

MERCHANTS' MAGAZINE, Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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### Chronicle.

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### THE INVESTORS' SUPPLEMENT.

With the present number of the Chronicle is issued the INVESTORS' SUPPLEMENT. One copy of the Supplement has always been furnished to subscribers of the Chronicle without charge, and extra copies have been sold to them at one dollar per copy, while single copies of the Supple Michigan Central also became very strong and for a MENT were sold to others than subscribers of the Chronicle like reason, the movement in that stock acting of at \$2 per copy. The price has now been reduced, and while subscribers will receive with their CHRONICLE one copy of the Supplement as heretofore, extra copies will be sold to them at 50 cents each, and single copies to persons not subscribers at \$1 each.

The Supplement to day has an important article on preferred railroad stocks, which presents in brief space the tral suit, pleasantly told Mr. Gowen a day or two since, in terms of preference on every leading stock of this class sold in New York, Boston, Philadelphia and Baltimore-This article will be found to be worth preserving for future reference by all parties interested in this sort of the bulls this week. They have owned the stocks all along information.

much extended and in many cases entirely over quence is, a quick reversal in the position of parties. This

hauled and re-written. The head lines for the titles of companies in the remarks of the Supplement have been set in full faced type, and the improvement made in this respect can not fail to be appreciated by every person who has occasion to refer to its pages. The work of revision has been completed as far as page 62 in the present number, and will be continued, and probably finished, in the December issue. Subscribers are requested to observe the difference in style between the pages from 15 to 62, and the subsequent pages 63, &c., where the revision has not yet been made. Attention is also invited to the larger space and more extended information and statistics given in the remarks pertaining to the more prominent railroads, such as Atchison Topeka & Santa Fe, Chicago Burlington & Quincy, Chicago Milwaukee & St. Paul, Chicago & Northwestern, &c., &c.

The long-continued depression in business affairs, and particularly at the Stock Exchanges, has been such as to discourage publishers from any new and extra expenditures of money or editorial labor at the present period, and it is trusted that the patrons of the CHRONICLE will, for this reason, more highly appreciate the improvements which have been made in the Supplement for their benefit.

### \*THE FINANCIAL SITUATION.

The recovery in Wall Street, which began last Wednesday with the corner developed in the Central of New Jersey stock, has been continued during this week, though with daily reactions, through the development of a similar situation in other stocks. The most notable feature was the movement on Saturday in Northern Pacific preferred, when such a scarcity was suddenly revealed, that the difference between regular and cash prices was up at one time to 15 per cent. On Tuesday course in its turn as a source of strength to the whole list. Since then the daily changes between strength and weakness have been just sufficiently varied to be most tantalizing to the "shorts," irresistibly producing one of the liveliest bear dances often seen on the street.

Mr. Dinsmore, in his evidence in the New Jersey Cenreply to a question referring to his lawyer, that he "did not "intend to keep a dog and bark himself." Something like this spirit seems to have controlled the movements of that were being slaughtered, lent them out freely and seen The tables of railroad and miscellaneous stocks and them used further to break the market. But suddenly bonds have been enlarged and greatly improved, and they change their policy, assert their proprietorship by the remarks in connect on therewith have also been calling in their stocks one after another, and the conse-

is the immediate though lesser result of the week's developments, affecting as it does individuals only. But there is another result, a little more remote perhaps, in which the public has a far deeper interest, and that is the fact which has thus been disclosed that there is a point in the de. scending scale of prices at which the cliques who are carrying the stocks can and will protect their properties. The country began to think that Wall Street values were only shadows, that bulls were myths, and that railroads even were little more than a conceit of the imagination. It is no wonder, therefore, that the commercial outlook, which was so favorable in the latter part of summer and early weeks of fall, should have grown less promising. Merchants have little personal interest in Wall Street values now, but between those values and commerce there must always be an intimate union, and hence the harm that has been done to all departments of trade by this prolonged raid.

The manner in which this reaction was brought about has been sharply criticised, but the means employed appear to be justified by the results. The assaults of the bears had been persistent and reckless. Their object seemed to be to keep the market in a demoralized condition, to deter purchases of even undoubtedly good properties, and generally to unsettle confidence in all kinds of shares and bonds. If they had been permitted to continue their course unchecked, they would doubtless have precipitated a crisis in the stock market which would have been very widely felt, not only in Wall Street, but all over the country.

And really how unreasonable has been the fright which has overtaken us. Leaving out of consideration the stocks which have no intrinsic value, probably no fact has had so unsettling an effect on prices as the building of new lines near the routes of old ones. New York Central, Erie, and the other trunk lines, are, it is claimed, worth little or nothing, because West Shore and the Delaware Lacka. wanna & Western Buffalo connection have been built; the Lake Shore has in like manner lost most of its value because the Erie's connection with Chicago and the Nickel Plate road have been built. We cite these roads simply as illustrations, for they are like so many others in this particular, and yet the truth is that railroads in this country have not grown as fast as the traffic. It is a question of rates, not of tonnage. Only look at the following statements of trunk-line business for eight years, the first table showing freight, the second passengers.

0	. ,			1
FREIGHT	(TONS)	MOVED	ONE	MILE.

	Pennsylvania.		New York		
Years.	East of Pittsburg.	West of Pittsburg.	Central.	~ Erie.	Total of all.
1875	2,117,776,000	1,218,020,000	1,404,008,000	1,016,618,000	5,756,422,000
1876 1877	2,309,553,000 2,180,459,000	1,373,123,000 1,459,762,000	1,674,447,000 1,619,948,000	1,040,431,000 1,114,586,000	6,374,755,000
878	2,431,807,000	1,814,100,000	2,084,355,000	1,224,763,000	7,555,025,000
880	3,061,478,000 3,292,991,000	2,272,716,000 2,426,038,000	2,341,473,000 2,576,768,000	1,569,222,000	9,244,889,000
881	3,700,811,000	*2,707,827,000	2,705,165,000	1.984,391,000	11,098,197,000
1883	3,977,280,000	*2,729,845,000	2.457,297,000	1,954,389,000	11,118,811,00

	Penns	ylvania.	New York		
Years.	East of P'ttsburg.	West of Pittsburg.	Central.	Erie.	Total of all.
1875	344,234,000 623,208,000 298,752,000 292,725,000	218,279,000 259,353,000 244,344,000 247,275,000	338,934,000 353,136,000 316,847,000 300 302,000	155,396,000 163,074,090 170,888,000 140,325,000	1,056,843,000 1,398,771,000 1,030,831,000 980,628,000
1879	314,260,000 382,787,000 446,316,000 496,203,000	269,515,000 321,783,000 *\$45,385,000 *369,350,000	290,953,000 330,802,000 373,768,000 432,243,000	149,115,000 180,460,000 200,483,000 225,131,000	1,023,843.000 1,215,832,000 1,345,952,000 1,522,927,000
				ouis Alton &	Terre Haute

roads previously included.
Note.—New York Central and Eric figures above are for fiscal year ended September 30; those of the Pennsylvania are for calendar year. These figures prove the marvelous growth in the busidoubled in the six years. The exceptionally short crops: of 1881 prevented the ordinary progress in 1882, but the development is constant, trunk lines cannot be multiplied indefinitely, and there is every reason for believing that the existing ones are not in advance of the country's wants.

As to the upward movement of the week it appears to have culminated on Thursday morning. It is reported that this was due to settlements made by a prominent speculator who was largely short of leading stocks, and preferred a private adjustment rather than an attempt to cover by purchasing in the open market. In the afternoon of Thursday realizing sales and some slight pressure by the bears carried prices downward, but the decline was regarded as of little significance and as a natural reaction after so sharp a rise. Yesterday, however, a further decline took place all through the list, under continued realization of profits, and the close was barely steady.

Still, it is to be remembered that the whole advance and activity of the last few days is due to speculative manipulation, and though the severe lesson of the week will, it is likely, bear fruit in putting a stop at least for the present to the reckless raids of the bears, there is no reason to anticipate an active rising market. It is somewhat singular that at this juncture the managers of railroad properties, who from their position as large owners have so much at stake, do not reform their methods so far as to take the public into their confidence. A frank statement of the financial condition of leading properties would certainly be welcomed by investors and we think aid greatly in strengthening the market. But until the commercial classes are making more money, we can scarcely expect any considerable speculation.

In this connection it is satisfactory to note that the Pennsylvania statement of earnings and expenses has been issued this week for the month of September, and, as in August, makes on the lines east of Pittsburg and Erie a very favorable exhibit. The gain over 1882 amounts to \$217,396 in gross and \$187,939 in net earnings, which is the more encouraging that the gain in 1882 (over 1881) had been no less than \$682,596 in gross and \$271,249 in net. The principal characteristic in the returns for the last two months has been the absence of the feature which distinguished the months preceding-namely, a very large augmentation in expenses. But expenses are nevertheless still heavy as contrasted with former years. Compare, for instance, September, 1883, with September, 1879. In this period of four years gross earnings have risen from \$3,336,528 to \$4,634,998, an increase of about \$1,300,000, yet of this increase only \$332,000 has been added to net earnings, all the rest of it having been absorbed by additions to the expense account. The follow ing shows the figures both for September and the nine months ended September 30, for five years.

Lines East of Pittsburg.	1883.	1882.	1881.	1880.	1879.
September	*	*	*	\$	
Gross earnings	4,634,998	4,417,602	3,735,006	3,647,543	3,336,528
Operating expenses	2,712,633	2,683,176	2,271,829	2,172,633	
Net earnings	1,922,365	1,734,426	1,463,177	1,474,910	1,590,639
Jan. 1 to Sept. 30-		*			
Gross earnings	37,893,907	35,888,778	32,879,241	30,254,613	24,516,210
Operating expenses	23,817,360	22,254,277	19,483,435	17,828,309	14,823,104
Net earnings	14,076,547	13,604,501	13,395,806	12,426,304	9,693,106

Notwithstanding the great augmentation in expenses, it is gratifying to observe that net earnings are larger than ever before. For September there was a break in this particular in the years 1880 and 1881, but in the nine months period the upward movement has been uninterrupted; and in this latter period, too, the augmentation in expenses ness of the country since 1877, the traffic having almost is not quite so marked, gross earnings as compared

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with 1879 showing an improvement of somewhat over 50 per cent and net an improvement of a little less than 50 per cent. On the lines west of Pittsburg the statement. as heretofore, is not very favorable, these lines not proving quite so profitable this year. The surplus (over all liabilities) in September amounts to as much as \$318,522, it is true, but in the same month of last year it was over \$400,000, and way back in 1879 it was \$345,000, though in 1880 and 1881 it was only about \$220,000. For the nine months the surplus aggregates three-quarters of a million this year, against over a million in 1882, and over two millions in both 1881 and 1880; in 1879, however, the surplus was scarcely more than \$100,000. These lines are largely dependent upon through traffic, and the sharp competition of late years in this class of traffic, together with the multiplication of new lines, has no doubt adversely affected their income.

Foreign exchange further declined this week, and to points which beyond question justified the importation of gold, but yesterday the rates were advanced again in consequence of a demand for bankers' bills. In addition to the £100,000 announced last week as in transit, £140,000 more are now on the way. The profits on these imports depend upon the character of the gold brought out, and upon the rate of interest. Any urgency in the demand for fine bars would tend to advance the price in London and any large withdrawals of bullion from the Bank of England for shipment hither would serve to stiffen the rate for money in the open market, so that unless there should be even greater activity in money here the gold movement would not be stimulated. This will probably account for the fact that notwithstanding the rates for sterling during so much of the week have shown a profit on gold importations, the movement is thus far comparatively light. The weakness of the market was mainly due to the pressure of bills drawn against cotton, which is moving very freely to the continent. Bankers' sterling was also in moderate supply, said to be drawn against outgoing securities; but as the advance in the rates yesterday was reported to be in consequence of a demand for bankers' bills to remit for securities sold here on foreign account Wednesday and Thursday, it does not seem that much credit should be given to the former statement. The following shows relative prices of leading bonds and stocks in London and New York at the opening each day.

