 1/2	May 16	29 1/2	58 1/2
Chicago St. Paul Minn. & Om.	34 1/2	36	34 1/2	36 1/2	31	34 1/2	30	31 1/2	30 1/2	32 1/2	15,300	30	Oct. 17	55 1/2	Jan. 18	29 1/2	58 1/2
Do pref.	94 1/2	95 1/2	94 1/2	96	92 1/2	94 1/2	91	91 1/2	92	94 1/2	14,625	91	Oct. 17	113 1/2	Jan. 5	97 1/2	117
Cleveland Col. Cinn. & Ind.	136	136	135 1/2	136	135 1/2	136	135 1/2	136	135 1/2	136	2,700	54	Oct. 3	84	Jan. 5	65 1/2	92 1/2
Cleveland & Pittsburg, guar.											265	124 1/2	Aug. 13	142	Jan. 26	133	140
Columbus Chic. & Ind. Cent.					2	2 1/2					300	2	Oct. 1	7 1/2	Mar. 5	3 1/2	21 1/2
Delaware Lackawanna & West.	117	117 1/2	115 1/2	117 1/2	113 1/2	116	111 1/2	113 1/2	112 1/2	114 1/2	601,880	111 1/2	Oct. 17	131 1/2	Apr. 13	116 1/2	150 1/2
Denver & Rio Grande	22 1/2	23 1/2	23 1/2	24 1/2	23 1/2	24 1/2	23 1/2	24 1/2	23 1/2	25 1/2	53,910	21 1/2	Aug. 4	51 1/2	May 3	38 1/2	74 1/2
East Tennessee Va. & Ga.	6 1/2	6 1/2	6 1/2	6 1/2	5 1/2	6 1/2	4 1/2	5 1/2	5 1/2	6 1/2	7,434	4 1/2	Oct. 17	11 1/2	Apr. 13	8	16
Do pref.	12 1/2	13 1/2	13	14	12	12 1/2	11 1/2	11 1/2	11 1/2	13	2,610	11 1/2	Oct. 17	23	Apr. 14	15 1/2	26 1/2
Evansville & Terre Haute					50	50	50	50	50	50	700	45	Aug. 28	75	Jan. 29	68	86 1/2
Green Bay Winona & St. Paul											150	5	Feb. 9	10 1/2	Apr. 12	6	16
Hannibal & St. Joseph											10	38	Mar. 6	46 1/2	Jan. 17	45	110
Do pref.											72	Jan. 3	97 1/2	May 5	72	111 1/2	
Harlem											190	Aug. 28	200	Jan. 29	196	208	
Houston & Texas Central											10	57 1/2	Oct. 4	82 1/2	Apr. 5	61	92 1/2
Illinois Central	126 1/2	127 1/2	127 1/2	127 1/2	126	127	125 1/2	126	125 1/2	126	3,015	124	Aug. 14	148	June 14	127 1/2	150 1/2
Do leased line											131	77	Feb. 17	83	Oct. 18	77	83
Indiana Bloom'n & Western	21 1/2	22	21 1/2	22	20 1/2	21 1/2	19	20 1/2	19 1/2	20 1/2	5,200	19	Oct. 17	35 1/2	Apr. 9	30	49 1/2
Lake Erie & Western	15 1/2	15 1/2	15 1/2	15 1/2	13 1/2	14	13 1/2	14	15	15	2,745	13 1/2	Oct. 16	33 1/2	Jan. 18	23 1/2	45
Lake Shore	98	99	97 1/2	98 1/2	97 1/2	98 1/2	94	97 1/2	92 1/2	95 1/2	164,325	92 1/2	Oct. 18	114 1/2	Jan. 18	98	120 1/2
Long Island	64	64	63 1/2	64 1/2	58	62 1/2	58 1/2	60 1/2	62	65	7,333	58	Oct. 17	86 1/2	June 30	49 1/2	65
Louisiana & Missouri River					13	13	13	13	13	13	350	13	Sept. 18	13 1/2	June 30	14 1/2	24
Louisville & Nashville	47	48 1/2	46 1/2	48 1/2	45	47 1/2	44 1/2	46 1/2	45	47 1/2	78,780	40 1/2	Aug. 27	58 1/2	Jan. 20	46 1/2	100 1/2
Louisville New Albany & Chic	35	35	34 1/2	35	33	35	31	33	32	34	300	30 1/2	Oct. 9	68	Jan. 5	57	73
Manhattan Elevated	42 1/2	45	42 1/2	45	42	42	41 1/2	42	41 1/2	44 1/2	1,300	38	Aug. 14	53 1/2	Feb. 9	40	60 1/2
Do 1st pref.	83	85	83	85	83	85	83	85	83	85	1,000	80	Aug. 18	90	Jan. 18	82	98 1/2
Do common	42 1/2	45	42 1/2	45	42	43	40	42	41	43	38	Aug. 17	53	Feb. 10	40	56	
Manhattan Beach Co.					16	16	14	14 1/2	12 1/2	13	1,200	12 1/2	Oct. 18	30 1/2	June 30	15	37
Memphis & Charleston	40	42	41	41 1/2	40	40	39	40	39	40 1/2	11,500	31 1/2	Aug. 13	55	Jan. 8	42 1/2	82 1/2
Metropolitan Elevated	92	91	92	91	90	91	90	92	91	91	100	76	May 17	95 1/2	Sept. 14	77	93
Michigan Central	78 1/2	79 1/2	78 1/2	79 1/2	78 1/2	80 1/2	77	78 1/2	78	79 1/2	49,465	77	Oct. 17	100 1/2	Jan. 19	77	105
Milwaukee L. Sh. & Western					37	37	37	37	35	36	700	10	June 19	18	Jan. 4	13	21
Do pref.					37 1/2	37 1/2	37	37	35	36	700	35	Oct. 19	48 1/2	Jan. 20	41 1/2	58 1/2
Minneapolis & St. Louis	20	20	20 1/2	20 1/2	18 1/2	20 1/2	18	18 1/2	18	19	1,910	18	Oct. 17	30 1/2	Jan. 18	19	36 1/2
Do pref.					44	50	38	42	38	42	32,445	47	Aug. 15	68 1/2	Jan. 18	59	77
Missouri Kansas & Texas	21 1/2	23 1/2	22	23 1/2	21	22 1/2	19 1/2	21 1/2	20 1/2	22 1/2	53,840	19 1/2	Oct. 17	34 1/2	Jan. 18	26 1/2	42 1/2
Missouri Pacific	94 1/2	95 1/2	94 1/2	95 1/2	90 1/2	93 1/2	90 1/2	92 1/2	90 1/2	92 1/2	900	90 1/2	Oct. 17	106 1/2	Apr. 9	86 1/2	112 1/2
Mobile & Ohio	11 1/2	11 1/2	10	11	10	10	10	10	10	10	440	10	Oct. 17	19 1/2	Jan. 5	12	35 1/2
Morris & Essex	122	124	121 1/2	124 1/2	121 1/2	124 1/2	120	122	121 1/2	124 1/2	1,360	120	Feb. 15	129 1/2	June 11	119 1/2	123
Nashville Chattanooga & St. L.	53	53 1/2	53	53	52 1/2	53	52 1/2	52 1/2	54	55	71,420	50 1/2	May 17	64 1/2	Jan. 22	47	87 1/2
New York Central & Hudson	114 1/2	114 1/2	114 1/2	115	111 1/2	115	112 1/2	114 1/2	112 1/2	114 1/2	2,380	112 1/2	Oct. 18	129 1/2	Mar. 10	123 1/2	138
New York Chic. & St. Louis	8 1/2	8 1/2	8	8 1/2	7 1/2	8	7 1/2	8 1/2	8	8	1,780	7	Aug. 13	15 1/2	Jan. 5	10 1/2	17 1/2
Do pref.	14 1/2	16 1/2	15	15	15	15	13 1/2	13 1/2	14	14	1,500	13 1/2	Oct. 17	35	Jan. 4	27	37 1/2
New York Elevated	95	95	95	95	95	95	95	95	95	95	658	90	Aug. 23	105	Feb. 16	100	109 1/2
New York Lack. & Western	84	84 1/2	83 1/2	84	81 1/2	84 1/2	82	84	83 1/2	84	80,150	83 1/2	Oct. 19	89 1/2	Mar. 5	83 1/2	93 1/2
New York Lake Erie & West.	29 1/2	29 1/2	29 1/2	29 1/2	27 1/2	29 1/2	27 1/2	28 1/2	27 1/2	28 1/2	1,360	72	Aug. 13	83	Jan. 5	67	88 1/2
Do pref.					73 1/2	73	72	73	73	73	1,500	19	Oct. 1	52 1/2	Jan. 9	45	60 1

New York Local Securities.

Table with columns: Bank Stock List, Insurance Stock List, COMPANIES, PRICE. Includes sub-sections for 'Marked thus (*) are not National' and 'Insurance Stock List. [Prices by E. S. Bailey, 7 Pine St.]'.

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by GEO. H. PRENTISS & Co., Brokers, 11 Wall Street.]

Table with columns: GAS COMPANIES, Par., Amount, Period, Rate, Date, Bid, Ask. Lists various gas companies and their financial details.

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

Table with columns: Stock/Bond Name, Par., Amount, Period, Rate, Date, Bid, Ask. Lists various stocks and bonds with their respective prices and terms.

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

Quotations in Boston, Philadelphia and Baltimore.

Large table with columns: SECURITIES, Bid, Ask. Divided into sections for BOSTON, PHILADELPHIA, and BALTIMORE. Lists various securities, stocks, and bonds with their market prices.

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

RAILROAD EARNINGS.

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

Table with columns: Roads, Latest Earnings Reported (Week or Mo, 1883, 1882), Jan. 1 to Latest Date (1883, 1882). Lists various railroads like Ala. Gt. Southern, Atch. Top. & S. Fe, Buff. N. Y. & Phil., 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. 13:

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

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

The following are the totals for three weeks: 1883, 1882, 1881. Columns: Loans, Specie, L. Tenders, Deposits, Circulation, Ag. Clear.

Boston Banks.—Following are the totals of the Boston banks: 1883, 1882, 1881. Columns: Loans, Specie, L. Tenders, Deposits, Circulation, Ag. Clear.

Philadelphia Banks.—The totals of the Philadelphia banks are as follows: 1883, 1882, 1881. Columns: Loans, Lawful Money, Deposits, Circulation, Ag. Clear.

Unlisted Securities.—Following are quoted at 33 New Street: Am. Railway Imp. Co., Ex bonds and stock, Atl. & Pac.—Gs, 1st, 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.

RICHMOND & DANVILLE DEBENTURES.—Since the comments made upon these bonds in the CHRONICLE of Oct. 6, several communications upon the subject have been received. Holders of the debenture bonds naturally feel much aggrieved that after interest had been paid regularly since the bonds were issued, it should be suspended at a time when the earnings of the road make a particularly good exhibit, as they do for the year ending Sept. 30, 1883. In the celebrated Western Union Telegraph suit, just lately decided in the New York Court of Appeals, Judge Earle, in delivering the opinion of the Court, used the following language: "If, however, a dividend be made payable in cash, or payable generally, the corporation becomes a debtor, and must discharge such debt, as it is bound to discharge all its other debts, in lawful currency." This may or may not be pertinent to the subject in hand, but if it is intended to say that a corporation having once declared a dividend cannot revoke its action, but becomes thereby responsible for the payment of such dividend to its stockholders, the decision would certainly cover an important point.

In regard to the income account of the R. & D. Company for the two years ending Sept. 30, 1883, a party thoroughly conversant with the affairs of the company claims that there was a surplus equitably belonging to the debenture bondholders. This claim is made on the ground that the company received income bonds for the betterments made on the Atlanta & Charlotte Railroad to the amount of \$467,000, which go into its assets in the balance sheet. There were also other large credit items, and to show all the particulars of receipts and disbursements in the two years, the following statement is compiled:

GENERAL STATEMENT OF RICHMOND & DANVILLE RR. FOR YEARS 1882 AND 1883.

Dr.	
Expenses for 1882, as per report.....	\$2,353,638
Expenses for nine months 1883, per statement July 27.....	1,626,805
Sundry accounts, 1882.....	71,518
Improvements for 1882, as per report.....	546,126
" " 1882 Atlanta & Charlotte RR.....	292,756
" " 1883, per statement July 27.....	190,026
" " 1883 Atlanta & Charlotte RR.....	148,662
Interest and rentals 1882, per report.....	1,317,924
" " 9 months 1883, per statement July 27.....	1,124,400
" " 3 months, estimated.....	374,800
Dividends paid 1882.....	380,000
Two years' interest on \$1,000,000 6 per cent. mortgage income bonds, one-half year unpaid.....	480,000
Surplus over and above all charges.....	427,842
	\$9,337,205
Cr.	
Gross earnings 1882, per report.....	\$3,651,073
" " 9 months 1883, per statement July 27.....	2,871,941
Net earnings July, 1883.....	98,274
" " August, 1883.....	115,215
" " September, 1883, estimated.....	72,739
Received from investments & premiums for 1882, per report.....	575,770
" " 9 months 1883, statement July 27.....	10,660
Credit sundry accounts 1882.....	23,300
Interest paid on income bonds prior to Sept. 30, 1882.....	75,873
" " per statement July 27, 1883.....	178,515
Income bonds received for betterments under lease Atlanta & Charlotte RR., expended 1882.....	307,000
Income bonds received for betterments under lease Atlanta & Charlotte RR. for 9 mos. 1883, per statement July 27, 1883.....	160,000
Richmond & Danville RR. consol. bonds returned under above lease.....	220,000
Canceled State of Virginia debt.....	330,950
Estimated betterments on North Carolina RR. for 1882 and 1883 settled with lease.....	175,000
Supplies on hand.....	380,000
Cash Sept. 30, 1881.....	86,892
	\$9,337,205

RAILROADS IN OHIO.

The CHRONICLE has obtained copies of the returns made by several prominent companies to the Railroad Commissioner of Ohio, for the year ending June 30, 1883.

These reports are made upon forms supplied by the Ohio office, and are published below just as they are made, in comparison with the previous year. There is no opportunity to comment upon or explain the various items, since these reports are merely statistical, without reading matter or explanations.

Chicago St. Louis & Pittsburg.

(For the year ending June 30, 1883.)

This company, formerly the Columbus Chicago & Indiana Central, took possession March 1, 1883. For nine months from July 1, 1882, to March 1, 1883, the returns are made by the Pittsburg Cincinnati & St. Louis Railway Co., lessee, and from March 1 to July 1, by this company.