	Oct.	. 22.	Oct.	23.	Oct. 24.		Oct. 25.		Oct. 26.	
	Lond'n prices.*				Lond'n prices.*	1	Lond'n prices.*		1	
U.S.4s,c.	121-13	12158	120.76	12134	121.49	12134	121.85	1217/8	121.86	1217/
U.S.41/28.	114.57	11456	114.48	1145%	114.46	1141/2	114.58	1145%	114.57	1145
Erie	27.91	277/8	27.28	281/8	29.22	2914	29.82	30	30.22	301/4
2d con.	94.18	931/2	94 09	931/2	94.09	91	94.09	9434	94.18	95
Ill. Cent.	126.71	126	127.07	127	129.01	1287/8	129.73	12934	132.54	1311/
N. Y. C	113.97	11436	114.58	1147/8	116.40	1171/4	117.85	11834	117.73	11814
Reading	25 001	5036	25:22+	5036	25.46+	5134	58.08+	5234	26.09+	52
Ont.W'n	20.87	2014	20.85	2034	20.85	20%	21.58	2136	21.36	21
St. Paul.	94.43	941/8	94.33	937/8	95.78	961/2	97.97	981/2	99.52	98
Exch'ge, cables.	ľ	51/4	4.8	5	4.85		4.8	35	4.8	514

<sup>\*</sup>Expressed in their New York equivalent.

Money on call continues easy, indicating an abundant supply notwithstanding the low reserves of the banks, and although occasionally during the week the rate has advanced to 4 per cent, it has immediately fallen to about  $2\frac{1}{2}$  or 3. The movement of money from this centre through the Sub-Treasury last week was mainly to the South for the purpose of handling cotton, and as ship. ments of this staple have been liberal the past week the inquiry for funds from that section has again been large, though latterly it has abated somewhat. The following 1880-81, the extraordinary crop failure of the summer

statement, made up from returns collected by us, exhibits the week's receipts and shipments of currency and gold by the N. Y. banks.

Week Ending Oct. 26, 1883.	Received by N.Y. Banks.		Net Interior Movement.
Currency	<b>\$1,484,000</b>	*\$1,593,000	Loss. \$109,000
Gold	11,000		Gain. 11,000
Total gold and legal tenders	\$1,485,000	<b>\$1,593,000</b>	Loss. \$98,000

\*965,000 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 \$1,100,000 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. 20, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above Sub-Treasury operations, net		\$1,593,000 1,100,000	Loss. \$98,000 Loss. 1,100,000
Total gold and legal tenders	₹1.495,000	\$2,693,000	Loss.\$1,198,000

The Bank of England return for the week shows a loss of £408,000 bullion, and as £109,000 was reported as withdrawn on balance, £299,000 probably went to the interior. The Bank of France reports a decrease of 4,050,000 francs gold and of 2,275,000 francs silver. The Bank of Germany reports an increase of 8,520,000 marks since the last return. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

× (g)	Oct. 2	5, 1883.	Oct. 26, 1882.		
	Gold.	Silver.	Gold.	Silver.	
	£	£	£	£	
Bank of England	22,544,425		20,992,379		
Bank of France	38,651,399	40,702,879	38,807,564	44,772,426	
Bank of Germany	6,841,500	20,524,500	6,413,750	19,241,250	
Total this week				64,013,676	
Total previous week	68,501,385	60,999,035	66,661,289	64,241,005	

The Assay Office paid through the Sub-Treasury \$189,424 for domestic and \$101,000 for foreign bullion during the week, and the Assistant Treasurer received the following from the Custom House.

		Consisting of—				
Date.	Duties.	Gold.	U. S. Notes.	Gold Certif.	Silver Oer- tificates.	
Oct. 19	\$448,362 08	\$12,000	\$30,000	\$341,000	\$65,000	
" 20	278,598 23	12,000	11,000	198,000	58,000	
" 22	433,519 46	10,000	23,000	340,000	60,000	
" 23	617,802 83	16,000	34,000	159,000	109,000	
" 24	222,378 57	12,000	11,000	136,000	63,000	
" 25	308,291 30	6,000	15,000	222,000	66,000	
Total.	\$2,308,952 47	\$68,000	\$124,000	1,896,000	\$421,000	

### THE DECLINE IN STOCK VALUES.

With the activity in stocks and the rise in prices in progress during the past few days, the hope has been very generally expressed that the period of extreme depression in Wall Street has culminated. There are not wanting reasons for this belief, some of which we have indicated in the previous article. But there are others which encourage the same hope.

The fact that for over two years prices have been steadily declining, lends plausibility to the idea that every adverse influence has already been discounted. Of course this decline has been only in very small part the work of speculators. It is easy to see now the natural causes which gave them their power. The severe winter of

<sup>†</sup>Reading on basis of \$50, par value.

of 1881, the too rapid conversion of floating capital into fixed forms, largely through railroad extension, the multiplication of rival railroad lines and the heavy mileage of new roads in general, the railroad war then in progress, together with the speculative fever that carried everything before it, made lower prices inevitable after July, 1881. A period of depression must surely follow such conditions. But there is a limit to any downward tendency, just as there was a limit to the upward tendency, and the suggestion is not without force, whether that limit has not already been reached. That our readers may the better appreciate how great the fall in values has been, we have prepared the following table of 24 stocks actively dealt in on our Stock Exchange, showing the fluctuations in them since January 1, 1881—nearly three years. We give first the extreme range in this period of time, with the fall in prices which has taken place, and then the range during the current year to date, so that it may be seen how much of the total decline occurred in 1883.

¥		Lowest Prices s tary 1, 1881.	ince		nd Lowest Panuary 1, 188	
	High.	Low.	Fall.	High.	Low.	Fall
Can. South	90 Jan. '81	44 Feb. '82	46	7134 Jan.	474 Oct.	$24^{1}_{2}$
		61 Oct. '83	0	88 Jan.	61 Oct.	27
	156 Jan. '81			137 4 Jan.		914
Chic. B.& Q.	1824 Jan. '81	1153 <sub>4</sub> Feb. '83,	$663_{4}$	1293s Apr.	11534 Feb.	1358
		927 <sub>8</sub> .Oct. '83				1558
Chie. & N.W.	1503; Sept. 82	115½ Oct. '83	$35_{4}$	140 % Apr.	11512 Oct.	24 58
Ch. R. I. & P.	1485, May '81	11712 Aug. '83	. 31 18 :	127 4 Jan.	117 5 Aug.	934
Del. L. & W.	15014 Sept. 82	107 Jan. '81	4314	131 12 Apr.	11112 Oct.	20
Ill. Central	4150 \( \text{Oct.} \) Oct. \( \text{S2} \)	124 Aug. '83	$26\frac{1}{2}$	148 June	124 Aug.	24
				1147s Jan.	923; Oct.	2218
Louisv. & N.	110½ May '81	4058 Aug. '83	6978	5812 Jan.		
		77 Oct. '83		100 18 Jan.		2318
Mo. K.& Tex	54 May '81	19½ Oct. '83		347 <sub>8</sub> Jan.		15%
Mo. Pacific	114 2 June '81	85 Jan. '81		10678 Apr.	90½ Oct.	$163_8$
N. Y. Cent	155 Jan. '81	1123s Oct. '83		129 's Mar.		1634.
		27 2 Oct. '83		4078 Jan.	27 ½ Oct.	1338
	54% Sept. 82			$53^{1}8$ June	231s Oct.	30
	100% Sept. 82		4438	$90_8$ June	56 Oct.	$345_8$
	98% Sept. 82			89 Jan.	34 2 Oct.	$541_{2}$
	. 743, Oct. '81,			61 18 June	46 14 Aug.	1478
Tex. & Pac.		19 Oct. '83		43 Jan.	19 Oct.	24
Union Pac	13134 July '81	847s Oct. '83	0	1043, Jan.	8178 Oct.	1978
Wabash		15 Aug. '83		3614 Jan.	15 Aug.	2114
Pref	The second secon	2912 Oct. '83	1	57½ Jan.	2912 Oct.	28
			- 1	0. 2	200	

"This was with the 17 per cent scrip dividend on.

Though this table contains a wide variety of roads—some of the very best, in fact, on our list—there is in it not a single stock that records a smaller decline than 25 points, and quite a few record a fall of between 60 and 70 points. Only four did not fall to a lower figure in 1883 than at any other time during the whole period of three years. It will also be observed that the fall during the present year has been particularly noteworthy, ranging from 10 to 50 per cent.

Of course, too much cannot be predicated upon this table. Commercial affairs are not so promising now as they were, and the question naturally arises, has this depression run its course, and are failures to be less frequent in the future? While nothing definite can be said on this point, there are certain facts which bear a hopeful aspect. Take the iron industry, for example. Many of the furnaces have gone out of blast, and though prices as yet show little indication of recovery, a point is sure to be soon reached by this process of contraction in production where consumption will overtake production, and then improvement will be rapid. And as to failures in this and all other industries, while no doubt we must be prepared to see more of them, the low prices prevailing—in some cases below the cost of production—would seem to show that the worst have already occurred. The weaker concerns went to the wall under the great depre ciation in values that has taken place, and those that have weathered the storm thus far, will probably hold out in any event.

A strong point in the general commercial situation is in business and railroad circles, and that the effect of all

the low prices ruling in every department of business. It is falling prices that develop the weak spots in an industrial system. If prices were high, and a large fall in them possible, then in a period of general distrust like the present, the future might be regarded with some apprehension. But prices are not high; on the contrary, they are low—liquidation has forced them to a point where it scarcely seems possible for them to go much lower.

Then, as to the agricultural outlook, and its bearing upon our foreign trade, there is much to encourage one to take a favorable view of the situation. As we stated last week, we have large crops of pretty nearly every description. Wheat falls short of last year's extraordinary yield, but we have carried forward a large surplus from that year, so that the aggregate at our disposal is hardly less than it was then. Cotton is also smaller than last year, but still it is a large crop, and another such crop as the last would have forced prices down to a ruinously low figure. The money value of this year's production to the South is likely to prove fully as great, if not greater, than it would have been under another seven million crop. The yield of corn, on the other hand, is large, and oats, potatoes, &c., exceed anything on record. And with low prices prevailing for every one of these staples, our exports are likely to be heavy. Wheat, to be sure, is not now, and has not for some time, been going out freely, but European stocks, there is reason to believe, will soon be worked off, and then the demand will increase. If present prices are not low enough, still lower ones will have to be made. At some price Europe, we may rest assured, will take all the wheat we have to spare.

Already gold is coming this way. Exports are to be heavy, imports are equally certain to be moderate, and we started the new fiscal year, as we said last week, 55 millions better off than in 1882. If to this we add increasing purchases of American securities by Europeans, under a more stable market here, the prospect seems very fair for at least moderate gold imports.

These general influences seem to encourage the belief in better stock values, rather than a continuance of the depression which has lasted so long. There is the more reason for this belief that the extent of the decline has exceeded all just measure. There has certainly been no warrant for so great a decline in the existing condition of things. Have we not therefore discounted every possible adverse influence? We are aware that prices are not as low now as they were after the panic of 1873, but they never will be as low again. The country has grown enormously since then, and many roads are paying dividends now that could not pay anything then, and will continue to pay them, even should they be overtaken by another financial crisis.

These remarks are thrown out not with the expectation that Wall Street is hereafter to experience a rapid rise in prices, but simply to bring to the attention of the public the facts which would seem to show that the business of depressing stock values has been overdone. We know nothing about the future, and do not pretend to. It may be that the approaching session of Congress will have a bad effect upon business interests, as it always has. There is the tariff question to be re-opened. There is the silver question, which is in pressing need of attention, and there is the national bank-note question, which cannot be longer postponed. All these may interfere with an early recovery of confidence, which a Presidential election in 1884 would hardly help to hasten. It is possible also that there may be some further embarrassments in husiness and railroad circles and that the effect of all

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this will be detrimental to stock prices. Yet granting that the worst fears should be realized in this respect, is it not clear that we have already made more than full allowance for such a contingency?

### Monetary Commercial English News

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

EXCHANGE AT LONDON-Oct.12.			EXCHANGE ON LONDON.			
on-	Time.	Rate.	Latest Date.	Time.	Rate.	
Amsterdam.		12.412 @12.5	Oct. 12	Short.	12.09	
Amsterdam.		12.24 212.34				
Berlin	3 mes.	20.62 @20.66	Oct. 12		20.40	
Frankfort	"	20.62 @20.66	Oct. 12		20.40	
Hamburg	"	20.62 @20.66	Oct. 12	3 mos.	20.27	
Vienna		12.1212 @ 12.1712	Oct. 12	Short.	12.00	
Antwerp	••	25.4834 @25.564	Oct. 12	• •	25.2713	
St. Petersb'g	46	221516 @23116	Oct. 12	3 mos.	231932	
Paris		25.2334 @ 25.2834	Oct. 12		25.26	
Paris	-	25.45 @25.50				
Genoa		25.4834 @ 25.5614				
Madrid	66	46 @4818	Oct. 10	3 mos.	47.10	
Lisbon	66	$51^{15}_{16}@52$				
Alexandria	66	9618				
New York						
Bombay		1s. 79 <sub>16</sub> d.	Oct. 12	tel.trsf.	1s. 719 <sub>32</sub> d.	
Calcutta	""	1s. 79 <sub>16</sub> d.		tel.trsf.	Holiday,	
Hong Kong		16	Oct. 12		38. 858d.	
hanghai			Oct. 12	4,	5s. 1 18d.	

[From our own correspondent.]
LONDON, Saturday, Oct. 13, 1883.

There are still rumors in circulation of impending failures, and the tone of business has been generally dull. Much anxiety has been felt regarding the future, but the more frequent opinion is that a considerable section of the public has become unnecessarily alarmed. With such a feeling existing, a strong desire is judiciously shown to operate with great caution, and not only is trade affected, but the Stock Exchange is also materially affected. There seems to be no likelihood of any immediate change taking place, and the impression is likely to be confirmed that the trade of the year will finish up in a very quiet manner.

This week's Bank return is favorable, and decidedly favors a continuance of easy money. The more prominent feature is that the mercantile public have borrowed very little on the dividends on the public funds. The re-payments of loans have not amounted to more than £332,567, while the distribution of the dividends has caused a decrease of £1,764,816 in the Treasury balance. Current accounts exhibit an increase of £2,366,226, and this fact leads to the belief that the money market must assume an easier appearance. The supply of bullion shows a falling off of £491,856, but as there is a diminution of £274,390 in the note circulation, the reduction in the total reserve does not exceed £217,648.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

		<i>c.</i>		Open Market Rates.					Interest Allowed for Deposits by	
Lon	don	Rate.	В	ank Bill	s. ·	Trade Bills.		Joint	Disc't H'ses	
	aon.	Bank	Three Months	Four Months	Six Months	Three Months		Six Months	Stock Banks.	At 7 to 14 Call. Days.
Sept	. 7		3\\3\\3\\4 2\\6\\6\\2\\4					334@414 314@334		3 314-314
. 41	21							3 @31/2	21/4 21/4	2½ 2¾-2¾ 2 2¼-2¼
Oct.	28 5		214@ -					3 @31/2		2 214-214
"			2 @238					3 @31/2	2 2	2 214-214

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

	1883.	1882.	1881.	1880.
Circulation	26,336,325	26,951,525	26,905,835	27,282,580
Public deposits	4,134,973	4,597,765	4,696,171	
Other deposits	25,616,783	25,883,184	26,016,787	26,794,525
Governm't securities	14.179.003	13,981,057	16,766,675	17.165,070
Other securities	20.769,395	24,462,006	21,958,580	17,556,465
Res've of notes & coin	12,677,100	9,952,493	9,918,508	15,328,742
. Coin and bullion in				
both departments	23,263,425	21,194,018	21,674,343	27,611,322
"oport'n of reserve				4
P. liabilities	42.23	$32_{12}$	32	47 <sup>1</sup> 4 p. c.
to te	3 p. c.	5 p. c.	5 p. c.	2 12 p. c.
Bank r.	$1013_{6}$	$1013_{8}$	$987_{\mathrm{S}}$	9858
Consols av. price	40s. 2d.	39s. 6d.	46s. 9d.	41s. 0d.
Eng. wheat, ton	578d	$6^{5}$ 3 l.	612d.	6340.
Mid. Upland go.	$9^{1}2^{1}$ .	1040.	10 <sup>1</sup> 4d.	10 <sup>1</sup> 2d.
No. 40 Mule twist. 1	02,741,000 1	02,673,000 1	.03,174,000	93,374,000
Clear'g-house return				

In reference to the state of the bullion markets during the past week, Messrs. Pixley & Abell observe:

Gold.—With the exception of a small sum sent into the Bank yesterday (£15,000), the demand for export has absorbed all arrivals; and bars and sovereigns, to the value of £134,000, have been withdrawn for transmission to Egypt, Lisbon and India. The "Hydaspes" has brought £10,090, from Bombay, and the "Khedive" has taken £2,000 to Alexandria and £32,500 to India.

Silver —There has been no alteration in rates since our last, the price remaining at 50 15-16d. The demand has been principally for India, the P. & O. steamer having taking £80,500 to the East. The arrivals comprise £14,920 from the River Plate and £52,770 from New York, making a total of £67,690.

Mexican Dollars improved in the early part of the week to 493d., at which price business was done for the steamer leaving to-day. The market is now easier, and 49 11-16d. is the nearest quotation. The "Main," from New York, brought £11,400, and the P. & O. steamer has to-day taken £203,690 to China and the Straits.

The principal movements in bullion, as far as imports and exports are concerned, during the past month and nine months, are shown in the following statement:

COLD	A	III Countrie	s.	United States.		
GOLD.	1881.	1882.	1883.	1881.	1882.	1883.
	3.	£	£	3.	£	£
Imports in Sep* Imports in 9 mos			876,741	1,126	58,809	
Exports in Sept		12,567,663 584,218	6,408,469 $380,436$		6,093,123	1.580
Exports in 9 mos			4,469,695	6,468,944		461,365
SILVER.						
Imports in Sept			843,664	218,458		324,425
Imports in 9 mos			6,932,142	2,097,815	1,613,082	2,083,783
Exports in Sepi	314,223		842,692	-150		
Exports in 9 mos	5,593,141	6,834,124	6,783,581	26,628	25,620	48,650

The quotations for bullion are reported as below:

	Price o	f Gold.		Price o	f Silver.
	Oct. 11.	Oct. 4.		Oct. 11.	Oct. 4.
	s. · d.	s. d.		$\overline{d}$ .	d.
Bar gold, fineoz.	77 9	77 9	Bar silver, fineoz.	50 15-16	50 15-16
Bar gold, contain'g			Bar silver, contain-		
20 dwts. silveroz.	77 10'6	77 1013	ing 5 grs. gold.oz.	51 5-16	51 5-16
Span. doubloons.oz.	73 .91/2	73 915	Cake silveroz.	54 11-16	54 11-16
S.Am.doubloons.oz.	73 81/6	73 814	Mexican dolsoz.	49 11-16	49 11-16
U.S. gold coinoz.	76 316	76 316	Chilian dollarsoz.		
Ger. gold coinoz.				-	)

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	Oct	. 11.	Oct. 4.		St pt . 27.		Sept. 20.	
Interest at	Bank Rate.	Open Market	Bank Rate.	Open Market		Open Market	Bank Rate.	Open Market
Paris	3	256	3	258	3	254	3	21/6
Berlin	4	31/2	- 4	311	4	334	4	314
Frankfort	_	358	"	31/9	-	334	_	31/2
Hamburg	_	316	_	314	· —	334		314
Amsterdam	314	31/8	31/6	3!4	314	314	$3\frac{1}{6}$	31/8
Brussels	31/2	31/4	318	31.8	3! 5	338	318	31/8
Madrid	5	. 5	5	5	5	5	5	5
Vienna	4	4	4	4	4	1	4	1
St. Petersburg	6	6	в	6	6	6	6	6

It appears that the demand for salt, chiefly on United States and East Indian account, has been very large during the past month. Just at this time, too, the brine springs of the Winsford district failed to such an extent that some hundreds of furnaces had to be stopped. Prices have risen, and it is expected that a material advance will be established. The shipments to the United States last week were 24,789 tons, against 16,207 tons; to British North America, 10,390 tons, against 7,626 tons; and to the East Indies 39,494 tons, against 35,842 tons last year.

It having been thought desirable to extend the scope of the inquiry into the methods of storage and distribution of petroleum in the United Kingdom, which has been instituted in view of the proposed legislation on the subject next session, Colonel Majendie, C. B., Her Majesty's Chief Inspector of Explosives, and Mr. Boverton Redwood, F. C. S., Secretary of the Petroleum Association, have recently visited Germany, Austria, France, Belgium and Holland, in order to study the special features of the Continental petroleum trade, and to make themselves familiar with the regulations generally observed in those countries.

The weather during the past week has been favorable for autumn work, and fair average progress has been made with the usual agricultural work. There are some indications of a favorable autumn, which will be a great contrast with last year, when the season was most cusatisfactory. The large stocks of

year:

foreign produce, and the ample supplies of wheat and flour afloat, produce great quietness in the wheat and flour trades, and difficulty is experienced in obtaining former prices. Much of the English wheat coming forward is in poor condition, and is disposed of with some difficulty. It is expected that large shipments of grain will be made from Russian ports previous to the close of navigation.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first six 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 affoat to the United Kingdom, compared with the three previous years:

	IM	PORTS.		
Wheatcwt. Barley Oats	1883. $9,273,936$ $2,007,036$ $1,389,104$ $69,519$ $363,551$	1882. 11,210,415 1.185,091 1,812,768 88,877 129,297	1881. 7,639,268 1,246,857 1,804,432 62,587 259,693	1880. 9,717,453 1,335,381 1,704,452 132,515 171,402
Flour	1,646,332	$2,123,060 \\ 1,665,683$	3,781,167 $1.401.845$	5,871,949 $1.254.370$

#### SUPPLIES AVAILABLE FOR CONSUMPTION—SIX WEEKS.

Imports of wheat.cwt. Imports of flour	1883. 9,273,936 1,646,332	1882. 11,210,415 1,665,683	1881. 7,639,268 1,401,845	1880. 9,717,453
Sales of home-grown produce		4,975,200	4,475,700	1,254,370 4,182,150
Total	17,295,988	17,851,298	13,516,813	15,153,973
wheat for season.qrs. Visible supply of wheat	41s. 7d.	42s. 4d.	50s. 7d.	41s. 5d.
in the U.S bush.2' Supply of wheat and	7,000,000	13,946,220	20,169,850	15,500,000
flour afloat to U. K. qrs	1,876,000	2,057,000	2,129,000	
The following and	the catio		1.1.	