	1882. (570 miles.)	1883. (580 miles.)
Gross earnings (C. C. & I. C.).....	\$4,748,646	\$4,102,181
Do (C. St. L. & P., 3 mos.).....		1,226,766
Total for year.....	\$4,748,646	\$5,328,947
Operating expenses (C. C. & I. C.).....	\$4,379,214	\$3,389,364
Do (C. St. L. & P., 3 mos.).....		1,106,602
Total for year.....	\$4,379,214	\$4,495,966
Net earnings (C. C. & I. C.).....	\$369,432	\$712,817
Do (Chic. St. L. & P., 3 mos.).....		120,164
Total for year.....	\$369,432	\$832,981
Rentals paid (C. C. & I. C.).....	\$369,432	\$7,074
Do (C. St. L. & P.).....		5,306
Total for year.....	\$369,432	\$12,380
Net income (C. C. & I. C.).....		\$700,437
Do (C. St. L. & P.).....		114,858
Total for year.....		\$815,295
Receipts other than earnings—		1883. 3 Mos., July 1.
Other stocks.....		\$48,546
Payments other than operating expenses—		
Interest on bonds.....		163,104

GENERAL BALANCE SHEET JULY 1, 1883.

Liabilities.		Assets.	
Capital stock.....	\$30,000,000	Cost of road, equip., &c.....	\$50,275,954
Funded debt.....	21,829,231	Supplies on hand.....	461,700
Due for current expenses.....	536,410	Cash on hand.....	392,073
Due other companies.....	102,829	Amount due by agents.....	95,598
Miscellaneous.....	168,107	Due by other companies.....	1,301,836
		Miscellaneous.....	608,870
Total.....	\$52,636,580	Balance.....	48,546
		Total.....	\$52,636,580

Columbus Hecking Valley & Toledo.

(For the year ending June 30, 1883.)

	1882. (307 miles.)	1883. (309 miles.)
Gross earnings.....	\$2,708,493	\$2,782,427
Operating expenses.....	1,226,501	1,097,874
Net earnings.....	\$1,481,991	\$1,684,553
Rentals.....	23,536	22,512
Net income.....	\$1,458,454	\$1,662,041
Receipts other than earnings—		
Increase of floating debt.....	261,609	156,829
Payments other than operating expenses and rentals—		
Interest on bonds.....	\$799,393	\$866,060
Interest on floating debt.....	21,024	33,216
Floating debt liquidated.....	196,826	
Construction of new work.....	189,558	143,907
Additional equipment.....	271,049	212,891
Additional real estate.....	167,967	16,304
Total.....	\$1,610,218	\$1,272,379

BALANCE SHEET JULY 1ST.

Liabilities—		1882.	1883.
Capital stock.....	\$10,316,500	\$10,316,500	\$10,316,500
Bonds issued.....	11,658,000	11,658,000	11,658,000
Bills payable.....	491,476	491,476	641,342
Due agents.....	17,858	17,858	38,384
Due railroads.....	9,713	9,713	18,585
Due on other accounts.....	229,870	229,870	289,891
Coupons outstanding (including July int.).....	88,372	88,372	22,510
Lease warrants.....	1,051,932	1,051,932	1,000,698
Dividends unpaid.....			
Contingent account.....	20,824	20,824	
Profit and loss.....			1,037,098
Total.....	\$27,684,656	\$27,684,656	\$28,063,280
Assets.			
Cash on hand.....	\$109,085	\$109,085	\$120,118
Construction.....	13,568,470	13,568,470	13,803,391
Equipment.....	3,079,079	3,079,079	3,291,970
Steam excavator.....	9,079	9,079	
Road tools.....			11,851
Real estate.....	902,298	902,298	817,116
Shop tools and machinery.....	44,255	44,255	47,136
Fencing.....	160,387	160,387	161,190
Right of way.....	406,352	406,352	410,332
Bills receivable.....	1,986	1,986	2,460
Telegraph line.....	14,198	14,198	14,232
Materials and supplies.....	211,853	211,853	221,169
Due from agents.....	807	807	1,453
Due from railroads.....	43,031	43,031	69,449
Due from other accounts.....	71,917	71,917	77,786
Bond and stock account.....	8,009,919	8,009,919	8,009,919
Car and locomotive trusts.....	1,651,932	1,651,932	1,000,698
Total.....	\$27,684,656	\$27,684,656	\$28,063,280

Lake Erie & Western.

(For the year ending June 30, 1883.)

	1882.	1883.
Gross earnings.....	\$1,424,913	\$1,503,523
Operating expenses.....	1,140,959	1,301,389
Net earnings.....	\$283,954	\$199,134
Rentals paid.....	13,091	9,645
Net income.....	\$269,932	\$189,489
Payments other than operating expenses and rentals—		
Interest on bonds.....	\$278,520	\$278,520
Interest on floating debt.....	13,733	12,133
Construction of new work.....	92,551	130,547
Additional equipment.....	20,000	43,534
Total.....	\$404,804	\$464,734

BALANCE SHEET JULY 1.

	1882.	1883.
Liabilities—		
Capital stock.....	\$7,700,000	\$7,700,000
Funded debt.....	7,887,000	7,867,000
Interest unpaid—not due.....	83,883	83,216
Bills payable.....	48,010	92,841
Vouchers and accounts.....	162,172	312,288
Other liabilities.....	80,289	138,879
Total.....	\$15,961,134	\$16,194,226
Assets—		
Construction.....	\$14,715,557	\$14,715,557
Equipment.....	929,536	1,034,916
U. S. Government Post Office Department.....	5,993	5,993
United States Express Company.....	2,000	2,000
Accounts receivable.....	2,788	4,927
Due from agents and companies.....	45,715	26,887
Materials and supplies.....	129,285	27,813
Cash on hand.....	61,233	31,623
Debit balance.....	69,233	314,473
Total.....	\$15,961,134	\$16,194,226

Lake Shore & Michigan Southern.

(For the year ending June 30, 1883.)

	1882.	1883.
Miles of road.....	1,177.29	1,339.54
Gross earnings.....	\$16,969,183	\$19,192,088
Operating expenses.....	11,388,185	11,436,736
Net earnings.....	\$5,581,000	\$8,055,352
Rentals paid.....	308,157	417,461
Net income.....	\$5,272,843	\$7,637,891
Receipts other than earnings—		
Sale of bonds of company.....	\$1,900,000	\$6,527,000
Sale of other st'ks, b'nds and securities.....	850,000	.....
Increase of floating debt.....	1,870,826	.....
Interest and dividends on assets.....	146,787	88,491
Sundry credits, profit and loss.....	24,546	.....
Total.....	\$1,792,160	\$6,615,491
Payments other than operating expenses and rentals—		
Interest on bonds.....	\$2,665,605	\$2,969,125
Dividends on general stock.....	3,957,320	3,957,320
Dividends on guaranteed stock.....	53,350	53,350
Floating debt liquidated.....	.....	770,116
Applied to sinking fund.....	250,000	250,000
Construction of new work.....	832,378	.....
Additional equipment.....	1,791,000	1,000,000
Additional real estate.....	67,624	143
New equipment charged profit and loss.....	674,949	.....
Sundry debts, profit and loss.....	45,193	.....
On account new general office.....	142,039	.....
Interest in N. Y. C. & St. L. Railway.....	.....	6,527,000
Increase of investments in other companies.....	.....	273,985
Total.....	\$10,479,457	\$15,801,040

BALANCE SHEET JULY 1.

	1882.	1883.
Liabilities—		
Capital stock.....	\$50,000,000	\$50,000,000
Funded debt—L. S. & M. S.....	36,915,000	43,192,000
do. Det. Monroe & Toledo.....	924,000	924,000
do. White Pigeon & Kalamazoo.....	600,000	600,000
Floating debt.....	1,870,826	.....
June liabilities.....	1,733,921	2,834,631
Dividends paid Aug. 1.....	1,016,005	1,016,005
Income, or profit and loss account.....	3,774,671	4,521,259
Total.....	\$96,834,424	\$103,087,896
Assets—		
Construction L. S. & M. S. R'way.....	\$66,500,000	\$66,500,000
Equipment.....	16,169,000	17,169,000
Detroit Monroe & Toledo RR.....	1,381,600	1,381,600
Kal. & White Pigeon RR.....	610,000	610,000
Northern Central Mich. RR.....	1,357,000	1,357,000
Int. in Jamestown & Franklin RR.....	2,112,169	2,129,915
Int. in Chi. & Can. Southern RR.....	660,000	715,000
Int. in N. Y. C. & St. L. RR.....	.....	6,527,000
Stock in other companies.....	1,615,968	1,713,217
Bonds in other companies.....	1,143,918	1,247,908
Pacific Hotel Co., Chicago.....	428,212	428,212
Gen. office prop'y and other real estate.....	365,635	365,779
Supplies—rails, fuel, &c.....	1,166,890	1,003,199
Equip't and const'n in 1882 to be ch'gd off to proper acc'ts at end of fiscal year.....	1,059,763	.....
Valley RR. Co. Cleveland advances.....	.....	277,828
Cash, cash items & earn's in course of coll'n.....	2,463,507	1,662,234
Total.....	\$96,834,424	\$103,087,896

N. Y. Pennsylvania & Ohio.

(For the year ending June 30, 1883.)

	1882.	1883.
Gross earnings.....	(566 miles.) \$5,160,122	(570 miles.) \$5,020,960
Operating expenses.....	4,051,201	3,323,777
Net earnings.....	\$1,108,920	\$1,697,183
Rentals.....	760,486	681,749
Net income.....	\$648,434	\$1,015,434
Receipts other than earnings—		
Bonds issued on account of purchase.....	\$1,820,000	.....
Sale of other stocks, bonds and securities.....	13,090	.....
Bonds issued to pay interest not earned.....	2,576,886	2,223,000
Sale of real estate and other portions of property purchased.....	50,077	68,199
Assets of the receiver collected.....	1,006	.....
General interest and exchange.....	.....	15,128
Rentals received on account.....	.....	70,000
Totals.....	\$4,161,060	\$2,376,328
Payments other than operating expenses & rentals—		
Interest on bonds paid in cash.....	\$187,000	\$945,064
Interest on bonds paid in bonds.....	2,576,886	.....
Interest on bonds paid in deferred warrants.....	.....	3,185,382
Premiums, commissions, &c.....	2,500	2,500
Interest on floating debt.....	5,792	.....
Construction of new work.....	169,175	114,914
Additional equipment.....	4,068	861
Additional cost of property.....	1,820,000	.....
Additional real estate.....	.....	3,371
Liabilities of receiver paid.....	6,829	141
Payment on account Hinrod furnace judgment.....	75,922	18,000
Total.....	\$5,141,174	\$3,325,171

*Ten months.

ANNUAL REPORTS.

Ohio & Mississippi Railway.

(For the year ending June 30, 1883.)

At the recent election of directors held in Cincinnati, there was a sharp contest for control between the Baltimore & Ohio party on one side and London and New York stockholders in opposition. A compromise ticket was elected, composed of Messrs. Robert Garrett for Baltimore & Ohio, and Jas. H. Smith and Edwards Whittaker for the others. This result still leaves the Baltimore & Ohio party in control, probably for two years at least. The receiver's report of operations had the following:

The net earnings, as shown by the books of the receiver, were:

For the year ending June 30, 1880.....	\$1,280,261
For the year ending June 30, 1881.....	1,118,626
For the year ending June 30, 1882.....	844,612
For the year ending June 30, 1883.....	1,121,364

"The favorable increase of earnings in the period last named seemed to justify the directors in going forward in the execution and due record of the mortgage in all the counties of the four States in which the company's property is situate, the engraving of the bond, and the printing of about 3,000, ready for issue. All this has been done, and the first issue, as directed by the stockholders, is now ready to be made whenever the directors can be assured of a market for the bonds at a reasonably fair rate of discount.

"The present financial status of the company may be stated thus:

Mortgage bonds..... \$12,152,000

In addition there are debts due as follows:

Income and funded debt bonds due Oct. 1, 1882.....	\$174,000
Old Western Division bonds past due.....	97,000
Debtore bonds due May 1, 1883.....	140,000
Debts secured by pledge of Springfield Division bonds.....	250,000
Other debts about.....	100,000
Arrears of interest on first, second, and Springfield Division mortgage bonds, at face.....	822,955
Arrears of sinking funds, exclusive of interest on 1st mort. bonds and 1st mort. sinking fund....	496,845— 2,080,800

Total debt..... \$14,532,800

"This total represents the whole indebtedness of the company, except possible claims for interest on interest.

"It will be seen that of the foregoing, \$2,080,800 is now due. To provide for its payment and for possible claims for interest above referred to, and to procure additional rolling stock and terminal facilities now imperatively demanded by increased business, the sale of about \$3,000,000 of the bonds authorized is proposed to be made. When this shall have been effected, the annual liability for interest on funded debt will be \$1,032,700. To this must be added the annual contributions to the sinking funds, which, as made, go to the reduction of the debt, and which for the current year amount to \$78,000, making the total annual fixed charges to be \$1,110,700. The net revenue for the four years preceding June 30, 1883, amounted to \$4,364,864, or an average per year of \$1,091,216, or within less than \$20,000 of the sum required to meet the annual fixed charges after the issue of \$3,000,000 of the new five per cent bonds shall have been made." * * * "It is manifest that the figures given for the earnings of the last four years express much less than the net earnings would have been in a normal condition of management of a completed road in good repair and reasonably equipped, such as the Ohio & Mississippi road may well claim to be after the purchase of the rolling stock for which the proposed loan is in part intended. During these years the road, under the management of the present receiver and his predecessor, has been greatly improved in condition. On the main line and Louisville branch, steel rails have been substituted for iron, excepting about eight miles of the Western Division, where the changes are now being made. Valuable depot improvements have been effected and new rolling stock purchased." * * * "There was also paid and charged to working expenses in the three years ending December 31, 1882, an average annual expenditure of \$134,865 for the use, under the name of 'mileage,' of the cars of other companies, the greater part of which will be saved by the proposed addition to the company's own equipment, say to the value of \$500,000." * * *

"Since the last annual meeting, the question involved in the suit of George Henry Warren and others, who were holders of preferred stock, has been decided in the Supreme Court of the United States. As stated by the Court, 'the sole question involved was whether the preferred stockholders are entitled to have their shares of stock declared to be a lien on the property of the company next after the first mortgage.' The preferred stockholders based their claim upon the language of their certificates, which declared that such stock should be and remain a first claim upon the property of the corporation after its indebtedness, and they insisted that the indebtedness referred to was that at date of the reorganization in 1867 and which was represented only by the first mortgage. The Court held that the language of the certificates must be understood as including indebtedness afterward created, as well as that existing at the time the preferred stock was issued, and hence that such stock was not entitled to a priority over the second mortgage bonds. It is not understood that the question has been adjudicated as to whether the dividends on the preferred stock, in the absence of net earnings, are to accumulate from year to year until there are net earnings sufficient to pay them. That question is still open, and can only arise for practical action when there shall be net earnings in any year applicable

to payment of dividends beyond the dividend on the preferred stock for such year."

Central Railroad and Banking Company of Georgia.

(For the year ending August 31, 1883.)