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

At present.	Last week.	Last year.	1881.
Wheatqrs.1,816,000	1,705,000	1,875,000	1,959,000
Flour 172,000	170,000	170,000	132,000
Indian corn 314,000	286,000	31,600	261,000

Sir J. B. Lawes has issued his annual report upon the wheat harvest, and, as far as the yield per acre and the quality of the grain are concerned, his conclusions are more satisfactory than those hitherto formed. In the course of his letter he remarks:

My own wheat came up slowly, but still the plant was fairly good, and continued so up to the harvest. After February the weather, although cold, was dry until the end of June. July was wet, and the wheat was then in so critical a state that at one time it appeared almost to have suffered as much as the crop of last year. Fortunately, however, the early part of the month of August was both hot and dry, and the beneficial effect upon the quantity, and also upon the quality, of the wheat was very apparent. This will be evident when I mention that the highest produce of any experiment in my permanent wheat field last year was 37.34 bushels per acre, weighing 59 lbs. to the bushel, while this year the highest produce has reached 43.12 bushels per acre, weighing 62 lbs. to the bushel. The following table gives the present crop on the selected experiments which have for so many years been used by me to show the probable wheat crop of the country:

\*\*Farm-\*

\*\*Mean of Mean\*\*

		TOP OF	no coun	uy.		
	Farm-				Mean of	Mean
Unma	- yard	-Artif	icial Ma	nure -	nlote 7	of whote
nured	, manure	. Plot	Plot	Ptot	2000	3, 2, &
Plot 3	. Plot 2.	7.	8.	9.	9. 7	7 2 6 0
Bush	els of Dre	essed Co	rn ner	A oro	3,	7,8 & 9.
1883 1334	354	$36^{18}$	4134		400	
Average.	004	30-8	414	$433_8$	4034	*30
10 yrs 1873-821014	2834	071	010			
21 yrs. 1852-721438		$27^{1}_{2}$	3138	3334	$307_{8}$	†2314
21 yrs1852-721458	$353_{4}$	35	$38\frac{1}{8}$	37	3634	129
31 yrs1852-8213	3312	$32_{8}$	36	36	$347_{8}$	\$2718
Weight	per bush	el of Dr	essed Co	orn. lb.	0 - 0	3-1.0
$188361_{4}$	6238	$627_{8}$	6313	6218	63	6214
Average.		0	00 3	02 0	00	02-4
10 yrs1873-825734	5934	594	5918	58%	E () 7 -	-0-
21 yrs1852-725734	6018	5938			$59^{18}$	5878
31 yrs1852-82573			$591_{8}$	$581_{2}$	59	59
Total Gt.	$597_{8}$	5938	$59^{1}8$	5958	59	$587_{8}$
Total St	raw, Chai	n, &c., 1	er Acre	cwts.		
1883 9	$26^{1}8$	3238	3838	4534	$387_{8}$	25
Average.					- 0	-0
10 yrs1873-82 81 <sub>2</sub>	284	$30^{3}8$	384	4012	3612	2412
21 yrs1852-721278	3378	354	4112	424	40	
31 yrs1852-8211 12	3218	3334	4012			29
	0 2 0	00.4	4043	4134	39	$27_{2}$
4 Theres 1 4 - 005 1 - 1 - 1		_				

\* Equal to 3058 bushels at 61 lb. per bushel. † Equal to 22½ bushels at 61 lb. per bushel. ‡ Equal to 23 bushels at 61 lb. per bushel. § Equal to 26¼ bushels at 61 lb. per bushel.

It will be observed that the present crop, which gives an average produce of 30 bushels, weighing 62½ lbs. per bushel, exceeds the previous average, whether taken over 10, 21 or 31 years. The average of the three artificial manures is nearly 41 bushels, or 10 bushels in excess of the average of the last ten years; and both the permanently unmanured land and that which receives farmyard dung show a very large increase over the average of the last ten years, leaving no doubt, so far as this field is concerned, that the crop of 1883 is the largest that has been grown since 1874. In applying the results obtained in this field to measure the crop grown in the United Kingdom, it will be necessary to take into account that while the produce of my field was obtained from a full plant, it is well known that the plant was thin upon considerable area of land throughout the country; and the expressed opinion of a large number of agriculturalists, given before the crop was carried, indicated a produce below the average. I cannot but think, however, that the yield will turn out better than the estimate, and that the crop will amount to a full average of 28 bushels per acre, if not more. At all events, I shall base my estimate upon this figure. The mean amount of the population of the United Kingdom to be fed during the year ending on the 31st of August, 1884, will be nearly 36 millions; and, allowing for a consumption of 5.65 bushels of wheat per head, the amount required will be 25½ million quarters. The area under wheat in the United Kingdom, as given in the Government return, amounted to 2,707,949 acres. If the produce of this country is estimated on the basis of my wheat field, it will amount to 10½ million quarters, from which must be deducted 2½ bushels per acre for seed, thus making the available home crop rather over 9½ million quarters. But if the aver-

age crop is estimated at 28 bushels per acre, we must deduct 850,000 quarters, making the available crop 834 million quarters, or slightly over one-third of the probable requirements of the country. The amount of imported wheat required to supplement the home produce would thus be between 16 and 17 million quarters.

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

	SA	LES.	,	,
Wheatqrs. Barley	1883. $371,136$ $142,764$ $56,852$	1882. 287,031 124,229 23,156	1881. 258,215 64,712 27,959	188 <b>0</b> 241,278 84,983 16,169
<b>▲VERAGE</b>	PRICES FOR	THE SEASON	(per gr.).	
Wheat Barley Oats	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$egin{array}{cccccccccccccccccccccccccccccccccccc$	1881. ** d. 50 7 34 8 22 1	1880. 8. d. 41 5 34 3 21 3

Converting qrs. of wheat into cwts., the totals for the whole kingdom are estimated as under:

Wheat.....cwt. 6,375,720 4.975,200 4,475,700 4,182,150
Annexed is a return showing the extent of the imports of wheat and flour into the United Kingdom during the first month of the season, viz., in September, compared with the three previous seasons:

			WHEAT.		
	Emany	1883.	1882.	1881.	1880.
	From-	Cwt.	Cwt.	Cwt.	Owt.
	Russia.	1,732,803	1,069,570	161,380	88.185
	United States	2,072,166	5,084,755	4,121,989	4,294,749
1	Brit. N. America	387,626	656,602	397,531	980,065
1	Germany	70,999	94,234	99,414	17,323
1	France	3,160	6,660	1,606	131
1	Culli	119,162	293,385	106,107	246,955
1	Turkey & Roumania	56,954	58,301	374	4,000
I	Egypt	99,612	1.344	129,844	67,568
1	British India	1,205,431	440,369	419,098	325,338
I	Australia	507,465	341,592	348,265	990,660
١	Other countries	68,812	25,074	9,032	21,504
	Total	6,324,190	8,071,886 FLOUR.	5,788,640	7,836,478
١	Germany	135,153	165,745	151,953	E0.010
ı	France	9.638	14,450	17.437	72,040
ı	United States	694,536	742,384	744.227	12,381
١	Brit. N. America	81,674	34,010	46,097	573,088
ı	Other countries	132,246	218,627		103,404
١		202,210	210,027	$\frac{125,662}{}$	202,784
	Total	1,053,247	1,175,216	1,085,376	963,697

The following return shows the estimated value of the imports of cereal produce into the United Kingdom in September, compared with the three previous years:

į	Wheat. Barley. Oats. Peas. Beans. Indian corn. Flour.	532,398 298,387 17,332 90,255 878,527	$egin{array}{c} 1882. \\ \pounds 4,211,996 \\ 296,923 \\ 416,421 \\ 25,209 \\ 24,362 \\ 509,471 \\ 955,416 \\ \hline \end{array}$	1881, £3,426,179 478,082 496,128 25,366 73,958 892,346	1880. £3,574,532 475,421 364,271 47,647 54,725 1,359,727
	riour	768,065	955,416	903,989	775,883

Total.... £5,658,348 £6,439,798 £5,296,048 £6,652,006
The payments for foreign grain during the past month have been, therefore, below the average of the three previous years.
The following return shows the extent of the exports of British and Irish produce and manufactures, as well as of colonial and foreign wool, to the United States during the month of September and during the nine months ended September 30, compared with the corresponding periods of last

١	Jear.			-		
ì	*	In Septe	mher	-In Nin	a Houtha	
١	, , , , , ,	1882.	1883.			٠
·	Alkalicwt.	252.707		1882.	1883.	
١	Annarol and along	358,707	285,040			7
١	Apparel and slops£	4,378	9,445		55,331	1
١	Bags and sacks doz.	107,263	66,355	594,419	544,736	•
I	Beer and alebbls.	2,070	2,168			
١	Cotton piece goodsyds.	4,451,100	3,128,100		40 004 100	
l	Earthenw.& porcelain.£	75,390	50.219	00,232,900	49,204,100	
I	Haberdashery and mil-	10,000	50,219	646,665	735,634	4
ł	lineary and mil-	44000				
۱	linery £	44,256	44,279	407,500	335,450	)
I	Hardware & cutlery 2	50,109	30,479	396,111	317,122	
I	Iron—Pigtons.	42,935	20,819	384.715		
l	Bar, &ctons.	1,390	1,101		,	=
I	Hoops, sheets, boiler &	+,000	1,101	16,143	7,804	-
I	armor platestons.	4 070			4.	
ł	Tip platestons.	4,670	1,859	28,735	21,679	
I	Tin platestns,	<b>15,578</b>	21,200	164,249	162,934	
۱	Cast and wrought.tns	416	362	4,973		
ı	Old for remanuft.tons.	6,864	2,016	71,445	39,340	
ı	Steel, unwrought tons	5,316	966	110 141	35,340	,
ı	Jute yarnlbs.	750,500		118,141		:
١	Jute piece goodsyds.		402,000	6,493,100	6,253,000	
l	Lord Die for	8,763,800	9,862,900	61,458,200	86,330,600	
ŀ	Lead-Pig, &ctons.	61	56	486	299	r
ı	Linen piece goodsyds.	6,936,900	6,032,900	74,122,500	58,814,300	
	Machinery-Steam en-	ý.	, , ,	,,000	00,011,000	
	gines£	3,853	4,159	79,278	22 070	
	Other descriptions. 2	34,632			36,878	
	Paper-Writing or print-	34,034	23,216	390,298	362,945	
	ing & onvolence ent	0.40				
	ing & envelopes.cwt.	₹ 640	$\bf 962$	6,391	7,054	
	Other kinds, except				.,	
	paper hangings.cwt.	219	1.134	6.249	4.912	
	Salttons.	16,207	24,789	158,038		
	Silk broadstuffsyds.	38,752	23,343		163,696	
	Other articles of silk	00,102	20,010	360,862	222,617	
	only	~ , ~ ~	0.000			
	only£	5,155	3,266	70,219	27,536	
	Mixed with other ma-					
	terials	21,691	21,527	193,355	143,356	
	Spirits — Britishgalls.	15,818	27,689	69,830	88,065	
	Stationery, other than		, =1,000	00,500	. 00,000	
	paper£	14,581	7,265	F1 000		
	Tin-Unwrought cwt.			71,693	53.891	
	Wool Pritial	4,063	341	13,623	4,257	
	Wool-British	693,100	1,698.400	3,651,500	6,932,400	
	Colonial & foreign lbs.	2,251,594	2,151,525	15,879,301	20,524,869	
	Woolen fabriesvds.	436,000	389,200	5,414,000	4.266,000	
		3,130,900	2,997,400	26,315,400	25,963,800	
•	Carpets, not being	-,-50,000	-,007,200	20,010,200	20,000,000	
	rugsyds.	111 500	100 000	1 000 000	000 100	
	- us.	111,500	120,800	1,069,600	923,100	

1883.

\$1.832.647

\$9,882,572

1883.

\$7,101,311

281,911,681

Since Jan.1.

\$2,113,622

765,052 2,576,583

3,077,313

78,308 180,045

120,933

\$8,911,856

48,956,827

1,811,182

\$.... 1,666 248,372

502,179 3,815,497 136,581

13,946

Imports.

Week.

106,150 101,711

2,946

7,814

..... \$218,621

129,110

23,102 243,907

\$270,639

3,680

13,573 57,913

2,477,960

8,049,925

IMPORTS AND EXPORTS FOR THE WEEK .- The imports of last week, compared with those of the preceding week, show a decrease in dry goods and an increase in general merchandise.

The total imports were \$9,882,572, against \$6,992,190 the preceding week and \$8,673,880 two weeks previous. The exports

for the week ended Oct. 23 amounted to \$7,101,311, against

\$6,789,550 last week and \$6,599,430 two weeks previous. The following are the imports at New York for the week ending

(for dry goods) Oct. 18 and for the week ending (for general merchandise) Oct. 19; also totals since the beginning of first

FOREIGN IMPORTS AT NEW YORK. 1881.

\$2,299,234 7,915,318

\$10,214,552

Total 42 weeks. \$398,458,197 \$357,740,571 \$410,085,085 \$371,943,574 The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the

EXPORTS FROM NEW YORK FOR THE WEEK.

Total 42 weeks. \$335,914,967 \$311,571,742 \$276,348,269 \$289,012,992

The following table shows the exports and imports of specie at the port of New York for the week ending Oct. 20, and since Jan. 1, 1883, and for the corresponding periods in 1882

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Since Jan. 1.

\$13,700

20,555

269,003

138,785

\$442,043 33,823,234 422,441

485,526

45,452

13,773

16,394

9,577,879 8,710,619

Exports.

Week.

.....

....

20,000

1,000

£ ----

139,763 179,487

\$522,919 \$11,896,874

\$522,919 \$12,458,019

Of the above imports for the week in 1883, \$4,529 were

through Messrs. Barton & Whittemore, \$960,000 to James Clyne and Jose de Navarro on the four Navarro buildings now in course of erection on the south side of Fifty-ninth Street

and north side of Fifty-eighth Street, between Sixth and Seventh

avenues. This same firm some months ago negotiated a loan of \$1,040,000 with the Mutual Life Insurance Company to the

The New York Life Insurance Company have loaned,

1881.

\$8,324,715 327,590,252 \$6,590,674 \$8,086,939 268,261,330

1880.

\$1.837,288 7,502,377

\$9,339,665

week ending Oct. 23, and from January 1 to date:

\$106,666,567 291,791,630

1880.

1882.

\$2,222,620 7,966,147

\$10,188,767

\$94,472,875 \$112,351,144 \$103,595,868 293,267,696 297,733,941 268,347,706

1882.

week in January:

For Week.

Dry goods ..... Gen'l mer'dise.

Total.... Since Jan. 1.

Dry goods ..... Gen'l mer'dise..

For the week...

Prev. reported ...

and 1881:

Germany

Gold.

Great Britain .....

France....

West Indies .....

South America.....

All other countries....

Tetal 1883.....

Total 1882.....

Total 1881.....

Silver.

Great Britain .....

France.....

West Indies ..... 

All other countries....

Total 1883.....

American silver coin.

ucu  $\mathbf{nd}$ 

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of  $\mathbf{h}$ e-

0

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same parties on four similar houses on the same streets and

immediately adjoining, thus forming a group of eight magnificent apartment houses covering 425 feet on each street, or thirty-four full city lots. The aggregate loan on the eight buildings amounts to \$2,000,000, and is the largest transaction of the kind ever negotiated in this city.

-The attention of the cotton trade is called to the card of Messrs. Von Gundell & Mayhoff. This firm has been in existence a number of years, and is composed of active and lavorably known business men. The house has also a branch in the city of Memphis, Tenn., where they make a specialty of cotton

itoba Railroad (Dakota Extension) bonds, will be paid at the office, 63 William St.

-The interest due Nov. 1 on the St. Paul Minneapolis & Man-

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.
283	Brooklyn City RR. Co., 22034
1	Metropolitan Gaslight
	Co of Brooklyn 8614
2	Brooklyn Acad. of Music. 81
6	Market National Bank 143%
10	Sixth Avenue RR. Co264
50	Jackson Iron Co410
3	Nassau Fire Ins. Co140
10	Mechanics' Bk. of B'klyn.215
8	New York Ferry Co27612
1	Clinton Hall Association. 51
20	Pennsylvania Coal Co26712
17	Leather Manufac. Bank. 176
40	Standard Fire Ins. Co100

30 Relief Fire Ins. Co...... 64
33 Williamsburg City Fire Ins. Co. 206
31 Manufacturers' National Bank of Brooklyn ..... 136 2

50 Bank of the Republic .... 130 6 American Loan & Trust 246 The Emerald & Hiddenite Mining Co.....\$5 per share Bonds. \$1,350 Jefferson Fire Ins. Co., \$1,000 Jersey City 7s, improvement hd., due '93.102 & int \$500 Mutual Fire Ins. Co., in-

terest bearing receipt..... 93

Shares.

periods were as under	r:	-		36 17
porte de mes	In Sep	otember	In Nine	
	1882.	1883.	1882.	1883.
Apparel and slops£	22,778	34,184	164,268	189,432
Apparel and store.	3,095,000	2,892,800	47,944,000	41,464,700
Cotton piece goods.yds. Earthenw.&porcelain.£	12,294	9,883	95,806	87,905
Hartherw. de por containing				**
Haberdashery and mil-	120,603	124,170	931,533	813,578
linery£	23,429	17.360	166,765	150,275
Hardware & cutlery £	16,632	12,548	57,674	57,319
Iron-pigtons.	7,244	5,913	33,083	28,654
Bar, &ctons.	7,424	11,622	81,277	69,618
Railroadtons.	7,122	11,022	. 01,	00,000
Hoops, sheets, boiler &	2,261	2,367	10.654	10.649
armor platestons.	509	866	6,127	10,432
Tin platestons.	2,889	1,600	11,205	11,901
Cast or wroughttns	451,100	466,300	5,360,700	5,183,100
Linen piece goodsyds.		63,800	496,986	796,700
Seed oilgalls.	68,014	10,390	85,484	93,159
Salttons.	7,626	40,914	406,435	306,525
Silk broad stuffs yds	43,405		23,558	25,428
Ribbons£	1,832	3,426		151,332
Spirits—Britishgalls.	26,357	25,317	150,174	101,002
Stationery, other than	10101	F = 0.1	12 000	35,164
paper£	10,194	7,501	43,000	
Sugar—Ref.&c'ndy.cwt	1,054	3,254	39,045	32,836
Woolen fabricsyds.	854,800	1,007,900	6,888,000	867,000
Worsted fabricsyds.	590,100	634,600	7,426,200	308,300
Carpets, not being				<b>7</b> 004 000
rugsyds.	233,100	198.300	1,738,200	1,694,000
English N	Tarket Re	eports-Pe	er Cable.	

To British North America, the shipments during the same

English Market Reports

The daily closing quotations for securities, &c., at Londor, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending Oct. 26:

London.	S	at.	M	on.	T	ue <b>s.</b>	W	ed.	Th	urs.	F	ri.
Silver, per ozd.	51		51		50	078	50	978.	50	78	-50	1516
Consols for money	101	14	101	14	10		101	14	101	14	101	716
Consols for account	101	38	101	38	10	138	101	38	101	$^{38}$	101	716
Fr'ch rentes (in Paris) fr.	78	$27_{2}$	78.	15	78	1712	78	30	78	10	78:	30
U. S. 4 <sup>1</sup> 28 of 1891	117	7.34	118	3	118		118	3	118	3	118	3
U. S. 4s of 1907	124		125	,	12	55g	125	5	125	58	123	58
Chic. Mil. & St. Paul		31,1	97	34		712	99	14	102	34 .	102	34
Erie, common stock		38	29	16	29	58	30	)58	31	10	31	18
Illinois Central	131		130			234	13	L	135	12	136	312
N. Y. Ontario & West'n.		14		14		113	25			14	22	
Pennsylvania	60			14		114		138		34		$5_8$
Philadelphia & Reading.				314		318		718		18		78
	117		117		111		120		121		122	
Liverpool.	-8	at.	_M	on.	Ti	ies.	_ w	ed.	Th	urs.	F	ri.
	8.	d.	s.	d.	8.	d.	8.	d.	8.	d.	8.	d.
Flour (ex. State)100 lb.		0	12	0	12	0	12	0	12	()	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	8	8	8	8	2	8	2	8	2
Winter, South, n "	9	8	9	.8	9	8	9	8	9	8	-9	8
Winter, West., n "	8	6	8	6	8	6	8	6	8	6	8	6
Cal., No. 1 "	9	3	9	3	9	3	9	3	9	3	9	3
Cal., No. 2 "		11	. 8	11	8	11	8	11	8 5	11	8	11
Corn, mix., new"	5	242	5	$2^{1}_{2}$	5	3	5	3	5	212	5	24
Pork, West. mess \$\text{8} bbl.	71	0	71	0 ~	71	0	71	0	71	0	71	0
Bacon, long clear, new	34	0	34	6	35	0	35	0	35	0	35	0
Beef, pr. mess, new, \$ to.	70	ŏ	70	Ō	70	0	70	0	70	0	70	0
Poor's Pr. monn's mo 11, Bro.	20	Š.	40	Ŏ	40	6	40	3	39	6	39	6
Lard, prime West. \$9 cwt.	1.33	U				v						

# Commercial and Miscellaneous Aews

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

3,062-The Farmers National Bank of Franklin, Tenn. Capital, \$50,000;

N. N. Cox, President. George W. Smithson, Cashier.

The Stockton National Bank, Cal.; voluntary liquidation, Oct. 1, 1883.

The Wall Street National Bank of New York, N. Y.; voluntary liquida-

tion, Oct. 15, 1883. Foreign Trade of New York-Monthly Statement.-In addition to the foregoing tables, made up from weekly returns, we give the following figures for the full months, also issued by our New York Custom House. The first statement covers the total imports of merchandise.

IMPORTS INTO NEW YORK.

Total.

1882.

General

Merchan-

dise.

16,604,077 25,386,583 41,990,660

7,733,005 37,649,218 45,382,223

8,267,202 32,115,454 40,382,656

September ...... 12,044,786 14,690,363

Total ......... 108,127,164 121,193,013

Total.

buying.

29,545,834 41,872,274

34,281,634 45,879,312

33,520,451 43,394,978

Dry

Goods.

12,326,440

11,597,678

9,874,527

1883.

General

Merchan-

dise.

13,345,312 27,915,300 41,260,612

13,730,717 26,749,010 40,479,727

12,328,374 29,854,387 42,182,761

7,948,036 29,142,398 37,090,434

7,426,303 29,213,457 36,639,760

6,963,886 36,114,695 43,078,581

27,618,151 32,355,548

Total ...... 263,450,982 253,312,516

Dry

Goods.

Months.

January....

February ...

March .....

April .....

May ......

June.....

September .....