The annual report of this company was recently submitted, and from Southern papers the following extracts are made:

Earnings.		Expenses.	
Central RR.—		Central RR.—	
Savannah Division...	\$1,984,677	Savannah Division...	\$1,161,673
Atlanta Division.....	573,611	Atlanta Division.....	472,793
Southwestern RR.....	1,031,350	Southwestern RR.....	687,946
Columbus & West. R'y..	176,370	Columbus & West. R'y..	115,406
Montgomery & Eufaula		Montgomery & Eufaula	
R'way.....	336,809	R'way.....	182,998
Eufaula & Clayton R'y.	24,216	Eufaula & Clayton R'y.	17,911
Ocean Steamship Co....	731,414	Ocean Steamship Co....	273,467
Central RR. Bank and		Central RR. Bank.....	29,718
investments.....	119,356		
Total from all sources.	\$1,977,807	Tot. expens's all kinds.	\$2,950,115
Total net earnings.....	\$2,027,691		

Disposed of as follows:

Interest on bonds.....	\$551,795
Rentals of roads.....	439,722
Interest on certificates of indebtedness.....	276,000
Sinking funds.....	115,000
Dividends.....	600,000
Total paid out on account of fixed charges and dividends.....	1,982,517
Surplus for the year.....	\$45,174

"It will be seen from the above figures that our earnings from all sources have been sufficient to meet fixed charges and pay to our stockholders a dividend of 8 per cent, and yet leave a surplus of \$45,174. While this is a very small balance to be reserved from so large a business, your board, in view of the good financial condition of your company, and the excellent business it was enjoying at the time of the declaration of the last dividend, did not deem it necessary to increase the surplus at the expense of a reduction of the stockholders' income, recognizing their claims to all the net proceeds from their property that can be prudently paid, with due regard to the financial safety of the company." * * *

"So far from earning excessive profits, the contrary has been the case, for those of your roads lying within the limits of the State of Georgia, and under the jurisdiction of its railroad laws, have not been able to earn a legal interest upon their capital. The Central and Southwestern railroads, moving a much larger volume of business than the year previous, yield only about 4 1/2 per cent upon their combined capital stock, after paying the interest upon their fixed obligations, while those obligations and the capital stock of the two companies, taken together, do not make an amount greater than would be required at the present time to reproduce the property. It is thus with the two roads traversing and reaching the best business sections of our State. Those passing through territory thinly settled or less developed, and dependent upon a lighter traffic, fall still further short of remunerating their owners." * * *

"As compared with last year, there has been an increase in gross earnings of the Central and Southwestern roads of \$176,996 and a reduction in expenses of \$70,278, making an increase in the net receipts of \$247,274 over the results of the previous year. The increase in earnings is due chiefly to the increased volume of all classes of business, consequent upon the large crop of cotton made last year in territory served by, and contributing to, the support of our lines. Notwithstanding the increased volume of business, some reduction in expenses has been effected, and, at the same time, the property has been maintained in its usual good order, with a fair average of improvements and betterments." * * *

"The business of the Ocean Steamship Company has been unusually prosperous, not only earning enough to become the chief contributor to the fund from which was paid the dividend to our stockholders, but to enable it to place to the credit of its sinking fund account \$100,000 towards the ultimate liquidation of its bonded debt." * * *

"As stated in the last report of this company steps were then being taken to organize the purchasers of the Western Railroad of Alabama into a corporate company. This was consummated in March last, and the company incorporated in accordance with the laws of Alabama, under the corporate name of 'The Western Railway of Alabama.' The capital stock has been fixed at \$3,000,000, which, when interest and all other expenses are included, no more than represents the cost of property to the purchasers. Its earnings amounted to \$491,576 and its expenses to \$258,860, which makes an increase in its net earnings over last year of \$28,479.

"The fiscal year of the lessees of the Georgia Railroad closes on the 31st day of March. The report of the lessees' board of managers, published at that date, shows the net income during the year to have been \$619,712,—\$19,712 in excess of the rental."

Mobile & Ohio Railway Co.

(For the year ending June 30, 1883.)

The annual report, just furnished to the CHRONICLE, has the following remarks: "There has been added to the sinking fund during the year \$55,500 of the first preferred debentures at a cost of \$45,314. Of this amount there was realized from the sale of lands \$40,884, and from interest dividends on debentures held on account of sinking fund \$4,430. The total amount of the sinking fund on June 30, 1883, invested in first preferred debentures is \$256,000. The debentures so acquired for account of the sinking fund are not canceled, but are transferred in trust to the Farmers' Loan & Trust Company, and

stamped 'not negotiable,' and the interest dividends thereon as collected are reinvested for account of the same fund.

"Beyond the current expenses for the month of June, which are payable on or before the 15th of the next succeeding month, the only floating indebtedness appears in bills payable, and results from the company having assumed the advance of \$100,000, incurred in the completion of the Kentucky & Tennessee Railroad (Cairo Extension), which advance is referred to in the last annual report as under the guarantee of this company." * * *

"There has been an increase in revenue over last year of 4.93 per cent, or \$106,784, and an increase in expenses of 2.42 per cent, or \$38,879, and in net revenue there has been an increase of 12.08 per cent, or \$67,904. The total number of bales of cotton moved during the year was 239,974, against 232,320 bales moved in the preceding year. The general or total tonnage over the road for the year amounted to 357,493.4 against 345,754.7 tons moved during the past year. The receipts from the sale of lands during the year have been \$29,038, and the expenses of the department were \$11,384, leaving a net balance of \$17,654.

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

	1879-80.	1880-81.	1881-82.	1882-83.
Tot. miles owned & oper..	506	506	527	527
Locomotives.....	75	75	75	81
Pass'ger, mail & exp. cars.	40	43	46	45
Freight cars.....	1,072	1,134	1,227	1,259
Other cars.....	68	80	80	9

OPERATIONS AND FISCAL RESULTS.

	1879-80.	1880-81.	1881-82.	1882-83.
Operations—				
Passengers carried.....	238,969	259,689	303,952	300,725
Passenger mileage.....	10,468,635	11,312,655	12,409,125	13,335,825
Freight (tons) moved.....	332,552	364,430	345,754	357,493
Freight (tons) mileage.....	80,406,765	86,956,914	75,184,535	75,330,860
Earnings—				
Passenger.....	\$ 398,217	\$ 416,127	\$ 401,702	\$ 427,999
Freight.....	1,772,984	1,791,503	1,617,932	1,716,339
Mail, express, &c.....	113,415	170,187	144,610	126,720
Total gross earnings..	2,284,616	2,377,817	2,164,274	2,271,058
Operating expenses—				
Maintenance of way, &c.	426,966	476,307	487,956	495,354
Maintenance of equipm't.	339,910	303,263	293,584	300,802
Transportation expenses.	598,189	575,816	596,238	624,799
Taxes.....	26,511	48,318	49,926	50,955
Miscellaneous.....	68,044	158,782	174,441	169,114
Total.....	1,459,650	1,562,486	1,602,145	1,641,024
Net earnings.....	824,966	815,331	562,129	630,034
Per ct. of op. ex. to earnings	63.89	65.71	74.03	72.26

INCOME ACCOUNT.

	1879-80.	1880-81.	1881-82.	1882-83.
Receipts—				
Net earnings.....	\$ 824,966	\$ 815,331	\$ 562,129	\$ 630,034
Disbursements—				
Interest on mort. bonds..	420,000	420,000	456,000	456,000
Interest on incomes.....	389,500	408,000	106,000	159,000
Miscellaneous.....				1,626
Total disbursements..	809,500	828,000	562,000	616,626
Balance.....	Sur. 15,466	Def. 12,669	Sur. 129	Sur. 13,403

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1879-80.	1880-81.	1881-82.	1882-83.
Assets—				
RR., build'gs, equip., &c.	20,459,244	20,812,281	20,812,281	20,852,281
Land department assets..	795,892	807,447	817,651	843,433
St'ks & bds. owned, cost..	9,680	19,458	9,680	
Bills and ac'cts. receivable	149,627	128,204	71,032	61,122
Materials, fuel, &c.....	236,916	327,755	325,831	392,396
Cash on hand.....	374,666	297,485	40,428	33,956
Reorganization trust.....	160,434			
Renewal fund.....				105,220
U. S. Q. M. accounts.....	194,184			
Car trust assets.....			50,406	122,653
Miscellaneous items.....	17,535	24,039	43,125	40,166
Total.....	22,598,178	22,416,669	22,170,437	22,456,227
Liabilities—				
Stock.....	5,320,600	5,320,600	5,320,600	5,320,600
Bonds (see SUPPLEMENT).	16,250,000	16,250,000	16,250,000	16,290,000
Bills payable.....	47,087	59,191	34,653	100,000
All other dues and ac'cts.	60,493	67,854	64,337	98,298
Interest on debt.....	52,535	59,039	78,124	75,164
Car trust.....			50,406	122,654
Land department.....				107,838
Renewal fund.....				142,048
Profit and loss—General..	582,873	410,797	108,925	125,332
Do Special.....		153,041	153,041	
Do Land dept.....	84,590	96,144	106,351	24,293
Total liabilities.....	22,398,178	22,416,669	22,170,437	22,456,227

GENERAL INVESTMENT NEWS.

Atlantic & Pacific.—The new lines to the Pacific, via Atlantic & Pacific Railway, will be opened on the 21st inst., when through Pullmans will be run from St. Louis to San Francisco, via the St. Louis & San Francisco, from St. Louis to Halsted, Atchison Topeka & Santa Fe, from Halsted to Albuquerque, Atlantic & Pacific, from Albuquerque to the Needles and from the Needles to San Francisco via the Southern Pacific. The total distance from St. Louis to San Francisco by this route is 2,240 miles.

Austin & Northwestern.—The Texas Circuit Court has placed this road in the hands of J. A. Rhomberg, President of the company, as receiver. The road is of 3 ft. gauge, and is in operation from Austin, Texas, to Burnet, 60 miles.

Central RR. of New Jersey.—Notice is given to the income bondholders that upon presentation and surrender of their bonds at the offices of the company, No. 119 Liberty Street, they

will receive for each \$1,000 of income bonds, \$1,100 in 6 per cent convertible debenture bonds due 1908, with coupons thereon for interest from May 1st, 1883. These bonds are convertible into stock between January 1 1885 and January 1 1907. They are plain bonds, carrying an obligation to pay yearly interest, and therefore prior in lien to the stock, both as to principal and any interest which may at any time remain unpaid.

Chicago St. Louis & Pittsburg.—Notice is given to the holders of the prior lien bonds of this company, that they can exchange the same at par for the first mortgage bonds of the company, rated at ninety-five (95) per centum of principal and a cash payment of the remaining five (5) per centum of principal, at the Union Trust Company of New York, on or before November 15, 1883. Also, that the company will be prepared to pay off in cash the principal and accrued interest of such bonds as may not be so exchanged, on their presentation at the Union Trust Company of New York, as follows: Chicago & Great Eastern construction and equipment, on and after November 16, 1883; Columbus & Indianapolis preferred first mortgage, on and after December 1, 1883; Columbus & Indianapolis common first mortgage, on and after December 1, 1883; Columbus & Indianapolis second mortgage, on and after December 1, 1883.

Denver & Rio Grande.—A circular offers to stockholders of record October 25, 1883, the right to subscribe, pro rata, for \$5,000,000 5 per cent general mortgage, convertible into stock at option of holder, and \$5,000,000 stock of the company on the following terms: Subscribers will receive for every \$750 cash subscribed and paid in, a \$1,000 bond and \$1,000 in stock. Subscriptions will be payable in three equal instalments, the first immediately upon acceptance by the company, the others upon ten days' notice, but not more than one instalment will be called for during one calendar month. The right to subscribe will expire October 30, 1883. Bonds to be issued will be either coupon or registered, according to the option of the subscriber.

East Tennessee Virginia & Georgia.—The report of this company in the CHRONICLE of Oct. 13 was from an early copy which did not contain the income account. The CHRONICLE merely remarked the fact without criticism. The pamphlet report, as now issued, contains the following statement:

Interest paid on all classes of securities.....	\$1,308,539
Taxes paid during the year.....	71,768
Total.....	\$1,380,307
Net earnings for the year.....	1,343,052
Excess of earnings.....	\$9,745
Construction expenses, as explained in report.....	\$1,188,846
Receipts during the year from Cincinnati & Georgia Bonds.....	1,200,000
Excess of rec'ts from bonds over expenditures for constr'n.....	\$11,154

Kansas City Springfield & Memphis.—This railroad, connecting Kansas City and Memphis, was completed Oct. 14.

Little Rock & Fort Smith.—It is reported that large holders of Little Rock & Fort Smith and Little Rock Mississippi & Texas securities have agreed to issue \$400,000 bridge bonds and \$400,000 stock to build a new bridge in place of paying the heavy charges made for the use of the present Little Rock bridge.

Louisville & Nashville.—The \$2,000,000 mortgage bonds of this company maturing Nov. 1 proximo will be paid on and after that date, or they may be exchanged for the general mortgage 6 per cent bonds of the company due A. D. 1930.

Mexican Central.—The Boston Journal says: "At latest advices, out of a total of 1,214 miles of the main line between upon the City of Mexico and El Paso, there had been constructed the Southern division 378 miles of track, and upon the Northern 532 miles, leaving only 208 miles to be completed, and early next spring it is expected that this short gap can be filled up. Upon the Tampico division 70 miles of rails have been laid and work is well in hand upon about 100 miles additional. It is not expected to open any part of this division for traffic until something like 200 miles are ready, as there is little, if any, business to be developed at present within that distance of the coast."

New Orleans & Northeastern.—This road, which extends from New Orleans to Meridian, Miss., is completed and open for freight traffic. It is an extension of the Alabama Great Southern, and is controlled by the Alabama New Orleans & Texas & Pacific Junction Railway Company, which also holds a majority of stock in the Cincinnati New Orleans & Texas Pacific, the lessee of the Cincinnati Southern. This same organization controls the Vicksburg & Meridian and the Vicksburg Shreveport & Pacific, which latter is to complete the connection between Meridian and Shreveport. The N. O. & Northeastern now makes the Cincinnati Southern and its connections a short route between Cincinnati and New Orleans, as follows:

	Miles
Cincinnati Southern.....	335
Alabama Great Southern.....	295
New Orleans & Northeastern.....	195
Total.....	825

Ohio & Mississippi.—The receiver's report for September, 1882, and 1883, is as follows:

	1882.	1883.
Cash on hand September 1.....	\$49,788	\$22,166
Cash from station agents.....	516,478	555,541
Cash from conductors.....	11,971	11,756
Cash from individuals, railroads, &c.....	47,419	44,989
Cash from Express Co.'s.....	1,603	833
Total.....	\$627,259	\$635,285

	1882.	1883.
<i>Disbursements</i> —		
Vouchers previous to Nov. 18, 1876.....	\$23,739	\$.....
Vouchers subsequent to Nov. 17, 1876.....	204,851	306,399
Pay-rolls.....	151,702	166,063
Arrearages.....	1,143	317
Cash on hand October 1.....	245,821	162,506
Total.....	\$627,259	\$635,285

Postal Telegraph—Atlantic Cables.—A dispatch from Paris this week announces that J. W. Mackey, President of the Postal Telegraph Company, and James Gordon Bennett, had recently signed a contract for two Atlantic cables with Siemens Brothers of London, and that the cables were already under construction and would be laid by next June. Mr. Mackey is in San Francisco, but a director of the Postal Telegraph Company said that the report was true and that the cables would be operated in connection with the land lines of the Postal Company.

Pullman's Palace Car Co.—The annual meeting was held at Chicago Oct. 18. The statement for the year ending July 31, 1883, shows revenues of \$4,093,245. The disbursements were \$3,039,932, of which \$976,380 was for operating expenses \$217,633 maintenance of upholstery and bedding, \$175,702 proportion of operating expenses in other associations, \$264,000 rental of leased lines, \$171,074 interest on bonds, and \$1,235,142 on dividends. The surplus for the year is \$1,053,313. The assets are placed at \$23,095,368, of which \$9,858,049 is for cars and equipments, including assets, and \$6,050,204 for the plant at the town of Pullman. The liabilities are \$23,095,368.

President Pullman, in his address, stated that during the year new contracts were made covering over 10,000 miles of railway, and renewals of old contracts covering over 7,000 miles. These contracts, he stated, require 121 additional cars, and means would have to be provided for the payment thereof. In accordance with this recommendation, the directors were authorized to issue the necessary 20 per cent of new stock. Subsequently the board of directors met and decided to issue 10 per cent of new stock, amounting to \$1,326,000, to provide for the new cars, payable Dec. 1. A quarterly dividend of 2 per cent was declared, and also an extra dividend of 1½ per cent out of the manufacturing interest, both payable Nov. 15.

Texas & Pacific.—The income bond mortgage contains the following clause:

"In case such net earnings shall not in any one year be sufficient to enable the company to pay 7 per cent interest on the outstanding bonds, then scrip may, at the option of the company, be issued for the interest."

The bondholders claim that the failure of the company to exercise its option of paying interest in scrip renders the subsequent payment of cash interest obligatory. On the other hand, the company now gives notice that it will pay in scrip. The demand for accrued interest is based partly upon the provision that the bonds were to be received by the company at par and accrued interest in payment or exchange for any of its lands covered by the mortgage. Interest was paid in scrip up to the end of the fiscal year terminating July 1, 1881. This makes 14 per cent of back interest to July 1, 1883.

Toledo Delphos & Burlington.—At Toledo, Oct. 18, a bill entitled "The Central Trust Company of New York as trustee against the Toledo Delphos & Burlington Railroad Company, the Toledo Cincinnati & St. Louis Railroad Company, et al," was filed in the Clerk's Office of the U. S. Circuit Court. It concludes by stating that the Trust Co. is about to commence proper legal proceedings to foreclose the several mortgages; that it will be for the interest of all parties that the accounts and affairs of each of said lines should be kept separate, and that some one competent person should be appointed receiver in each of said suits. It is believed that under this bill Judge Baxter will appoint the receiver prayed for over the property, which is in his jurisdiction.

U. S. BONDS CALLED IN.—The one hundred and twenty-third call for bonds has been issued, embracing \$15,000,000 of the three per cent loan of 1882, which will be paid December 15, 1883. The notice has the following:

Three per cent bonds issued under the Act of Congress approved July 12, 1882, and numbered as follows:

\$50—No. 888 to No. 971, both included, and No. 1,304 to No. 1,307, both included	
\$100—No. 6,041 to No. 6,719, both included, and No. 9,451 to No. 9,164, both included.	
\$500—No. 2,565 to No. 2,926, both included, and No. 3,978 and No. 3,979.	
\$1,000—No. 17,402 to No. 18,974, both included, and No. 22,636 to No. 22,645, both included.	
\$10,000—No. 25,659 to No. 27,639, both included.	
Total.....	\$15,000,000

—as required by the following provision of the authorizing act, viz: "The last of the said bonds originally issued under this act, and their substitutes, shall be first called in, and this order of payment shall be followed until all shall have been paid," the bonds described by numbers above are the bonds of the original issue, or their substitutes—i. e., bonds which have been issued on transfers in exchange for original bonds, and which bear an original as well as a substitute number. All of the bonds of this loan will be called by the original numbers only. Many of the bonds originally included in the above numbers have been transferred or exchanged into other denominations on "waiver"—the original numbers being canceled and leaving outstanding the amount above stated.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Oct. 19, 1883.

Trade drags along slowly, presenting few features calling for especial reference. Additional failures in the clothing trade have had little effect. The semi-panic in the stock market on Wednesday attracted some attention in business circles, exciting apprehension lest it might result in a general unsettling of values. Weather of almost summer warmth prevailed during a part of the week, but became colder, and now is again warmer. No further injury by frosts has been reported.

In lard the speculation has been somewhat restricted and the drift of prices downward. The limited export inquiry has an unpleasant effect. Pork has also declined and to-day sold at \$11 50 for mess. Western prime lard quoted on the spot at 7 85@7 90c.; refined to the Continent, 8 10c. for this and 7 95c. for next month's delivery; South American, 8 60c.; Western for October sold to-day at 7 85c.; November, 7 57c.; seller the year and December, 7 58@7 59c.; January, 7 58@7 60c.; February, 7 66@7 68c., closing with a better tone. Bacon quiet at 7c. for long clear. Beef hams rule firm at \$19 75, and city extra India mess beef at \$19@19 75. Tallow sells at 7 1/2@7 5/8c., and prime stearine is quoted at 8 3-16@8 1/4c. Cheese has improved to 12c. for the best factories, but butter remains quiet.

Rio coffee advanced to 12c. for fair cargoes, but was quoted to-day at 11 3/4@12c., after a moderate business for the week; options have been variable, to-day declining 10 to 15 points, owing to unfavorable foreign advices, notably an increase in the supply at Rio de Janeiro; the trade in the aggregate has been of fair volume, but to-day only 18,250 bags No. 7 were sold, at 9 90c. for October, 9 60@9 70c. for November, 9 40@9 50c. for December, 9 35@9 45c. for January, 9 40@9 45c. for February, 9 35@9 40c. for March and 9 40@9 50c. for April; mild grades have been less active, but steady. Tea has been steady, with an increasing invoice and line trade. Spices have been quiet, and pepper and cloves weak. Rice has sold freely at steady prices. Molasses has been moderately active, with New Orleans 30@50c.; the season for Cuba refining stock is reported practically over. Raw sugar has been firmer, but in the main only moderately active; fair, however, has advanced to 6 3/4c., and closed firm at that price; Cuba 96 degrees-test centrifugal was quoted at 7 3/4c., but Demerara of that test sold to-day at 7 11-16c.; refined has been firmer for some grades; crushed was quoted at 9 1/4c., powdered 8 3/4@9c., granulated 8 5/8c., and standard soft white "A" 8 1/8@8 3/8c.

Kentucky tobacco has been less active, but lugs are still firmly quoted at 6 1/2@7 1/4c. and leaf at 8@12 1/2c. The sales aggregate 456 hhds., mostly for consumption. Seed leaf is quiet but quotations generally steady; the sales embrace 2,650 cases, including 200 cases crop 1882, Pennsylvania, 12@18 1/2c.; 500 cases crop 1881 do., 7@11 1/2c.; 90 cases crop 1880, Pennsylvania, 9 1/2c.; 100 cases crop 1882, State, seed, 14c.; 300 cases crop 1882, State, Havana, 21 1/2@25c.; 400 cases crop 1882, Wisconsin, Havana, 12@18c., and 250 cases crop 1882, Ohio, 4 1/2@15c.; also, 400 bales Havana, 75c.@\$1 15.

Naval stores have been quiet and inclined to easiness; strained to good strained quoted at \$1 50@1 55, and spirits turpentine, 39 1/2@40c. Refined petroleum has remained at 8 1/2c. for 70 Abel test, though trade is very slow; naphtha advanced to 6c., and cases for the Mediterranean to 10 1/8@10 3/8c.; crude certificates have favored the "bear" clique, and after selling to-day at \$1 11 1/2, closed at \$1 09 1/8. Ingot copper is about steady at 15 1/2c. for Lake, and quietly it is said that the combination are offering 10,000,000 lbs. at 15c. No. 1 Thomas iron has been reduced to \$20 50. Hops are a trifle better, and wool presents a better tone. All oils are firm.

Ocean freight-room has had a fair movement in grain berth tonnage and oil charters have latterly shown a larger business. Grain to Liverpool to-day by steam quoted at 5d.; flour, 15s.; cotton, 3-16d.; bacon, 22s. 6d.@25s.; cheese, 27s. 6d.@30s.; grain to London by steam, 5d.; do. to Avonmouth, 5d.; do. to Glasgow, 4 3/4d.; do. to Antwerp, 5 3/4d.; do. to Hamburg, 90 pfenings and to Havre 9 3/4c.; do. by sail to Oporto, 6s. 3d. per qr.; refined petroleum to Liverpool, 3s. 4 1/2d.; crude to Marseilles, 4s.; refined to Bremen, 3s. 4d.; naphtha to United Kingdom, 4s. 3d.; cases to Levant, 22 1/2c.

COTTON.

FRIDAY, P. M., October 19, 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. 19) the total receipts have reached 257,276 bales, against 228,897 bales last week, 165,461 bales the previous week and 125,032 bales three weeks since; making the total receipts since the 1st of September, 1883, 971,141 bales, against 925,305 bales for the same period of 1882, showing an increase since September 1, 1883, of 45,836 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	6,611	12,303	2,097	7,661	6,048	3,409	38,129
Indianola, &c. ....	.....	.....	.....	.....	.....	536	536
New Orleans.....	3,482	18,975	9,218	6,124	10,334	13,156	61,289
Mobile.....	2,592	2,947	1,930	3,963	1,599	2,285	15,316
Florida.....	.....	.....	.....	.....	.....	798	798
Savannah.....	8,171	9,996	7,372	8,153	6,865	8,238	48,795
Brunsw'k, &c. ....	.....	.....	.....	.....	.....	442	442
Charleston.....	6,139	7,468	4,078	4,623	6,732	3,733	32,773
Pt. Royal, &c. ....	.....	.....	.....	.....	.....	346	346
Wilmington....	1,855	1,910	1,193	1,496	1,346	1,306	9,106
Moreh'd C., &c. ....	.....	.....	.....	.....	.....	815	815
Norfolk.....	4,011	4,903	5,326	6,315	6,808	5,178	32,541
West Point, &c. ....	.....	.....	.....	.....	.....	13,692	13,692
New York.....	35	35	23	27	.....	109	229
Boston.....	33	361	256	101	309	870	1,930
Baltimore.....	.....	.....	.....	.....	.....	361	361
Philadelp'a, &c. ....	.....	21	38	.....	8	111	178
Totals this week	32,929	58,919	31,531	38,463	40,049	55,385	257,276

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 19.	1883.		1882.		Stock.	
	This Week.	Since Sep. 1, 1883.	This Week.	Since Sep. 1, 1882.	1883	1882.
Galveston	38,129	168,492	34,178	167,254	93,882	76,154
Indianola, &c.	536	5,396	680	7,031	.....	.....
New Orleans.....	61,289	223,642	50,390	151,953	161,695	113,502
Mobile.....	15,316	46,929	18,783	69,093	16,050	11,941
Florida.....	798	4,475	382	891	.....	.....
Savannah.....	48,795	204,651	47,258	202,590	94,637	90,606
Brunsw'k, &c.	442	7,097	610	2,385	.....	.....
Charleston.....	32,773	147,626	50,077	140,251	83,030	60,543
Pt. Royal, &c.	346	1,923	1,121	2,213	287	598
Wilmington....	9,106	28,367	7,336	26,457	15,854	14,287
Morehead C., &c.	815	1,600	333	1,736	.....	.....
Norfolk.....	32,541	89,492	33,312	98,320	35,874	30,239
West Point, &c.	13,692	36,606	11,096	32,370	.....	.....
New York.....	229	846	1,483	3,330	109,412	52,642
Boston.....	1,930	3,079	2,747	12,015	3,230	1,265
Baltimore.....	361	1,384	268	1,359	8,633	5,361
Philadelp'a, &c.	178	4,626	2,425	6,147	7,265	15,012
Total.....	257,276	971,141	242,329	925,305	632,849	472,150

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.	38,665	34,858	18,264	23,154	23,769	25,718
New Orleans.....	61,289	50,300	49,390	50,453	58,435	13,985
Mobile.....	15,316	18,783	8,611	17,784	14,362	7,631
Savannah.....	48,795	47,258	33,397	52,685	39,915	37,965
Charl'st'n, &c.	33,119	31,198	28,170	36,279	27,452	26,250
Wilmington, &c.	9,921	7,669	6,022	7,411	8,546	7,403
Norfolk, &c.	46,233	44,318	38,633	38,596	31,492	31,780
All others.....	3,933	7,945	10,214	10,549	10,540	11,474
Tot. this w'k.	257,276	242,329	192,531	236,341	214,461	162,236
Since Sept. 1.	971,141	925,305	938,174	1,139,466	976,522	848,075

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 104,917 bales, of which 51,318 were to Great Britain, 14,736 to France and 38,863 to the rest of the Continent, while the stocks as made up this evening are now 632,849 bales. Below are the exports for the week and since September 1, 1883.

Exports from—	Week Ending Oct. 19.				From Sept. 1, 1883, to Oct. 19, 1883.			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston.....	13,424	.....	5,025	18,449	14,974	10,516	12,921	38,411
New Orleans.....	8,341	13,092	5,184	26,597	25,355	51,022	11,248	87,625
Mobile.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida.....	.....	.....	.....	.....	1,500	.....	.....	1,500
Savannah.....	.....	.....	16,018	16,018	.....	.....	32,295	32,295
Charleston.....	.....	.....	4,800	4,800	.....	9,131	17,550	26,681
Wilmington....	3,650	.....	.....	3,650	8,689	.....	.....	8,689
Norfolk.....	4,280	.....	.....	4,280	7,855	.....	.....	7,855
New York.....	13,508	1,674	6,032	21,214	21,496	11,735	29,611	105,842
Boston.....	1,685	.....	.....	1,685	.....	.....	.....	5,186
Baltimore.....	4,661	.....	1,804	6,465	25,632	100	18,532	42,294
Philadelp'a, &c.	1,769	.....	.....	1,769	8,315	.....	109	8,415
Total.....	51,318	14,736	38,863	104,917	162,023	82,594	129,257	364,784
Total 1882.....	69,556	5,405	47,454	122,415	283,870	43,335	92,892	423,037

* 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. 19, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans.....	16,945	6,009	19,360	1,395	43,709	120,986
Mobile.....	None.	None.	None.	None.	None.	16,050
Charleston.....	2,500	1,200	12,464	1,250	17,414	65,616
Savannah.....	None.	4,500	23,200	5,700	33,400	61,237
Galveston.....	17,603	3,024	17,958	3,270	41,855	52,027
Norfolk.....	2,953	None.	7,805	2,338	13,096	22,778
New York.....	4,000	250	2,350	None.	6,600	162,812
Other ports.....	4,000	None.	2,000	None.	6,000	29,269
Total 1883.	48,001	14,983	85,137	13,953	162,074	470,775
Total 1882.....	63,110	26,381	43,929	15,647	149,067	323,083
Total 1881.....	49,348	17,559	45,463	14,368	126,738	447,582

The speculation in cotton for future delivery at this market has been fairly active the past week. The depression in prices noted in our last continued without check till the morning of Wednesday. The decline from the highest prices of Thursday, on the publication of the Bureau report, was about 35 points. There was some recovery toward the close of Wednesday, on a demand to cover contracts, and on Thursday there was an advance of 12@13 points, owing to telegrams reporting a cold storm in Texas, accompanied by orders from the South to buy. Liverpool also improved. This morning Liverpool was again dearer, but this market opened weak and steadily declined, and closed unsettled. Cotton on the spot was dull and weak. Quotations were reduced 1-16c. on Saturday, on Monday and again on Tuesday. Business was fair for home consumption, with some business for export and speculation. To-day the market was quiet, middling uplands closing at 10 9-16c.