June	0,000,000	00,111,000	1 20,0		0,000,000	,,	,	
July	13,645,297	25,267,518	38,9	12,815	11,373,040		45,288,980	
August	rust 11,520,643 30,925,006 42.4		45,619	15,642,196	30,486,947	46,129,143		
September	10,798,870	24,302,72	35,1	.01,596	11,800,266	32,271,360	44,071,626	
Total	97,707,438	259,484,49	357,1	91,935	105,218,431	289,173,421	394,391,859	
EXPORTS	FROM NI	EW YORK			CUSTOM	S RECEIPT	s.	
	Total	Merchand	lise.	:		At New York.		
Months.	188	3. 18	S2. Months.		1883.	1882.		
		1	3			*	. \$	
January	28,891	,932 27,84	4,940	Janua	iry	12,574,838	13,387,516	
February	23,428	,360  $ 25,78$	5,057	Febru	ıary	12,191,603	13,585,053	
March		,694 25,57	2,484	March		12,438,301	13,999,139	
April		,404 25,79	4,331	April		9,194,388	11,906,105	
Иау		,663 25,33	5,470	May		8,148,813	11,981,893	
June		611 27,45	9,233	June.		13,624,534	11,428,930	
July		.455 29,87	4,674	Jaly.		14,621,008	13,730,753	
August		.712 33.33	6.779	Augu	st	13.288,893	16,4-3,261	

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# The Bankers' Gazette.

#### DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable	
Railroads. Boston & Maine. Manchester & Lawrence. N.Y. Pr. & Bost. (Stonington) quar. Banks. American Exchange National National City. Pacific (quar.) Union National.	$\frac{2}{3^{1}2}$	Nov. 10 Nov. 10 Nov. 1 Nov. 1	Oct. 26 to ———————————————————————————————————

### NEW YORK, FRIDAY, OCT. 26, 1883-5 P. M.

The Money Market and Financial Situation .- The ad vance in railway stocks in the last ten days has been the most important, and in many respects the most significant, one for at least six months. It has demonstrated that the supply of stocks upon the market has been miscalculated, and indicates that, aside from all speculative buying and selling for the profits that might be obtained from day to day, there have been, during the past four or five months, a great many stocks bought by investors and large capitalists, and withdrawn from the market without any reference to immediate profits, because they were ruling at low prices, and on the belief that sooner or later they must recover a large part of the decline,

Incident to the advance in prices of railway stocks in the last ten days, there has also been increased activity and a general advance in prices of railroad bonds. This has been to some extent speculative, but there has also been a constant moderate investment demand for first-class railroad bonds for several months past, through all the depression of stocks of the same properties. Comparing the prices of January 1 or May 1 with those about ten days ago (when the stocks were extremely depressed) we find very little change in such railroad bonds as New York Central first 7s, Central Pacific first 6s, Burlington & Quincy first 7s, Northwestern consols, Rock Island & Pacific 6s, Atlantic & Pacific 6s, and many others. In the last few days the partial restoration of confidence has made some slight advances in this class of bonds. In the speculative bonds the advance during the week has been heavier, as this class of bonds sympathizes with the fluctuations in stock values.

The United States Sub-Treasury continues to gain in its cash balances. As far as the gain in specie is concerned, it is largely the result of the movement of funds from this centre to interior points, the banks depositing gold or gold certificates in the Treasury, and in return getting an order for silver certificates on some Sub-Treasury near the point where the money is wanted. In this way from one to one and a half millions weekly has been taken out of the banks for some weeks past.

Money has remained easy. Early in the week the quotation on call advanced at one time to 4 per cent, but the bulk of business has been done at 21/2003 per cent, and this is the quotation at the close. Rates for mercantile discounts are unchanged at 5½ and 6 per cent for 60 days and four months on first-class double names, and at 6 and 7 per cent on single

The last weekly statement of the New York banks showed a decrease of \$2,904,400 of specie and a decrease of \$3,680,400of deposits. This movement is partially explained by the transfer of Southwestern bank balances here into silver certificates, which were paid over at New Orleans upon telegraphic orders from the New York Sub-Treasury.

The Bank of England weekly statement showed a loss of £408,000 in specie. The reserve of the Bank, which was  $43^3_{14}$ per cent last week, has, however, been increased this week to 43 15-16 per cent. The rate of discount remains at 3 per cent. The weekly statement of the Bank of France showed a loss of 4,050,000 francs in gold and 2.275,000 francs in silver. The Bank of Germany gained in the week 8.520,000 marks.

The arrivals of specie at New York from Europe have been small as yet, but it is known that about £240,000 are on the way from London, with some other smaller amounts from the Continent.

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. 20.	Differ'nces fr'm previous week.	1882. Oct. 21.	1881. Oct. 22.
Loans and dis. Specie	$\begin{array}{c} 53,544,100 \\ 15,266,600 \\ 312,796,900 \\ 24,637,900 \end{array}$	Dec. 2,901,400 Inc. 88.700 Dec. 3,680,400 Dec. 198,000	$   \begin{array}{r}     53.715,100 \\     18.763,100 \\     285,096,200 \\     20,317,700   \end{array} $	\$311,310,500 58,359,400 19,919,000 286,643,300 15,208,700
Reserve held.	78,182,000	Dec. 3,102,400	74,062,800	73,568,100
Det	Der. \$17,225	Dec.\$2,182,300	\$2,788,750	\$1,907,275

Exchange.—On Tuesday, the 23d, there was a decline in the rates of sterling exchange to \$4.81\(\frac{1}{2}\) and \$4.84\(\frac{1}{2}\) for posted rates and \$4 831/2@\$4 8334 for the actual rate for demand bills. ness on that day being as follows, viz.: Sixty days, \$4 81@ most in the upward movement.

 $4.81\frac{1}{2}$ ; demand,  $$4.84@4.84\frac{1}{2}$ ; cables,  $$4.85@4.85\frac{1}{2}$ . Commercial bills have been rather scarce, and the rates on Friday were

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

October 26.	Sixty Days	Demand
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort or Bremen (reichmarks)	4 82 4 81 4 80 5 233 <sub>4</sub>	4 85 5 21 <sup>1</sup> 4 40 <sup>1</sup> 8 95

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

United States Bonds.—The Government bond market remains strong for the long-date issues. The 4½s show no material change for the week. but the 4s rule fully 34 higher than on Friday last.

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

	Interest Periods.		Oct. 22	Oct. 23.	Oct. 24.	Oct. 25.	Oct. 26.
4½s, 1891 reg. 4½s, 1891 coup. 4s, 1907 reg. 4s, 1907 coup. 3s, option U.S. reg. 6s, cur'ey, 1895 reg. 6s, cur'ey, 1896 reg. 6s, cur'ey, 1898 reg. 6s, cur'ey, 1899 reg. 6s, cur'ey, 1899 reg.	QJan. QJan. QFeb. J. & J. J. & J. J. & J.	11458 12138 12138 *100 *129 *130 *13334 *1354e	11458 12134 *12158 *100 *129 *130 *13334 *1351a	*11458 *12134 12134 *100 *129 *130 *13334	114 <sup>1</sup> 2 1213 <sub>4</sub> 1213 <sub>4</sub> *100 *129 *130 *1333 <sub>4</sub> *1333 <sub>4</sub>	114 <sup>5</sup> 8 122 121 <sup>7</sup> 8 *100 *129 *130 *133 <sup>3</sup> 4	*114 <sup>1</sup> 2 *121 <sup>7</sup> 8 122 *100 *129 *130

\* 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.	n	Batances.				
	necetpis.	Payments.	Coin.	Currency.			
Oct. 20 " 22 " 23 " 24 " 25 " 26 Total	\$\\ 1,207.921 15\\ 1,503,495 94\\ 1,995,072 53\\ 1.183,751 74\\ 759.853 30\\ 1,081,727 71\\ \ \ *7,731,822 37\\ \end{array}	1,084,235 47 1,803,354 00 932,368 65 1,064,698 60	# 117,648,522 24 118,288,142 29 119,280,294 75 118,664,566 11 118,334,617 54 118,486,117 37	6.803,545 17 6,722,529 71 6,778,662 09 6,876,089 31 6,741,588 59			

\*Above receipts include \$200,000 gold certifica es put into cash. + Above payments include \$565,000 gold certificates taken out of eash.

State and Railroad Bonds.—The market for railroad bonds, as above referred to, has shown a decided improvement this week. So fas as the speculative bonds are concerned this is, as said, largely from sympathy with the advance in stocks, but on first-class bonds it is due also to the fact that there is quite a heavy investment demand. The following were the principal changes of the week, viz.: Kansas & Texas seconds advanced 634 per cent to 5914, and re-acted to 58: Boston Hartford & Erie firsts advanced 614 to 2614, and re-acted to 25; Denver & Rio Grande Western firsts, 3 per cent to 70; Texas & Pacific-Rio Grande division-firsts, 3 per cent to 7414, and re-acted to 73%; Ohio Southern firsts, 3 per cent to 44%, and re-acted to 73%; Ohio Southern firsts, 3 per cent to 83; Lafayette Bloomington & Muncie firsts, 3 per cent to 90; Rome Watertown & Ogdensburg 5s, 214 per cent to 66%, closing at 66%; Louisville & Nashville general mortgage 6s, 21% per cent to 931%, closing at 93; Denver & Rio Grande consols, 2 per cent to 90, and re-acted to 89; Atlantic & Pacific incomes, 3 per cent to 25½, and re-acted to 24½: East Tennessee incomes, 35½ to 29¾, closing at 29½; do. 5s, 15½ to 72½; Fort Worth & Denver City firsts, 1½ to 66¾; Hannibal & St. Joseph 6s, 1½ to 100½. New York Worth Store & Buffelo 5s, 1½ to 75½, and 10812; New York West Shore & Buffalo 5s. 114 to 7518, and re-acted to 74.

Railroad and Miscellaneous Stocks.—October 16 and 17 were the days on which the lowest prices for the last three years were made for the great majority of stocks bought and sold on the Stock Exchange. From this extreme depression there was a continuous recovery up to Thursday, the 25th, the average advance of the leading active stocks in that time having been from 4 to 9 per cent, with exceptional advances of 1914 points on Michigan Central, 1414 on Oregon & Trans-Continental, and 14 on North. Pac. pref. But on Thursday afternoon there was a general movement to realize profits, and from then until Friday evening the 26th there was an almost continuous decline, leaving the net advance in the generality of active stocks only 2 to 6 points, with 1214 on Michigan Central and 11 on Oregon Trans-Continental. So largely had the market for certain stocks been over-sold in the period of depression culminating last week, that on Saturday the 20th Northern Pacific This was down to the specie-importing point, and was the lowest quotation since March. But on Friday the rates were advanced again to \$4.82 and \$4.85, the rates for actual busithe succeeding page will show which stocks have shared preferred shares for cash commanded 15 points more than sales made in the regular way. The week from last Friday

# NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING OCT. 26, AND SINCE JAN. 1, 1883.

	DAILY HIGHEST AND LOWEST PRICES.				3)	Sales of the Week Range Since Jan. 1, 18		883.   For Full Year 1882	
STOCKS.	Saturday, Oct. 20.	Monday, Oct. 22.	Tuesday, Oct. 23.	Wednesday, Oct. 24.	Thursday, Oct. 25.	Friday, Oct. 26.	(Shares).	Lowest. Highe	est. Low. Hig
RAILROADS.  Atchison Topeka & Santa Fe. Boston & N. Y. Air-L., bref. Burlington Ced. Rapids & No. Canadian Pacific. Canada Southern Central of New Jersey. Central Pacific. Chesapeake & Ohio  Do 1st pref. Do 2d. pref.	$\begin{array}{cccc} 487s & 5034 \\ 4834 & 49 \\ 814 & 8134 \\ 6238 & 6234 \\ 1358 & 14 \\ \end{array}$	49 <sup>5</sup> 8 51 <sup>1</sup> 4 49 <sup>1</sup> 4 50 <sup>5</sup> 8 63 <sup>1</sup> 2 85 <sup>1</sup> 2 *13 15 *23 <sup>1</sup> 2 *15	503 <sub>8</sub> 525 <sub>8</sub> 497 <sub>8</sub> 525 <sub>2</sub> 84 86' <sub>8</sub> 86' <sub>8</sub> 665 <sub>4</sub> 14' <sub>2</sub> 14' <sub>2</sub> 24' <sub>2</sub> 24' <sub>2</sub> *16 18	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	5414 56 5578 5584 8578 8712 6514 67 15 15 *26 27 *174	$\begin{array}{cccc} 80\frac{1}{2} & 81 \\ 55 & 58\frac{1}{2} \\ 52 & 54\frac{1}{4} \\ 84\frac{5}{9} & 85\frac{7}{9} \\ 64\frac{1}{4} & 66 \\ 15\frac{1}{8} & 15\frac{1}{4} \end{array}$	$\begin{bmatrix} 38,100 \\ 26,561 \\ 25,220 \\ 650 \\ 200 \\ 110 \end{bmatrix}$	78½ Feb. 17 84¾ Jm 78 Mar. 28 84¾ Ma 75 Sept.24 84 Ju 4878 Oct. 20 65½ Ma 47¾ Oct. 17 1¾ Jan 68¼ Jan, 8 90 Oc 61 Oct. 16 88 Jan 13 Oct. 17 23¾ Jan 23 Aug. 14 35½ Jan 14¾ Oct. 18 27 Jan	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Chicago & Alton. Chicago Burlington & Quincy. Chicago Milwaukee & St. Paul Do pref. Chicago & Northwestern Do pref. Chicago Rock Island & Pacific Chicago St. Louis & Pittsourg Do pref. Chicago St. Paul Minn. & Ompref.	$\begin{array}{c} *130 \stackrel{?}{\odot} 132 \\ 121 \stackrel{?}{\circ}_1 123 \\ 93 \stackrel{?}{\circ}_2 95 \stackrel{?}{\circ}_8 \\ *115 \stackrel{?}{\circ}_2 116 \\ 118  1.9 \stackrel{?}{\circ}_8 \\ 138  139 \stackrel{?}{\circ}_8 \\ 118 \stackrel{?}{\circ}_4 118 \stackrel{?}{\circ}_4 \\ 11 \\ *50  34 \\ 32  32 \stackrel{?}{\circ}_2 \\ 93  93 \stackrel{?}{\circ}_8 \end{array}$	$\begin{array}{c} 150  {}^{1}\!$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 125 \frac{1}{2} 126 \frac{7}{8} \\ 96 \frac{1}{8} 98 \frac{1}{4} \\ 116 \frac{3}{4} 117 \frac{5}{8} \\ 121 \frac{5}{8} 123 \frac{3}{4} \\ 140 \frac{1}{42} 121 \frac{1}{2} \\ *12 \frac{1}{2} \frac{1}{4} \\ 37 37 \\ 3\frac{1}{4} \frac{1}{2} 36 \frac{1}{2} \end{array}$	$\begin{array}{c} 98\frac{1}{8} & 99\frac{7}{8} \\ 117\frac{5}{8} & 118 \\ 122 & 124\frac{1}{4} \\ 142 & 142\frac{1}{2} \end{array}$	$97\frac{1}{2} 99\frac{1}{4}$ $116\frac{1}{2}117\frac{1}{2}$ $121\frac{1}{2}122\frac{1}{2}$ $139 140\frac{1}{4}$	16,341 300,995 3,685 80,235 5,860 5,643 800 400 17,375 14,388	128 ^ Aug. 15   137 4 Jan 115 34 Feb. 20   129 8 Ap 92 78 Oct. 17   108 4 2 Jan 115 Oct. 17   122 4 Sep 115 2 Oct. 18   140 8 Ap 134 Oct. 17   157 Ap 117 2 Aug. 13   127 4 Jan 10 2 Aug. 31   22 Ap 33 Oct. 17   57 4 Ma 30 Oct. 17   55 Jan 91 Oct. 17   113 4 Jan 54 Oct. 3   84 Jan	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Cleveland Col. Cinn. & Ind Cleveland & Pittsburg, guar. Columbus Chic. & Ind. Cent. Delaware Lackawanna & West. Denver & Rio Grande  East Tennessee Va. & Ga  Do pref. Evansville & Terre Haute. Green Bay Winona & St. Paul Hannibal & St. Joseph  Do pref	$\begin{array}{c} 111^{5}_{8}  112^{3}_{4} \\ 24\bar{\tau}_{8}  24\bar{\tau}_{8} \\ 6^{1}_{8}  6^{1}_{4} \\ 11\bar{\tau}_{8}  11\bar{\tau}_{8} \\ 50  50 \end{array}$	11214 1141 <sub>2</sub> 2434 255 <sub>8</sub> 6 <sup>1</sup> 8 6 <sup>1</sup> 8 12 <sup>1</sup> 4 13	1123 <sub>8</sub> 1143 <sub>8</sub> 24½ 25¼ 6½ 6½ 6½ 13 13	$114\frac{3}{9}$ $117\frac{1}{2}$ $25\frac{1}{2}$ $26\frac{1}{2}$	$\begin{array}{c} 116^{3}8 \ 118^{1}4 \\ 26^{1}4 \ 27^{1}2 \end{array}$	115 <sup>1</sup> 4 116 <sup>7</sup> 8	519,724 21,787 2,150 10,500 50 50	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Harlem Houston & Texas Central Illinois Central Do leased line Indiana Bloom'n & Western Lake Erie & Western Lake Shore Long Island Louisiana & Missouri River Lonisville & Nashville Louisville New Albany & Chie Manhattan Elevated	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	127 129 83 83 2034 214 1512 1612 948 9712 6312 641 13 13 4716 4878 *4212 45 *83 85	$97\frac{5}{8}100$ $64\frac{1}{2}65$	$\begin{array}{cccc} 22 & 22^3 4 \\ 18 & 19 \\ 100 & 101^5 8 \\ 65 & 66 \\ \hline 49^1 2 & 50^3 4 \\ 40 & 40 \\ \end{array}$	$^{*45}_{131}  ^{55}_{41}  ^{14}_{131}  ^{131}_{41}  ^{18}_{82}  ^{12}_{22}  ^{82}_{12}  ^{17}_{17}  ^{17}_{98}  ^{1}_{2100}  ^{1}_{47}  ^{65}_{65}  ^{65}_{18}  ^{18}_{22}  ^{1}_{42}  ^{1}_{22}  ^{1}_{42}  ^{1}_{22}  ^{1}_{83}  ^{1}_{85}  ^{85}_{85}$	5,538 170 5,145 3,800 166,220 4,407 100 112,158 200	57½ Oct. 4   82½ AF   124 Aug. 14   148 Ju   77 Feb. 17   83 Oc   19 Oct. 17   35½ AF   13½ Oct. 16   33¼ Ja   92¾ Oct. 18   114½ Ja   58 Oct. 17   86¾ Ju   40¾ Aug. 27   58½ Ja   30⅓ Oct. 9   68 Ja   38 Aug. 14   53% Feb	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Do lst pref. Do common Manhattan Beach Co. Memphis & Charleston Metropolitau Elevated Michigan Central Milwaukee L. Sh. & Western Do pref. Minneapolis & St. Louis Do pref. Missouri Kansas & Texas Missouri Pacific	*4134 45 *39 41 -90 93 7778 79	433 <sub>4</sub> 433 <sub>4</sub> 90 90 79 81 *35 36 19 101 <sub>4</sub> 211 <sub>4</sub> 221 <sub>4</sub> 911 <sub>2</sub> 931 <sub>4</sub> 113 <sub>4</sub> 113 <sub>4</sub>	42 421 <sub>2</sub> 151 <sub>2</sub> 151 <sub>2</sub> 41 413 <sub>4</sub> 490 94 803 <sub>8</sub> 883 <sub>4</sub> 181 <sub>2</sub> 181 <sub>2</sub> 381 <sub>4</sub> 381 <sub>4</sub> 211 <sub>2</sub> 223 <sub>8</sub> 915 <sub>8</sub> 933 <sub>8</sub>	$\begin{array}{c} *41^{1}4  43 \\ 40^{0}4  41^{1}2 \\ *90  94 \\ 87^{3}8  94^{3}4 \\ \hline 20^{1}2  20^{1}2 \\ 38^{1}4  41 \\ 22^{1}2  24 \\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*42 \( \frac{1}{2} \) 44 \( \frac{1}{2} \) 44 \( \frac{1}{2} \) 94 \( 88 \) 8 \( 93 \) 4 \( \frac{3}{2} \) 21 \( \frac{1}{2} \) 42 \( 48 \) 23 \( \frac{1}{2} \) 23 \( \frac{1}{2} \) 23 \( \frac{1}{2} \)	$\begin{array}{c c} 700 \\ 50 \\ 2.100 \\ 125 \\ 110,897 \\ \hline 600 \\ 7,320 \\ 3,225 \\ 27,675 \\ \end{array}$	38 Aug. 17 53 Fe 12½ Oct, 18 30% Jn 34½ Aug. 13 55 Ja 76 May 17 95½ Se 77 Oct. 47 100% Ja 10 June 11 18 Ja 35 Oct. 19 48½ Ja 18 Oct. 17 30% Ja 19½ Oct. 17 34% Ja 19½ Oct. 17 34% Ja 19½ Oct. 17 10678 Au 10 Oct. 16 19½ Ja	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Mobile & Ohio Morris & Essey Nashville Chattanooga & St. L. New York Central & Hudson. New York Chic, & St. Louis Do pref. New York Elevated New York Lack. & Western New York Lake Erie & West Do pref. New York & New England New York & New England New York New Haven & Hart.	$\begin{array}{c} 121 & 121 \\ *52^{1}_{2} & 56 \\ 113^{3}_{8} & 114^{4}_{2} \\ 8^{1}_{8} & 8^{1}_{8} \\ 14^{1}_{4} & 14^{4}_{2} \\ *95 \\ 84 & 84 \\ 27^{3}_{4} & 28^{1}_{4} \\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*121 1221 <sub>2</sub> "54 57 1147 <sub>8</sub> 1161 <sub>2</sub> 81 <sub>4</sub> 81 <sub>2</sub> 1145 <sub>8</sub> 145 <sub>8</sub> *95 *83 84 28 293 <sub>8</sub>	$\begin{bmatrix} 57 & 58 \\ 116^{3}8 & 118^{1}4 \\ 8^{4}2 & 8^{1}2 \\ 16 & 16 \\ *95 & 84^{1}4 & 84^{1}4 \\ 20 & 30 \\ \hline \\ 21^{3}4 & 23^{7}8 \\ 179 & 179 \end{bmatrix}$	*8½ 8¾ *15½ 16½ *95 31 24¾ 26	$\begin{bmatrix} *95\\84^{1}8\\29^{3}8\\30^{3}8\\25\\180\\180\end{bmatrix}$	$\begin{array}{c} 1,005\\ 500\\ \hline \\ 515\\ 74,140\\ \hline \\ 5,435\\ \hline \\ 71\\ \end{array}$		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
New York Ontario & Western. New York Susq. & Western. Do pref. Norfolk & Western, pref. Northern Pacific. Do pref. Ohio Central. Ohio & Mississippi. Ohio Southern. Oregon Short Line. Oregon & Trans-Continental. Peoria Decatur & Evansville.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{bmatrix} 5^{1}8 & 5^{1}8 \\ 15 & 15 \\ 41 & 41^{1}2 \\ 29 & 30^{1}4 \\ 64^{1}8 & 67 \\ 4 & 4^{1}8 \\ 28^{3}4 & 28^{3}4 \\ & & & \\ 21 & 46^{1}4 & 48^{3}4 \\ 15^{1}4 & 15^{3}4 \end{bmatrix}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{bmatrix} 300 \\ 1,932 \\ 136,985 \\ 133,835 \\ 2,697 \\ 1,300 \\ \hline \\ 225 \\ 388,188 \\ 1,890 \\ \end{bmatrix}$	$ \begin{bmatrix} 4^{7_8} \operatorname{Oct}, & 15 & 8^{5_8} \operatorname{M} \\ 14 & \operatorname{Oct}, & 16 & 21^{3_4} \operatorname{M} \\ 32 & \operatorname{Aug}, 14 & 49^{3_4} \operatorname{Ja} \\ 23^{1_8} \operatorname{Oct}, & 17 & 53^{1_8} \operatorname{Ju} \\ 25 & \operatorname{Oct}, & 17 & 90^{5_8} \operatorname{Ju} \\ 2 & \operatorname{Oct}, & 3 & 14^{4_4} \operatorname{Aj} \\ 25^{5_8} \operatorname{Oct}, & 17 & 36^{3_4} \operatorname{Aj} \\ 7 & \operatorname{July} 24, & 14^{3_4} \operatorname{Aj} \\ 20^{1_4} \operatorname{Oct}, & 11 & 32 & \operatorname{Ju} \\ 34^{1_2} \operatorname{Oct}, & 17, & 89 & \operatorname{Ja} \\ 12 & \operatorname{Aug}, & 30 & 28 & \operatorname{Ja} \\ \end{bmatrix} $	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Philadelphia & Reading. Pittsburg Ft. Wayne & Chic., Rich. & Allegh., st'ck trust ctfs. Richmond & Danville. Richmond & West Point. Rochester & Pittsburg. St. Louis Alton & Terre Haute Do pref. St. Louis & San Francisco. Do pref. Do 1st pref. St. Paul & Duluth.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	28 28	*54 56 26 ½ 27 15 ½ 15 7 45 45 *22 ½ 24 *42 ½ 43 ½ *87 90	57 57 27 <sup>1</sup> 2 27 <sup>1</sup> 2 15 <sup>7</sup> 8 16 <sup>1</sup> 4 *43 88 88 *22 24	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	2812 297	500 5 1,350 6,925 500 100 500	129 \(^4\) Sept.24 \(^13\) Sapt.24 \(^13\) Oct. \(^11\) \(^15\) \(^2\) Algorithm (13) \(^15\) Feb. \(^16\) Algorithm (14) \(^16\) Aug. \(^11\) Aug. \(^110\) Algorithm (16) \(^16\) Oct. \(^16\) Algorithm (16) \(^16\) Algorithm (16	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Do pref St. Paul Minneap. & Manitoba Texas & Pacific. Union Pacific. Wabash St. Louis & Pacific. Do pref. MISCELLANEOUS. American Tel. & Cable Co Bankers' & Merchants' Tel Colorado Coal & Irou Delaware & Hudsen Canal	$\begin{array}{c} 105 & 1053 \\ 20^{1}8 & 203 \\ 86^{1}4 & 873 \\ 18^{1}4 & 185 \\ 31 & 31^{1}5 \\ \hline 59^{7}8 & 59^{7}4 \\ 134^{1}2 & 134^{3}1 \\ 17 & 17^{1}5 \\ \end{array}$	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{bmatrix} 20^{5}_{8} & 21^{1}_{2} \\ 87^{1}_{2} & 90 \\ 18^{1}_{2} & 19^{1}_{3} \\ 31^{1}_{8} & 33 \\ 62 & 62 \\ 135 & 135 \\ 18 & 15 \\ 103^{1}_{4} & 104^{7}_{4} \end{bmatrix}$	$egin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 23 & 24  {}^{1}_{2} \\ 80  {}^{1}_{2} & 92 \\ 20  {}^{3}_{4} & 21  {}^{7}_{8} \\ 33  {}^{1}_{2} & 34  {}^{7}_{8} \\ 63  {}^{1}_{2} & 63  {}^{1}_{2} \\ 135  {}^{1}_{4} & 135  {}^{1}_{2} \end{array}$	107 \( \frac{1}{2} \) 108 \\ 22 \( \frac{1}{2} \) 233 \\ 88 \( \frac{1}{4} \) 90 \\ 20 \( \frac{1}{2} \) 21 \\ 32 \( \frac{1}{8} \) 84 \\ 135 \( \frac{1}{8} \) 135 \\ 19 \( \frac{1}{19} \) 104 \( \frac{1}{2} \) 105 \\ 101 \( \frac{1}{2} \) 105 \\	15,095 40,250 40,250 171,443 213,795 29,879 2,610 2,510 8,563	1103½ Oct. 22 169½ A 19 Oct. 17 . 43 Ja 84 <sup>7</sup> 8 Oct. 17 . 103¾ Ja 15 Aug. 14 36¼ Ja 59½ Oct. 18 57½ Ja 597 <sub>8</sub> Oct. 20 695 <sub>8</sub> Ju 121 July 18 140½ Au 14 Oct. 13 39¾ A 102½ Oct. 17 112¼ A	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Mutual Union Telegraph. New York & Texas Land Co. Oregon Improvement Co. Oregon Railway & Nav. Co. Pacific Mail. Pullman Palace Car. Quicksilver Mining Do pref. Western Union Telegraph. EXPRESS.	$ \begin{vmatrix} *16 & 174 \\ -66 & 68 \\ 102 & 104 \\ -3618 & 361 \\ 12514 & 126 \\ -28 & 30 \\ -7458 & 76 \\ -130 & 132 \end{vmatrix} $	$ \begin{vmatrix} *107 & 110 \\ 104 & 110 & 36 & 37 \\ 125 & 125 & 125 & 44 & 6 \\ *27 & 30 & 75 & 76 & 76 & 76 & 76 & 76 & 76 & 76$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{bmatrix} 106 & 1121 \\ 3714 & 377 \\ 12612 & 1261 \\ 512 & 6 \\ 31 & 31 \\ 77 & 783 \\ *125 & 130 \end{bmatrix}$	$\begin{bmatrix} 128 & 128 \\ 6 & 6 \\ *31 & 31 \\ 78^{1}2 & 79^{7}8 \\ *128 & 131 \end{bmatrix}$	$\begin{vmatrix} 127 & 127 \\ *4 & 6 \\ *30 & 34 \\ 77^{1} & 79^{1} \end{vmatrix}$	$\begin{bmatrix} 385\\ 9,001\\ 6,700\\ 2,732\\ 300\\ 100\\ 172,640\\ 10 \end{bmatrix}$	55 Mar. 13 125 Ju 66 Oct. 18 91 4 M 96 Oct. 17 150 M 28 Aug. 14 44% A 117 Feb. 27 134 Ju 5½ Oct. 24 46½ M 71¾ Aug. 16 88¼ Ju 126½ May 15 135 Ja	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
American United States Wells, Fargo & Co. COAL AND MINING. Consolidation Coal. Homestake Mining Co. Little Pittsburg Mining. Mariposa Land and Mining. Maryland Coal. New Central Coal. Ontario Silver Mining Pennsylvania Coal.	89 89 *58 60 *115 118	*89 91 *58 60 114 <sup>1</sup> 2 114 <sup>1</sup> 2	90 90 587 <sub>8</sub> 60 *112 116	*58 60 *112 115	*58 60 *117		205	55 \( \bar{1} 2 \) May 17   65 \( \bar{2} 3 \) Ji   113   Oct. 26   128   Ji   24   May 18   15   Mar. 6   19   Ji   15   Mar. 6   19   Ji   16   17   17   18   Feb. 10   35 \( \bar{1} 2 \) Ji   18   Feb. 10   35 \( \bar{1} 2 \) Ji   14   Feb. 27   18   Ji   Ji   Ji   Ji   Ji   Ji   Ji   J	an. $\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Cameron Coal Central Arizona Mining Deadwood Mining Excelsior Mining Robinson Mining Silver Cliff Mining Standard Consol, Mining Stormont Mining								54 Sept. 7 74 Ju	an. 12 $\begin{array}{cccccccccccccccccccccccccccccccccccc$