The total sales for forward delivery for the week are 652,300 bales. For immediate delivery the total sales foot up this week 4,991 bales, including 652 for export, 3,064 for consumption, 1,475 for speculation and 100 in transit. Of the above, 1,000 bales were to arrive. The following are the official quotations for each day of the past week.

Oct. 13 to Oct. 19.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tue
Ordin'y. # B	87 ¹⁶	83 ⁸	85 ¹⁶	81 ¹⁶	85 ⁸	89 ¹⁶	81 ¹⁶	85 ⁸	89 ¹⁶
Strict Ord.	87 ¹⁶	83 ⁸	85 ¹⁶	81 ¹⁶	85 ⁸	89 ¹⁶	81 ¹⁶	85 ⁸	89 ¹⁶
Good Ord.	91 ¹⁶	95 ⁸	99 ¹⁶	91 ¹⁶	95 ⁸	99 ¹⁶	91 ¹⁶	95 ⁸	99 ¹⁶
Str. G'd Ord	101 ¹⁶	105 ⁸	109 ¹⁶	101 ¹⁶	105 ⁸	109 ¹⁶	101 ¹⁶	105 ⁸	109 ¹⁶
Low Midd'g	105 ¹⁶	109 ⁸	113 ¹⁶	105 ¹⁶	109 ⁸	113 ¹⁶	105 ¹⁶	109 ⁸	113 ¹⁶
Str. L'w Mid	104 ¹⁶	108 ⁸	112 ¹⁶	104 ¹⁶	108 ⁸	112 ¹⁶	104 ¹⁶	108 ⁸	112 ¹⁶
Middling	101 ¹⁶	105 ⁸	109 ¹⁶	101 ¹⁶	105 ⁸	109 ¹⁶	101 ¹⁶	105 ⁸	109 ¹⁶
Good Mid.	101 ¹⁶	105 ⁸	109 ¹⁶	101 ¹⁶	105 ⁸	109 ¹⁶	101 ¹⁶	105 ⁸	109 ¹⁶
Str. G'd Mid	111 ¹⁶	115 ⁸	119 ¹⁶	111 ¹⁶	115 ⁸	119 ¹⁶	111 ¹⁶	115 ⁸	119 ¹⁶
Midd'g Fair	119 ¹⁶	123 ⁸	127 ¹⁶	119 ¹⁶	123 ⁸	127 ¹⁶	119 ¹⁶	123 ⁸	127 ¹⁶
Fair.....	123 ¹⁶	127 ⁸	131 ¹⁶	123 ¹⁶	127 ⁸	131 ¹⁶	123 ¹⁶	127 ⁸	131 ¹⁶

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
	Good Ordinary..... # B.	81 ¹⁶	85 ⁸	89 ¹⁶	81 ¹⁶	85 ⁸	89^{16}
Strict Good Ordinary.....	83 ¹⁶	87 ⁸	91 ¹⁶	83 ¹⁶	87 ⁸	91 ¹⁶
Low Middling.....	97 ¹⁶	101 ⁸	105 ¹⁶	97 ¹⁶	101 ⁸	105 ¹⁶
Middling.....	105 ¹⁶	109 ⁸	113 ¹⁶	105 ¹⁶	109 ⁸	113 ¹⁶

MARKET AND SALES.

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

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.				FUTURES		
		Ex- port.	Con- sump.	Spec- ul'n	Trans- sit.	Total.	Deliv- eries.	
Sat.	Quiet at 1 ¹⁶ dec.	.....	681	.....	100	781	110,700
Mon.	Qt & st'y. 1 ¹⁶ dec.	.....	583	.....	.....	583	106,400
Tues.	Steady at 1 ¹⁶ dec.	.....	790	500	.....	1,290	119,600
Wed.	Quiet.....	500	347	125	.....	972	100,000
Thurs.	Firm.....	.....	332	300	.....	632	111,100
Fri.	Quiet and easy..	152	275	250	.....	677	104,500
Total			652	3,064	1,175	100	4,991	652,300

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.

Market, Prices and Sales of FUTURES.	Market Range and Total Sales.	DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
		October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.
Saturday, Oct. 13— Sales, total..... Prices paid (range)..... Closing.....	Lower. 110,700 10-50@11-64 Steady.	Aver. 10-31 1,900 10-50@10-55 10-57@10-60 10-53-10-55	Aver. 10-55 6,200 10-57@10-60 10-59- 10-53	Aver. 10-63 10,300 10-66@10-69 10-69-10-70	Aver. 10-78 32,700 10-50@10-85 10-83-10-84	Aver. 10-95 52,700 10-88@10-92 10-98-	Aver. 11-10 14,000 11-08@11-14 11-11-11-12	Aver. 11-22 7,600 11-20@11-24 11-22-11-23	Aver. 11-32 4,400 11-31@11-34 11-33-11-34	Aver. 11-43 1,300 11-41@11-46 11-44-11-46	Aver. 11-54 1,800 11-53@11-55 11-54-11-56	Aver. 11-63 800 11-63@11-64 11-63-11-65	Aver. 11-63
Monday, Oct. 15— Sales, total..... Prices paid (range)..... Closing.....	Lower. 106,400 10-46@10-48 Steady.	Aver. 10-47 500 10-46@10-48 10-49-10-51	Aver. 10-53 4,300 10-51@10-52 10-52-10-53	Aver. 10-63 10,000 10-61@10-66 10-68-10-64	Aver. 10-78 32,700 10-75@10-81 10-78-	Aver. 10-95 50,900 10-89@10-96 10-92-10-93	Aver. 11-06 15,400 11-04@11-09 11-06-11-07	Aver. 11-15 7,500 11-15@11-26 11-18-11-19	Aver. 11-28 10,300 11-24@11-31 11-29-	Aver. 11-38 6,700 11-34@11-43 11-40-11-41	Aver. 11-49 3,000 11-47@11-52 11-50-11-51	Aver. 11-58 200 11-58@11-59 11-58-11-60	Aver. 11-59
Tuesday, Oct. 16— Sales, total..... Prices paid (range)..... Closing.....	Lower. 119,600 10-50@11-56 Dull.	Aver. 10-51 100 10-50@10-55 10-45-10-47	Aver. 10-51 1,800 10-50@10-55 10-43-10-49	Aver. 10-61 13,300 10-58@10-65 10-58-	Aver. 10-75 41,200 10-72@10-81 10-72-	Aver. 10-91 28,800 10-87@10-95 11-00-	Aver. 11-03 15,700 11-00@11-09 11-00-	Aver. 11-16 9,600 11-12@11-20 11-11-11-12	Aver. 11-24 6,300 11-24@11-31 11-23-11-24	Aver. 11-34 1,900 11-34@11-43 11-33-11-35	Aver. 11-45 4,000 11-42@11-48 11-43-11-45	Aver. 11-53 200 11-52-11-53 11-52-11-53	Aver. 11-56
Wednesday, Oct. 17— Sales, total..... Prices paid (range)..... Closing.....	Variable. 100,000 10-44@11-54 Firm.	Aver. 10-47 400 10-44@10-50 10-48-10-50	Aver. 10-47 5,100 10-45@10-51 10-49-10-50	Aver. 10-57 8,000 10-54@10-61 10-59-10-60	Aver. 10-72 32,300 10-69@10-76 10-73-10-74	Aver. 10-87 16,000 10-85@10-90 10-89-	Aver. 11-01 14,400 10-99@11-07 11-03-11-04	Aver. 11-13 10,500 11-10@11-16 11-15-11-16	Aver. 11-21 7,200 11-17@11-23 11-16-11-17	Aver. 11-31 5,900 11-27@11-40 11-28-11-29	Aver. 11-45 1,600 11-38@11-52 11-49@11-60	Aver. 11-62 800 11-62@11-70 11-62-11-70	Aver. 11-62
Thursday, Oct. 18— Sales, total..... Prices paid (range)..... Closing.....	Buyant. 11,100 10-49@11-62 Firm.	Aver. 10-56 600 10-52@10-66 10-60-10-62	Aver. 10-52 2,100 10-49@10-58 10-61-10-62	Aver. 10-65 10,300 10-57@10-72 10-71-	Aver. 10-80 41,200 10-72@10-87 10-85-	Aver. 10-96 22,700 10-89@11-03 11-01-	Aver. 11-10 16,300 11-04@11-17 11-15-11-16	Aver. 11-21 7,200 11-16@11-23 11-23-11-23	Aver. 11-31 5,900 11-27@11-40 11-39-11-40	Aver. 11-45 1,600 11-38@11-52 11-49@11-60	Aver. 11-56 2,400 11-52@11-60 11-60-11-61	Aver. 11-66 200 11-62@11-70 11-62-11-70	Aver. 11-66
Friday, Oct. 19— Sales, total..... Prices paid (range)..... Closing.....	Lower. 104,500 10-47@11-66 Steady.	Aver. 10-54 300 10-47@10-57 10-47-10-49	Aver. 10-53 4,300 10-47@10-58 10-48-10-49	Aver. 10-61 6,800 10-57@10-67 10-58-10-59	Aver. 10-78 31,200 10-71@10-82 10-73-10-74	Aver. 10-92 18,900 10-87@10-97 10-85-10-90	Aver. 11-07 18,300 11-01@11-12 11-03-11-04	Aver. 11-19 12,400 11-13@11-25 11-13-	Aver. 11-29 7,200 11-24@11-34 12-26-12-27	Aver. 11-42 1,900 11-36@11-46 11-47@11-56	Aver. 11-54 3,000 11-52@11-60 11-55-11-57	Aver. 11-66 200 11-62@11-70 11-62-11-70	Aver. 11-66
Total sales this week.	652,300	3,800	23,800	58,700	218,300	130,000	94,500	54,800	40,800	11,300	13,000	3,200	100
Average price, week.	10-51	10-52	10-53	10-63	10-73	10-93	11-03	11-13	11-29	11-40	11-51	11-60	11-30
Sales since Sep. 1, '83.	4,592,400	328,300	340,500	508,600	1,564,300	656,600	466,900	252,500	243,100	95,500	64,400	14,400	1,100

* Includes sales in September, 1883, for September, 76,200. Transferable Orders—Saturday, 10-55c.; Monday, 10-55c.; Tuesday, 10-50c.; Wednesday, 10-50c.; Thursday, 10-65c.; Friday, 10-50c. Short Notices for October—Saturday, 10-52@10-48c.; Monday, 10-47@10-48c.

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:
 28 pd. to exch. 600 Sept. for Aug. 30 pd. to exch. 500 Dec. for Feb.
 15 pd. to exch. 530 Dec. for Jan. 40 pd. to exch. 300 Nov. for Feb.
 30 pd. to exch. 200 Dec. for Feb. 12 pd. to exch. 100 April for M. Y.
 15 pd. to exch. 500 Jan. for Feb. 40 pd. to exch. 100 Nov. for Feb.
 30 pd. to exch. 2,500 Dec. for Feb. 02 pd. to exch. 500 Oct. for Nov.

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

Table with 4 columns: 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 United States ports, Stock in U. S. interior towns, United States exports to-day.

Total visible supply 1,914,921 1,702,173 2,036,655 1,717,190

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

Table with 4 columns: American - Liverpool stock, Continental stocks, American afloat for Europe, United States stock, United States interior stocks, United States exports to-day, Total American, East Indian, Brazil, &c. - Liverpool stock, London stock, Continental stocks, India afloat for Europe, Egypt, Brazil, &c. afloat, Total East India, &c., Total American.

The imports into Continental ports this week have been 27,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 242,743 bales as compared with the same date of 1882, a decrease of 91,131 bales as compared with the corresponding date of 1881 and an increase of 227,731 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:

Large table with columns: TOWNS, Receipts, Shipments, Stock, Receipts, Shipments, Stock. Lists various towns like Augusta, Columbus, Macon, etc., and their respective cotton movements.

The above totals show that the old interior stocks have increased during the week 33,873 bales, and are to-night 63,944

bales more than at the same period last year. The receipts at the same towns have been 8,762 bales more than the same week last year, and since September 1 the receipts at all the towns are 51,556 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.

Table with columns: Week ending October 19, CLOSING QUOTATIONS FOR MIDDLING COTTON ON—, Satur., Mon., Tues., Wednes., Thurs., Fri. Lists markets like Galveston, New Orleans, Mobile, etc.

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.

Table with columns: Week ending, Receipts at the Ports, Stock at Interior Towns, Receipts from Plantations. Shows data for weeks from Aug. 3 to Oct. 19 for years 1881, 1882, and 1883.

The above statement shows—1. That the total receipts from the plantations since September 1, in 1883, were 1,124,955 bales; in 1882 were 1,033,859 bales; in 1881 were 1,171,534 bales.

2.—That, although the receipts at the out-ports the past week were 257,276 bales, the actual movement from plantations was 295,331 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 271,693 bales and for 1881 they were 224,755 bales.

AMOUNT OF COTTON IN SIGHT OCTOBER 19.—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.

Table with columns: 1883, 1882, 1881, 1880. Rows: Receipts at the ports to Oct. 19, Interior stocks on Oct. 19 in excess of September 1, Tot. receipts from plantations, Net overland to October 1, Southern consumption to Oct. 1, Total in sight October 19.

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 94,651 bales, the decrease as compared with 1881 is 18,219 bales, and with 1880, 139,322 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather has been very favorable during the week for gathering the crop, and in consequence it is being picked and marketed very freely.

Galveston, Texas.—We have had showers on five days of the week, the rainfall reaching one inch and seven hundredths. The picking season has been a very favorable one thus far. Average thermometer 73, highest 85 and lowest 63.

Indianola, Texas.—We have had showers on four days of the week, the rainfall reaching ninety-three hundredths of an inch. We want rain. Picking is progressing very well. The thermometer has averaged 73, the highest being 83 and the lowest 69.

Dallas, Texas.—There have been good showers on two days of the week, the rainfall reaching one inch and thirty-five hundredths. Good progress is making in picking. The thermometer has ranged from 52 to 81, averaging 68.

Galveston, Texas.—I was sprinkled on one day of the week, the rainfall reaching three hundredths of an inch. Rain is desired. Picking progresses well. The thermometer has averaged 77, ranging from 63 to 80.

Paducah, Texas.—We have had showers on four days of the week, the rainfall reaching eighty-seven hundredths of an

inch. Excellent headway is being made with picking. Average thermometer 76, the highest being 87 and the lowest 55.

Huntsville, Texas.—We have had one splendid shower during the week, doing no harm to cotton and much good to everything else. The rainfall reached one inch and twenty hundredths. The thermometer has averaged 71, the highest being 90 and the lowest 51.

Weatherford, Texas.—We have had showers on three days of the week, the rainfall reaching eighty-four hundredths of an inch. Picking progresses finely. The thermometer has ranged from 46 to 82, averaging 64.

Belton, Texas.—The weather has been warm and dry during the week, and picking has made excellent progress. The thermometer has averaged 71, ranging from 58 to 84.

Luling, Texas.—We have had one trifling shower during the week, the rainfall reaching seven hundredths of an inch. Good headway is being made with picking. The thermometer has averaged 81, the highest being 100 and the lowest 63.

New Orleans, Louisiana.—It has rained on two days of the week, the rainfall reaching two inches and ninety-nine hundredths. The thermometer has averaged 77.

Shreveport, Louisiana.—It has been generally cloudy during the week, with a rainfall of thirty-six hundredths of an inch. The weather continues fine for cotton picking. The thermometer has ranged from 53 to 90.

Vicksburg, Mississippi.—It has rained severely on two days, and has been showery on two days, of the week, the rainfall reaching five inches and seventy-five hundredths. About two-thirds of the crop in the hills has been picked, and about one-half in the bottoms, and is being freely marketed. The thermometer has averaged 71, the highest being 91 and the lowest 52.

Meridian, Mississippi.—Telegram not received.

Columbus, Mississippi.—It has rained on one day of the week, the rainfall reaching eighty-nine hundredths of an inch. Picking is about finished; ten days more of good weather will wind up all the scattered cotton in the fields. The thermometer has averaged 70, ranging from 57 to 92.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—We have had rain on two days of the week, the rainfall reaching one inch and seventy-one hundredths. Picking and marketing are making good progress. The thermometer has averaged 65, the highest being 81 and the lowest 47.

Nashville, Tennessee.—It has rained on two days of the week, the rainfall reaching ninety-one hundredths of an inch. Average thermometer 64, highest 85 and lowest 45.

Mobile, Alabama.—We have had rain on two days of the week, the rainfall being inappreciable. Picking is making excellent progress. The thermometer has averaged 74, ranging from 62 to 88.

Montgomery, Alabama.—We have had no rain during the week. The drought is dreadful; no rain for nearly four months. The days have been warm, but the nights have been cool. Picking is progressing finely and without interruption. The thermometer has ranged from 57 to 91, averaging 71.

Selma, Alabama.—We have had no rain during the week. The thermometer has averaged 70, the highest being 87 and the lowest 57.

Madison, Florida.—The weather has been cold and dry all the week; no serious damage has been done. Planters are marketing their crop freely. Average thermometer 75, highest 80 and lowest 65.

Macon, Georgia.—The weather has been cool during the week with no rain.

Columbus, Georgia.—There has been no rain all the week. About all the crop has now been secured and it is being marketed freely. The thermometer has ranged from 63 to 87, averaging 73.

Savannah, Georgia.—It has rained on three days of the week, and the remainder of the week has been pleasant. The rainfall reached twenty-nine hundredths of an inch. The thermometer has averaged 77, the highest being 88 and the lowest 55.

Augusta, Georgia.—We have had two light sprinkles during the week, and the remainder of the week has been dry and warm. The rainfall reached two hundredths of an inch. Good progress is being made with picking and the crop is being forwarded to the market freely. Average thermometer 69, highest 89 and lowest 53.

Atlanta, Georgia.—We have had no rain during the week. The thermometer has averaged 65.6, ranging from 50 to 88.

Charleston, South Carolina.—We have had rain on two days of the week, the rainfall reaching one inch and twenty-three hundredths. The thermometer has ranged from 56 to 87, averaging 70.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock October 18, 1883, and October 19, 1882.

	Oct. 18, '83.		Oct. 19, '82.	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....Below high-water mark	13	6	13	2
Memphis.....Above low-water mark	5	3	6	1
Nashville.....Above low-water mark	2	2	1	8
Shreveport.....Above low-water mark	0	10	12	5
Vicksburg.....Above low-water mark	4	11	9	0

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 15 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 18.

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	4,000	.....	4,000	452,000	503,000	1,255,000	11,000	1,581,000
1882	2,000	.....	2,000	759,000	608,000	1,367,000	6,000	1,638,000
1881	5,000	.....	5,000	314,000	548,000	862,000	10,000	1,186,000
1880	.....	1,000	1,000	359,000	494,000	853,000	6,000	1,094,000

According to the foregoing, Bombay appears to show an increase compared with last year in the weeks receipts of 5,000 bales, and an increase in shipments of 2,000 bales, and the shipments since January 1 show a decrease of 112,000 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.....	800	.....	800	86,200	10,800	97,000
1882.....	400	.....	400	106,200	32,000	138,200
Madras—						
1883.....	3,500	.....	3,500	21,000	1,000	22,000
1882.....	2,300	400	2,700	66,700	5,000	71,700
All others—						
1883.....	300	400	700	36,000	9,000	45,000
1882.....	.....	.....	.....	46,100	26,700	72,800
Total all—						
1883.....	4,600	400	5,000	143,200	20,800	164,000
1882.....	2,700	400	3,100	219,000	63,700	282,700

The above totals for the week show that the movement from the ports other than Bombay is 1,900 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.....	4,000	1,255,000	2,000	1,367,000	5,000	864,000
All other ports.	5,000	164,000	3,100	282,700	500	195,500
Total.....	9,000	1,419,000	5,100	1,649,700	5,500	1,059,500

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

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

Alexandria, Egypt, October 18.	1883.		1882.		1881.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars*)—						
This week.....	80,000		2,700		150,000	
Since Sept. 1	182,000		6,700		322,500	
Exports (bales)—						
To Liverpool.....	6,000	13,000	2,500	2,500	4,500	11,500
To Continent.....	1,000	4,000	.....	.....	935	2,790
Total Europe.....	7,000	17,000	2,500	2,500	5,435	14,290

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Oct. 18 were 80,000 cantars and the shipments to all Europe were 7,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is quiet but steady. 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.		Cott'g Mid. Upl's		32s Cop. Twist.		8 1/4 lbs. Shirtings.		Cott'g Mid. Upl's	
Aug 17	d.	d.	s.	d.	s.	d.	d.	d.	s.	d.	s.	d.
" 21	84 @ 9	5 6 @ 7	0	51 1/2	97 1/2 @ 97 1/2	6 6 @ 8 0	7 1/2	93 1/2 @ 97 1/2	6 6 @ 8 0	7 1/2	93 1/2 @ 97 1/2	6 6 @ 8 0
" 31	83 1/2 @ 8 1/2	5 6 @ 7 0	0	55 1/2	93 1/2 @ 97 1/2	6 4 1/2 @ 7 10 1/2	7 1/2	93 1/2 @ 97 1/2	6 4 1/2 @ 7 10 1/2	7 1/2	93 1/2 @ 97 1/2	6 4 1/2 @ 7 10 1/2
Sept. 7	83 1/2 @ 8 1/2	5 6 @ 7 0	0	51 1/2	93 1/2 @ 97 1/2	6 4 1/2 @ 7 10 1/2	7 1/2	93 1/2 @ 97 1/2	6 4 1/2 @ 7 10 1/2	7 1/2	93 1/2 @ 97 1/2	6 4 1/2 @ 7 10 1/2
" 11	84 @ 8 1/2	5 6 @ 7 0	0	51 1/2	93 1/2 @ 97 1/2	6 4 1/2 @ 7 10 1/2	7 1/2	93 1/2 @ 97 1/2	6 4 1/2 @ 7 10 1/2	7 1/2	93 1/2 @ 97 1/2	6 4 1/2 @ 7 10 1/2
" 21	84 @ 8 1/2	5 6 @ 7 0	0	51 1/2	93 1/2 @ 97 1/2	6 4 1/2 @ 7 10 1/2	7 1/2	93 1/2 @ 97 1/2	6 4 1/2 @ 7 10 1/2	7 1/2	93 1/2 @ 97 1/2	6 4 1/2 @ 7 10 1/2
" 28	83 1/2 @ 8 1/2	5 6 @ 7 0	0	53 1/2	93 1/2 @ 97 1/2	6 4 1/2 @ 7 10 1/2	7 1/2	93 1/2 @ 97 1/2	6 4 1/2 @ 7 10 1/2	7 1/2	93 1/2 @ 97 1/2	6 4 1/2 @ 7 10 1/2
Oct. 5	83 1/2 @ 8 1/2	5 6 @ 7 1 1/2	0	57 1/2	95 1/2 @ 97 1/2	6 3 @ 7 9	6 7 1/2	95 1/2 @ 97 1/2	6 3 @ 7 9	6 7 1/2	95 1/2 @ 97 1/2	6 3 @ 7 9
" 12	84 @ 8 1/2	5 6 @ 7 1 1/2	0	61 1/2	93 1/2 @ 97 1/2	6 1 1/2 @ 7 9	6 8 1/2	93 1/2 @ 97 1/2	6 1 1/2 @ 7 9	6 8 1/2	93 1/2 @ 97 1/2	6 1 1/2 @ 7 9
" 19	84 @ 8 1/2	5 6 @ 7 1 1/2	0	51 1/2	93 1/2 @ 97 1/2	6 1 1/2 @ 7 9	6 9 1/2	93 1/2 @ 97 1/2	6 1 1/2 @ 7 9	6 9 1/2	93 1/2 @ 97 1/2	6 1 1/2 @ 7 9

ANNUAL CONVENTION OF THE NATIONAL COTTON PLANTERS' ASSOCIATION.—The annual convention of the National Cotton Planters' Association will be held at Vicksburg, Miss., November 21. The Cotton Exchanges of the country have been invited to participate, and the Governors both of the cotton-growing and cotton-manufacturing States have been requested to appoint two delegates to the convention from each county in their respective States. The results of the convention are looked forward to with considerable interest, particularly by the South, as it is pretty generally understood that the cotton centennial to be held at New Orleans next year will play an important part in the deliberations, and that plans will be matured which will contribute largely to its success. Addresses will be made to the convention as follows: "Industrial Future of the South," Wendell Phillips; "Immigration," Col. McWhant of Tennessee; "Grasses of the South," Dr. D. S. Phares, Mississippi; "Commercial and Home-made Fertilizers," M. McGee, North Carolina; "Diversified Farming," J. T. Henderson, Georgia; "Cotton Fields and Cotton Mills," S. R. Cockrell, Arkansas; "Relations Between Growers and Handlers of Cotton," by W. H. Gardner, President of the National Cotton Exchange; "Preparation of Cotton for Market," by the President of the New England Cotton Manufacturing Association; "World's Industrial and Cotton Centennial Exposition, in its Relation to the Development of the South," Director General Burke; "Improvement of Cotton Staple by hybridizing and Other Methods," W. E. Collins and C. B. Allen; and "Fibre Plants of the South, Ramée, Jute and Cotton Stalks," F. Harang, Louisiana, and C. Menelas, Mississippi.

JUTE BUTTS, BAGGING, &C.—There has been quite an active demand for bagging during the past week, and prices are a shade firmer, some sellers being disposed to ask more money. There have been sales of about 2,000 rolls, mostly of light weight at full figures, and at the close the market is firm at 9c. for 1½ lbs., 9½c. for 1¾ lbs., 10¼c. for 2 lbs. and 11@11¼c. for standard grades. Butts are not so active, owing to sellers' views being above those of buyers, who are not willing to pay quoted rates. There have been sales of 3,000 bales paper grades at 2½@2¼c., but we do not hear of any lots to be had now at better than 2¼c., while small lots of bagging quality have been taken at 2¾c.@2½c., but large parcels are hard to move. It is reported that some business has been done to arrive.

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'mbr	343,811	326,656	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 85,965 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	458,478	333,643	288,848
Oct. 1....	33,583	8.	19,012	35,186	20,785	23,599
" 2....	23,863	30,931	8.	31,901	21,495	23,293
" 3....	23,139	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	23,398	25,374	37,355	8.
" 7....	8.	21,231	43,081	25,164	25,809	25,800
" 8....	48,669	8.	33,710	44,049	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
" 13....	32,929	46,454	26,244	34,515	41,177	8.
" 14....	8.	33,345	38,505	33,776	27,876	26,402
" 15....	58,919	8.	26,144	39,856	26,622	29,014
" 16....	31,531	55,598	8.	41,637	23,825	27,764
" 17....	38,163	31,685	43,315	8.	40,395	20,549
" 18....	40,049	31,156	21,811	38,729	34,763	31,161
" 19....	55,385	39,417	23,252	37,958	8.	22,510
Total....	971,141	874,177	912,165	1,023,549	796,824	708,349
Percentage of total port receipts Oct. 19	14.52	19.32	17.42	15.93	15.93	

This statement shows that the receipts since Sept. 1 up to-night are now 96,964 bales more than they were to the same day of the month in 1882 and 58,976 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to October 19 in each of the years named.

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 21,214

bales, against 13,119 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. 27.	Oct. 4.	Oct. 11.	Oct. 18.		
Liverpool.....	6,735	8,779	9,569	10,408	58,596	102,765
Other British ports.....	1,350	200	.....	3,100	5,900	1,026
TOTAL TO GREAT BRITAIN	8,085	8,979	9,569	13,508	64,496	103,791
Havre.....	2,655	727	.....	1,674	11,735	9,462
Other French ports.....	.....	.....	.....	.....	.....	.....
TOTAL FRENCH	2,655	727	.....	1,674	11,735	9,462
Bremen and Hanover....	2,025	1,161	1,250	200	6,585	7,111
Hamburg.....	2,700	1,493	700	2,702	11,074	6,088
Other ports.....	1,075	2,350	1,600	2,581	7,906	6,925
TOTAL TO NORTH EUROPE	5,800	5,009	3,550	5,483	25,565	20,124
Spain, Op'rto, Gibralt'r, &c	.....	.....	.....	.....	2,893	1,494
All other.....	.....	.....	.....	549	1,153	305
TOTAL SPAIN, &C.....	.....	.....	.....	549	4,046	1,799
GRAND TOTAL	16,540	14,715	13,119	21,214	105,842	135,176

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	9,251	53,902	.....	.....	.....	.....	.....	.....
Texas	9,183	41,312	.....	.....	.....	.....	.....	.....
Savannah	10,353	42,092	2,316	7,551	1,232	2,716	1,531	18,674
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	.....	160	.....	.....	.....	.....	.....	.....
S. Carolina	5,180	27,568	.....	.....	768	1,820	1,590	7,860
N. Carolina	.....	2,449	.....	.....	.....	.....	1,288	1,949
Virginia	10,973	29,716	3,238	6,318	747	7,119	2,817	13,728
North. pts	76	98	2,338	12,952	.....	.....	.....	.....
Penn. &c.	229	846	213	2,215	711	4,426	.....	471
Foreign	214	693	.....	.....	.....	.....	.....	.....
This year.	45,459	201,836	8,135	29,036	3,458	16,081	7,629	42,682
Last year.	58,152	194,410	8,008	36,133	5,841	16,578	11,471	40,022

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 82,880 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

		Total bales.	
NEW YORK —To Liverpool, per steamers Adriatic, 1,161....			
Arizona, 1,482....	Bothnia, 1,442....	Furnessia, 2,527....	
Germanic, 2,130....	Spain, 831....	Tycho Brahe, 832....	10,408
To Hull, per steamers Romano, 1,400....	Sorrento, 1,700....		3,100
To Havre, per steamers Amerique, 1,211....	Normandie, 463....		1,674
To Bremen, per steamer Habsburg, 200....			200
To Hamburg, per steamers Hammonia, 1,000....	India, 502....		2,702
Silesia, 1,200....			500
To Rotterdam, per steamer W. A. Scholten, 500....			1,175
To Antwerp, per steamer Belgenland, 1,175....			906
To Copenhagen, per steamer Thingvalla, 906....			549
To Genoa, per steamer Alesia, 549....			
NEW ORLEANS —To Liverpool, per steamers Inventor, 3,553....			
Sculptor, 1,521....	Simoon, 5,966....		11,040
To Havre, per steamer North Cambria, 5,670....			5,670
To Malaga, per steamer Mayaguez, 1,505....			4,613
CHARLESTON —To Havre, per steamer Wolviston, 4,613....			4,775
To Bremen, per steamer Cyprus, 4,775....			4,900
To Reval, per steamer Fernwood, 4,900....			4,300
SAVANNAH —To Reval, per steamer Ashbrook, 4,300....			1,500
FLORIDA —To Liverpool, per.....			1,550
GALVESTON —To Liverpool, per steamer Scarpis, 1,550....			3,743
To Havre, per steamer Jenny Otto, 3,743....			5,030
WILMINGTON —To Liverpool, per steamer Woodside, 5,030....			3,575
NORFOLK —To Liverpool, per steamer Bellmore, 3,575....			2,406
BALTIMORE —To Liverpool, per steamer Serra, 2,406....			3,087
To Bremen, per steamer Strassburg, 3,087....			1,000
To Rotterdam, per steamer George Heaton, 1,000....			
BOSTON —To Liverpool, per steamers Illyrian, 808....	Marathon, 830....		1,638
PHILADELPHIA —To Liverpool, per steamer British Crown, 1,226....			108
SAN FRANCISCO —To Liverpool, per ship Wasdale, 108 (foreign)....			
Total			82,880

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

	Liverpool.	Hull.	Havre.	Bremen & Hamburg.	Rotterdam & Antwerp.	Reval & Copenhagen.	Malaga.	Total.
New York	10,408	3,100	1,674	2,902	1,675	906		21,214
N. Orleans	11,040	.....	5,670	.....	.....	.....	1,505	18,215
Charleston	.....	.....	4,613	4,775	.....	4,900	.....	14,288
Savannah	.....	.....	.....	.....	.....	4,300	.....	4,300
Florida	1,500	.....	.....	.....	.....	.....	.....	1,500
Galveston	1,550	3,743	.....	.....	.....	.....	.....	5,293
Wilmington	5,030	.....	.....	.....	.....	.....	.....	5,030
Norfolk	3,575	.....	.....	.....	.....	.....	.....	3,575
Baltimore	2,406	.....	.....	3,087	1,000	.....	.....	6,493
Boston	1,638	.....	.....	.....	.....	.....	.....	1,638
Philadelphia	1,226	.....	.....	.....	.....	.....	.....	1,226
San Fran.	108	.....	.....	.....	.....	.....	.....	108
Total	38,481	6,843	11,957	10,764	2,675	10,106	1,505	82,880

Included in the above total from New York is 549 bales to Genoa.

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. 13—Steamer Australian, 5,939.
 For Cork, for orders—Oct. 17—Bark E. D. Bigelow, 2,000.
 For Bremen—Oct. 16—Steamer Weser, 4,525.
NEW ORLEANS—For Liverpool—Oct. 12—Steamer Jamaican, 3,464....
 Oct. 15—Steamers Eduardo, 1,800; Mediator, 3,080.
 For Havre—Oct. 12—Steamer Northern, 5,951....Oct. 13—Steamer
 Havre, 7,111.
 For Bremen—Oct. 13—Steamer Almore, 4,351.
 For Antwerp—Oct. 12—Steamer Havre, 140.
 For Vera Cruz—Oct. 13—Steamer City of Mexico, 693.
SAVANNAH—For Bremen—Oct. 15—Steamer Asia, 4,800.
 For Amsterdam—Oct. 18—Steamer Elpis, 5,417.
 For Barcelona—Oct. 13—Steamer Norfolk, 5,801.
CHARLESTON—For Barcelona—Oct. 13—Steamer Primate, 4,800.
WILMINGTON—For Liverpool—Oct. 16—Steamer Lykus, 3,650.
NORFOLK—For Liverpool—Oct. 17—Steamer Hector, 4,280.
BOSTON—For Liverpool—Oct. 10—Steamer Missouri, 500....Oct. 15—
 Steamer Norseman, —....Oct. 16—Steamer Istrian, —....
BALTIMORE—For Liverpool—Oct. 11—Steamer Oranmore, 2,391....
 Oct. 15—Steamer Caspian, 2,270.
 For Bremen—Oct. 18—Steamer America, 1,204.
 For Amsterdam—Oct. 17—Steamer Jason, 600.
PHILADELPHIA—For Liverpool—Oct. 12—Steamer Lord Clive, 1,661.

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

BORDEAUX, steamer (Br.), at New Orleans for Havre, with 500 bales cotton on board, was on fire in her coal bunkers October 15.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d	5 ³²	5 ³²	5 ³²	11 ⁶⁴	11 ⁶⁴	11 ⁶⁴
Do sail...d	....	....	....	....	....	....
Havre, steam...c.	7 ¹⁶ *	7 ¹⁶ *	7 ¹⁶ *	7 ¹⁶ *	7 ¹⁶ *	7 ¹⁶ *
Do sail...c.	....	....	....	....	....	....
Bremen, steam...c.	7 ¹⁶ *	7 ¹⁶ *	7 ¹⁶ *	7 ¹⁶ *	7 ¹⁶ *	7 ¹⁶ *
Do sail...c.	....	....	....	....	....	....
Hamburg, steam...c.	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *
Do sail...c.	....	....	....	....	....	....
Amst'd'm, steam...c.	1 ² *	1 ² *	1 ² *	1 ² *	1 ² *	1 ² *
Do sail...c.	....	....	....	....	....	....
Reval, steam...d.	9 ³² *	9 ³² *	9 ³² *	9 ³² 2 ⁵¹⁶ *	9 ³² 2 ⁵¹⁶ *	9 ³² 2 ⁵¹⁶ *
Do sail...c.	....	....	....	....	....	....
Barcelona, steam...c.	15 ¹⁶ *	15 ¹⁶ *	15 ¹⁶ *	15 ¹⁶ *	15 ¹⁶ *	15 ¹⁶ *
Genoa, steam...c.	5 ⁸ *	5 ⁸ *	5 ⁸ *	5 ⁸ *	5 ⁸ *	5 ⁸ *
Trieste, steam...c.	5 ⁸ *	5 ⁸ *	5 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *
Antwerp, steam...c.	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *

* 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 28	Oct. 5.	Oct. 12	Oct. 19.
Sales of the week.....bales.	49,000	83,000	93,000	59,000
Of which exporters took.....	6,800	5,700	7,900	2,000
Of which speculators took.....	2,800	5,800	8,500	2,100
Sales American.....	37,000	56,000	60,000	41,000
Actual export.....	8,700	11,000	8,200	8,300
Forwarded.....	13,000	3,700	4,600	6,400
Total stock—Estimated.....	723,000	616,000	555,000	506,000
Total stock—Actual.....	675,000	3,300,000	3,100,000	277,000
Of which American—Estimated.....	450,000	3,300,000	3,100,000	277,000
Of which American Actual.....	388,000	3,300,000	3,100,000	277,000
Total import of the week.....	19,500	25,500	27,500	21,000
Of which American.....	9,500	23,000	18,000	11,500
Amount afloat.....	71,000	76,000	83,000	130,000
Of which American.....	23,000	29,000	30,000	76,000

The tone of the Liverpool market for spots and futures each day of the week ending Oct. 19, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday	Tuesday	Wednes.	Thursday	Friday
Market, 12:30 P.M.	Easier.	Easier.	Dull and easier.	Dull and easier.	Easier.	Mod. Inq. freely supplied.
Mid Upl'ds	6 ¹⁸	6 ¹⁸	6	5 ¹⁵ 16	5 ¹⁵ 16	5 ¹⁵ 16
Mid. Or'ns	6 ¹⁴	6 ¹⁸	6 ¹⁸	6 ¹⁸	6 ¹⁸	6 ¹⁸
Sales.....	10,000	12,000	8,000	8,000	10,000	8,000
Spec. & exp.	1,000	2,000	1,000	1,000	1,000	1,000
Futures.						
Market, 12:30 P.M.	Dull.	Dull.	Quiet.	Steady.	Barely steady.	Steady.
Market, 5 P.M.	Steady.	Quiet.	Firm.	Barely steady.	Firm.	Easy.

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

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

	Sat., Oct. 13.				Mon., Oct. 15.				Tues., Oct. 16.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
October.....	5 63	5 63	5 60	5 60	5 63	5 60	5 58	5 58	5 58	5 59	5 55	5 59
Oct.-Nov....	5 40	5 60	5 59	5 59	5 58	5 58	5 57	5 57	5 55	5 55	5 54	5 57
Nov.-Dec....	5 59	5 59	5 57	5 58	5 57	5 57	5 55	5 55	5 54	5 53	5 53	5 55
Dec.-Jan....	5 49	5 59	5 58	5 58	5 57	5 57	5 55	5 55	5 54	5 53	5 53	5 55
Jan.-Feb....	5 62	5 62	5 59	5 59	5 58	5 58	5 57	5 57	5 56	5 55	5 55	5 58
Feb.-March	5 63	5 63	5 62	5 62	5 62	5 62	5 59	5 59	5 57	5 56	5 57	5 60
Mar.-Apr....	6 02	6 02	6 00	6 03	6 01	6 01	6 02	6 02	6 01	6 00	6 03	6 03
April-May..	6 05	6 05	6 04	6 04	6 02	6 02	6 02	6 02	6 00	6 00	6 03	6 00
May-June..	6 00	6 08	6 07	6 07	6 06	6 06	6 04	6 04	6 03	6 03	6 03	6 05
June-July..	....	....	....	....	....	....	....	....	6 06	6 06	6 06	6 08
July-Aug....	....	....	....	....	....	....	....	....	....	....	....	....
Aug.-Sept..	....	....	....	....	....	....	....	....	....	....	....	....

	Wednes., Oct. 17.				Thurs., Oct. 18.				Fri., Oct. 19.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
October.....	5 53	5 56	5 53	5 53	5 56	5 57	5 55	5 57	5 58	5 38	5 58	5 56
Oct.-Nov....	5 54	5 55	5 51	5 54	5 54	5 56	5 54	5 53	5 57	5 57	5 55	5 55
Nov.-Dec....	5 54	5 54	5 53	5 53	5 53	5 54	5 53	5 51	5 50	5 46	5 54	5 54
Dec.-Jan....	5 53	5 54	5 53	5 53	5 53	5 55	5 53	5 53	5 50	5 53	5 54	5 54
Jan.-Feb....	5 55	5 59	5 54	5 55	5 55	5 57	5 55	5 57	5 53	5 53	5 55	5 55
Feb.-March	5 58	5 58	5 57	5 57	5 58	5 59	5 53	5 59	5 61	5 61	5 59	5 59
Mar.-Apr....	5 61	5 61	5 59	5 59	5 61	5 63	5 61	5 63	6 01	6 01	5 60	5 62
April-May..	6 00	6 03	5 63	5 63	6 03	6 02	6 03	6 02	6 03	6 05	6 01	6 01
May-June..	6 03	6 03	6 02	6 03	6 03	6 06	6 03	6 03	6 07	6 07	6 06	6 06
June-July..	....	....	....	....	6 03	6 09	6 08	6 09	....	....	....	....
July-Aug....	....	....	....	....	....	....	....	....	....	....	....	....
Aug.-Sept..	....	....	....	....	....	....	....	....	....	....	....	....

BREADSTUFFS.

FRIDAY, P. M., Oct. 19, 1883.

Flour has sold to only a moderate extent at the best, and has been more or less depressed. The foreign markets are still over-stocked, and the supply here is burdensome. New spring-wheat flour is beginning to arrive quite freely, but though of unusually good quality, it is stated, attracts comparatively little attention. To-day the market was dull and heavy.

Wheat has been only moderately active as a rule, though some days ago there was a large business in spring wheat for export, mainly at \$1 02½ for No. 2 Milwaukee to arrive, though hard No. 1 Duluth has sold at \$1 19@1 20. Reduced receipts at the West and at the British markets at one time had a tendency to strengthen the spot prices here, but latterly the Chicago market has been drooping, partly owing to a falling off in the speculation and partly to an increase of over 1,000,000 bushels in the visible supply in the United States, and prices here have accordingly declined. Options have been depressed during most of the week, the total decline being 3 to 4¼c., the later deliveries showing the most depression. There have been few really new features; there still appears to be an over-supply both in the United States and in Europe, and prices are correspondingly depressed. To-day the market fell ½c. to 1¾c., with little export demand and only a fair degree of speculative activity. No. 2 red on the spot sold at \$1 10@ \$1 10½ in elevator and No. 3 at \$1 01@1 01½; the lower grades are selling pretty well for mixing; options sold at \$1 06¾ @1 07¼ for No. 2 red for October, \$1 07¾@1 08¾ for November, \$1 09¾@1 11 for December, \$1 11¼@1 13¼ for January and \$1 13¾@1 15¾ for February.

Indian corn has been quiet on speculation, though there has been a good export business. Prices have fallen 3 to 4 cents, in sympathy with a decline at the West, where the receipts have been large. To-day the market here was ½c. to 1¾c. lower. No. 2 mixed sold on the spot at 56c., No. 2 white at 56½@57½c. New York yellow at 59½c. and Southern yellow at 56c., while No. 2 mixed in options sold at 55¼@56c. for October, 55¾@57c. for November, 57@57½c. for December and 56@56½c. for January.

Rye has been moderately active at some decline. Barley has sold to a small extent at 90c. for No. 1 Canada. Oats have been quiet and declining. White have shown less depression than mixed, not being in liberal supply, but on the other hand mixed have been very plentiful. To-day white were firmer, while mixed were lower, both on the spot and for future delivery; No. 2 mixed sold at 33½c. for October, 34½@34½c. for November, 35¾@35¾c. for December, 36¾@36¾c. for January and 38¾c. for May.

The following are closing quotations:

FLOUR.	
No. 2 spring...\$ bbl.	\$2 35 @ 3 00
No. 2 winter.....	2 75 @ 3 25
Superfine.....	3 15 @ 3 65
Spring wheat extras.	3 75 @ 4 25
Minn. clear and strat	4 00 @ 6 40
Winter shipp'g extras.	3 70 @ 4 15
Winter clear and straight.....	3 75 @ 6 25
Patents, spring.....	5 50 @ 7 25
Patents, winter.....	5 50 @ 7 00
City shipping extras.	\$5 40 @ 5 75
Southern bakers' and family brands.....	5 25 @ 6 65
South'n ship'g extras.	4 25 @ 4 75
Rye flour, superfine..	3 75 @ 4 00
Corn meal—	
Western, &c.....	3 00 @ 3 30
Brandywine, &c....	3 35 @ 3 45
Buckwheat flour, 3	
100 lbs.....	3 75 @ 4 10
GRAIN.	
Wheat—	
Spring, per bush.	95 @ 1 19
Spring No. 2.....	1 01 @ 1 02
Red winter, No. 2	1 10 @ 1 11
Red winter.....	94 @ 1 11
White.....	1 05 @ 1 15
White No. 1.....	@
Corn—West. mixed	49½ @ 56
West. mix. No. 2.	55¾ @ 56
White Southern..	58 @ 60
Corn—	
Yellow Southern.	56 @ 57
Western white....	55 @ 57
Rye—Western.....	63 @ 65
State & Canada..	70 @ 71
Oats—Mixed.....	32¾ @ 35
White.....	30½ @ 44½
No. 2 mixed.....	33½ @ 33¾
No. 2 white.....	37½ @ 38
Barley.....	Nominal.
Buckwheat.....	@ 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. 13 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 190 lbs	Bush. 60 lbs	Bush. 56 lbs	Bush. 32 lbs	Bush. 48 lbs	Bush. 56 lbs
Chicago.....	70,830	685,258	1,085,636	925,240	390,623	182,201
Milwaukee..	83,950	153,841	23,430	40,987	335,267	7,037
Toledo.....	2,672	533,334	70,823	47,575	550	7,013
Detroit.....	4,491	292,793	43,012	114,919	13,729	.....
Cleveland...	.....	.....	.....	.....	.....	.....
St. Louis....	34,222	275,712	124,791	120,014	119,021	19,903
Peoria.....	1,335	6,900	188,660	253,745	19,296	24,500
Duluth.....	30,000	577,789	13,468	.....	.....	.....
Tot. wk. '83	227,603	2,525,633	2,149,817	1,507,410	878,396	240,674
Same wk. '82	232,707	2,771,431	538,731	906,361	650,070	136,236
Same wk. '81	218,944	1,359,278	2,655,485	955,974	512,646	159,132
Since Aug. 1—						
1883.....	1,914,569	28,557,518	31,087,821	18,244,052	3,474,413	3,146,518
1882.....	1,835,674	30,609,022	13,800,872	14,281,832	2,654,417	1,173,484
1881.....	1,937,354	17,375,484	42,829,340	9,319,371	2,720,218	1,893,460

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Oct. 13, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	7,030,159	6,104,979	7,020,408	3,896,528
Wheat.....bush.	36,553,198	44,211,420	42,270,669	58,519,582
Corn.....bush.	89,698,846	55,045,517	92,510,117	109,179,615
Oats.....bush.	40,021,023	29,231,701	29,213,548	24,828,770
Barley.....bush.	6,073,150	3,147,605	3,236,956	2,909,377
Rye.....bush.	4,862,585	2,277,741	1,742,564	2,342,720
Total grain.....	177,203,807	133,956,934	168,973,854	197,775,064

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

	1883.	1882.	1881.	1880.
	Week Oct. 13.	Week Oct. 14.	Week Oct. 15.	Week Oct. 16.
Flour.....bbls.	122,002	166,312	158,294	125,178
Wheat.....bush.	354,258	674,525	285,509	282,562
Corn.....bush.	556,653	172,717	901,985	529,139
Oats.....bush.	1,045,851	610,655	536,299	1,123,444
Barley.....bush.	410,922	298,553	220,597	127,296
Rye.....bush.	89,162	43,631	65,671	70,158
Total.....	2,156,816	1,800,031	2,010,061	2,132,599

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. 13	236,715	1,727,893	2,165,160	1,441,223	460,550	199,272
Oct. 6	210,334	1,293,046	2,283,597	1,460,366	344,325	183,879
Sept. 29	201,925	1,763,029	2,671,182	1,346,861	275,047	325,934
Sept. 22	219,034	1,884,904	3,257,543	1,356,295	191,223	226,726
Tot., 4 w.	868,008	6,668,872	10,877,482	5,604,745	1,274,145	910,811
4 w.'s '82	887,095	8,477,619	3,743,794	3,385,164	740,240	351,114

The receipts of flour and grain at the seaboard ports for the week ended Oct. 13 follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	146,089	938,192	967,645	480,800	20,350	189,600
Boston.....	72,118	5,450	244,445	136,512	500	.....
Portland.....	750	.....	9,720	5,630	.....	.....
Montreal.....	30,086	60,613	79,290	2,108	950	486
Philadelphia..	23,504	90,000	47,100	70,550	22,200	.....
Baltimore.....	22,365	161,350	40,701	37,762	.....	1,850
New Orleans...	10,279	54,060	176,149	12,485	.....	25,332
Total week...	305,191	1,339,695	1,565,350	745,817	44,000	215,268
Cor. week '82..	331,328	2,369,464	167,125	527,773	274,125	24,710

The total receipts at the same ports for the period from Dec. 25, 1882, to Oct. 13, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	10,581,863	9,167,426	10,099,119	8,126,129
Wheat.....bush.	51,415,634	65,780,659	78,111,084	100,174,160
Corn.....bush.	71,929,484	26,239,484	89,006,611	118,935,942
Oats.....bush.	24,511,867	23,021,553	22,821,740	18,649,815
Barley.....bush.	2,358,182	2,705,465	2,823,708	2,369,993
Rye.....bush.	4,139,300	1,195,341	1,393,609	1,782,369
Total grain.....	154,382,771	118,972,501	193,978,752	241,912,629

The exports from the several seaboard ports for week ending Oct. 13, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York.....	92,165	193,046	538,651	4,320	64,484	2,181
Boston.....	46,265	.....	69,944	.....	.....	.....
Portland.....	.....	.....	.....	.....	.....	.....
Montreal.....	46,252	106,532	197,721	125	.....	15,072
Philadel....	6,428	35,000	.....	.....	.....	.....
Baltimore...	7,669	311,237	18,470	6	.....	.....
N. Orleans...	1,919	37,705	156,265	.....	.....	.....
Total w'h. Same time 1882..	200,678	683,570	972,051	4,518	64,484	17,553
	170,764	1,952,802	195,797	7,346	41,637	28,516

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. 13.	1882. Week. Oct. 14.	1883. Week. Oct. 13.	1882. Week. Oct. 14.	1883. Week. Oct. 13.	1882. Week. Oct. 14.
Un. King.	Bbls. 145,479	Bbls. 100,199	Bush. 407,230	Bush. 1,175,705	Bush. 689,793	Bush. 156,346
Cont'n't	4,079	15,945	271,340	765,177	243,206	24,965
S. & C. Am.	15,416	12,386	.....	7,520	23,690	5,345
W. Indies	28,442	24,708	5,000	4,400	9,008	7,611
Brit. Col's	6,380	16,100	.....	.....	5,555	23
Oth. c't's	882	896	.....	.....	999	1,507
Total...	200,678	170,734	683,570	1,952,802	972,052	195,797

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. 13.	1882. Sept. 1 to Oct. 14.	1883. Sept. 1 to Oct. 13.	1882. Sept. 1 to Oct. 14.	1883. Sept. 1 to Oct. 13.	1882. Sept. 1 to Oct. 14.
Un. Kingdom	Bbls. 752,097	Bbls. 818,921	Bush. 4,769,796	Bush. 11,054,557	Bush. 6,000,572	Bush. 592,770
Continent...	30,922	113,517	3,363,871	10,064,132	1,543,681	153,105
S. & C. Am...	80,760	101,365	.....	21,814	252,656	61,349
West Indies.	125,922	123,723	11,574	8,684	61,300	69,018
Brit. Col'nies	104,335	49,696	.....	.....	15,987	13,119
Oth. countr's	3,269	5,322	.....	87,196	100,791	8,840
Total.....	1,097,305	1,267,547	8,145,616	21,236,363	8,004,993	896,201

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. 13 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	8,348,313	2,954,822	2,263,303	10,873	392,048
Do. afloat (est.)	.....	.....	.....	.....	66,509
Albany.....	2,709	20,409	81,000	2,600	26,500
Buffalo.....	532,119	1,033,855	22,837	25,129	52,922
Chicago.....	7,363,492	2,184,979	257,118	66,783	82,920
Milwaukee....	1,183,676	5,313	772	299,953	31,396
Duluth.....	1,595,000	20,000	555	.....	.....
Elledo.....	1,775,190	128,303	79,155	5,326	48,133
Detroit.....	415,059	50,621	197,761	346	2,878
Oswego.....	10,500	210,000	.....	14,000	.....
St. Louis....	1,996,356	138,762	98,403	62,600	124,683
Cincinnati...	194,029	27,910	80,620	21,367	86,799
Boston.....	2,696	185,351	225,408	2,928	.....
Toronto.....	33,786	.....	.....	58,072	635
Montreal....	109,611	24,219	5,516	25,677	32,199
Philadelphia..	759,773	273,975	88,031	.....	.....
Peoria.....	7,400	54,567	69,893	1,099	53,332
Indianapolis.	242,600	22,109	97,690	.....	19,100
Kansas City..	422,765	29,739	21,599	.....	42,172
Baltimore...	2,332,950	78,020	.....	.....	6,091
Down Mississippi.	1,1049	118,661	19,515	.....	290
On rail.....	4,9920	733,355	1,230,922	410,922	99,482
On lake.....	924,860	2,188,001	210,301	49,678	99,790
On canal.....	1,088,852	1,643,655	351,154	84,397	192,034
Tot. Oct. 13, '83.	29,869,699	12,431,981	5,404,496	1,141,733	2,200,351
Tot. Oct. 6, '83.	23,523,488	13,414,957	5,688,013	873,522	2,204,146
Tot. Oct. 14, '82.	14,488,914	4,481,938	4,659,788	1,654,865	844,143
Tot. Oct. 15, '81.	20,586,272	28,682,059	4,760,112	2,506,187	1,093,772
Tot. Oct. 16, '80.	15,764,158	20,255,011	4,158,725	2,003,435	760,501

AGRICULTURAL BUREAU REPORT.—The Agricultural Department at Washington issued on the 12th instant its October report on the condition of the cereal crops of the country. Below we give it in full:

The October corn report for the Department of Agriculture fully sustains the telegraphic summary of the 10th of September relative to injuries by frosts of the 9th and 10th. The State average of condition shows the extent of the injury, which was greatest in Michigan, Wisconsin, Ohio and New York. There was also severe loss in Minnesota and Dakota, and some damage in the elevated portions of Pennsylvania and West Virginia, in the northern counties of Indiana and Illinois, in the least advanced fields of Iowa, but scarcely any in Nebraska, and none in Kansas is reported. Except a few places in northern Kentucky and Missouri, there is no mention of frost in any States South of Pennsylvania.

The reduction of State averages is in Michigan from 60 to 45, in Wisconsin from 76 to 50, in Ohio from 82 to 63, in New York from 77 to 57, the reduction is 7 points in Illinois and 5 in Indiana. The high September figures have been materially reduced by frost.

The loss of condition from drought has become more apparent, causing slight reductions of the September estimates of many of the Southern States.

The general average of condition for the entire field is 78. six points less than on September 1, four from frosts in the North, and two from drought on the Atlantic seaboard and south of the frosted areas. It is 5 points below the October average of 1882, while there is 4 per cent increase in area. It is 21 points lower than the October average of the Census crop. The product of the year will be close to 1,000,000 bushels, with more soft corn than last year, mostly in regions that consume their entire crop.

The returns of yield of wheat per acre indicate a production about 24 bushels per acre less than in the crop of last year.

It is but 9 1/2 bushels per acre in Ohio, 10 in Illinois, and but a fraction above 10 in Indiana. It is above 12 in Michigan and 15 in Minnesota, Iowa and California. The Missouri average is 12 bushels, Dakota and Nebraska exceed 16, and the Kansas average is about 17. These averages are in several States based on systematically recorded results of threshing. While a revision of the records of the season may cause slight local changes, it is certain that the final average of yield will not differ much from 11 1/3 bushels per acre. The aggregate will exceed 400,000,000 bushels, and may reach 420,000,000. The quality is not up to an average.

The yield of oats is a full average of a series of years, or about 28 bushels for the whole country. The range of State averages in the West is from 30 in Missouri to 41 in Kansas, about 33 in the Ohio Valley and 36 in the Northwest.

Nebraska and Kansas have the largest yields. The crop will reach about 50,000,000 bushels. Quality is high, averaging 98, 100 being the standard.

The barley crop will average between 1 and 2 bushels per acre more than last year, approximating 50,000,000. California, New York, Minnesota, Wisconsin and Iowa contribute three-quarters of the whole product.

The potato crop is in better condition than in any year since 1875. The average is 93, while the October averages of 1882 and 1879 were each 90.

The tobacco crop will be below an average in yield. The average of condition in Kentucky is 77; in Virginia, 61. The Maryland crop will be good. Averages of the seed-leaf States is low. The general average of condition is 82.

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

Table showing exports of domestic breadstuffs from various Customs Districts (New York, Boston, Philadelphia, Baltimore, New Orleans, San Francisco, Chicago, Detroit, Harbin, Key West, Miami) for Sept. 1883 and Sept. 1882. Columns include Bushels, Dollars, and Total values for the month and nine months.

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

Table comparing export values for Milwaukee, New Haven, Portland, Falmouth, Richmond, Willamette, and Yorktown for September 1883 and the nine months ended.

THE DRY GOODS TRADE.

FRIDAY, P. M., Oct. 19, 1883.

There has been during the past week a continuation of the quiet tone lately noticed in the dry goods trade, business having been conspicuously light with manufacturers' agents and import-

ers. The jobbing trade has not shown much animation, but a fair distribution of seasonable goods was made to local and near-by retailers. The auction rooms presented some important features and the principal sales were largely attended. About 5,000 packages of blankets were disposed of at public sale on Wednesday, and nearly 5,000 pieces 6-4 heavy woollens were sold the following day.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 2,485 packages, including 909 to Great Britain, 400 to China, 306 to U. S. of Columbia, 243 to Hayti, 199 to Venezuela, &c. There was a very light demand for cotton goods by jobbers, while converters bought sparingly, and the inquiry for export was unimportant.

DOMESTIC WOOLEN GOODS.—The demand for clothing woollens has not realized expectations, and yet some fair orders for spring cassimeres, suitings and worsteds were placed by the clothing trade. Satinets were for the most part quiet, and a very light business was done in Kentucky jeans and doeskins.

FOREIGN DRY GOODS have been mostly dull in first hands, and the jobbing trade was only moderate. Velvets, velveteens and plushes continued in good request, but silks were very quiet in private hands, and the auction rooms were resorted to as an outlet for surplus stocks, several thousand pieces having been disposed of in this manner at low average prices.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Oct. 18, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

Large table showing importations of dry goods (Manufactures of—Wool, Cotton, Silk, Flax, Miscellaneous) and Total at the port for Week Ending Oct. 19, 1882, Since Jan 1, 1882, Week Ending Oct. 18, 1883, and Since Jan 1, 1883. Includes columns for Pkgs., Value, and Total.