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

<sup>+</sup> Ex-privilege.

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

SECURITIES.	Bid.	Ask.	SECURITIES.  Louisiana—Continued—	Bid.	Ask.	SECURITIES.  N. Carolina—Continued—	Bid.	Ask.		Bid.	Ask.
Class A, 3 to 5, 1906 Class A, 3 to 5, small Class B, 5s, 1906 Class C, 4s, 1906 6s, 10-20s, 1900 Arkansas 6s, funded, 1899-1900 7s, L. Rock & Ft. S. iss. 7s, Memp.& L. Rock RR 7s, L. R. P. B. & N. O. RR 7s, Miss. O. & R. R. RR. 7s, Arkansas Cent. RR. Connecticut 6s, 1883-4 Georgia 6s, 1886 7s, endorsed, 1886 7s, gold, 1890 Louisiana 7s, consol., 1914 7s, small	83 99 105 10 20 20 21 15 15 7 101 102 104 104	15 35 22 22 22 116	Ex-matured coupon Michigan— 7s, 1890. Missouri— 6s, due 1886. 6s, due 1887. 6s, due 1889 or 1890 Asyl'm or Univ due '92 Funding, 1894-95. Hannibal & St. Jo., '86. Do do '87 New York— 6s, gold, reg., 1887 6s, gold, coup., 1887 6s, loan, 1891	107 108 109 110 114 119 109 108 108 112 115 117	33 23	No Carolina RR., J.&J†  Do A.&O.  Do 7 coup's off, J.&J.  Do 7 coup's off, J.&J.  Do 7 coup's off, A.&O.  Funding act, 1866-1900  Do 1868-1898  New bonds, J.&J., '92-8  Do A.&O  Chatham RR.  Special tax, class 1, '98-9  Do class 2  Do to W. N. C. RR.  Do Western RR.  Do Western RR.  Do Wil.C.&Ru.R.  Do Wil.C.&Ru.R.	$160 \\ 160 \\ 135$	12 12 12 12 6 6 6 6 6 6 81	non-fundable, 1888.) Brówn consol'n 6s, 1893 Tennessee—6s, old, 1892-8 6s, new, 1892-8-1900 6s, new series, 1914 C'mp'mise, 3-4-5-6s, 1912 Virginia—6s, old 6s, new, 1866 6s, new, 1867 6s, consol. bonds 6s, ex-matured coupon 6s, consol., 2d series 6s, deferred District of Columbia— 3-65s, 1924 Small bonds Registered Funding 5s, 1899 Do small	38 36 36 39 78 38 38 42 1 <sub>2</sub> 50 109 1 <sub>2</sub> 1111 1111	45 10

Louisiana-	116	6s, loan, 1892 6s, loan, 1893	117	Small Ohio—	77	Small bon Registere	ndsd	$109\frac{1}{2}$ $109\frac{1}{2}$
	$\begin{bmatrix} 3^{1}_{4} \\ 6 \end{bmatrix} \cdot 70$	N. Carolina—6s, old, J.&J 6s, old, A.& O.	30 33	6s, 1886. Rhode Island—	107	Funding:	5s, 1899 small	111
	· ·	11		6s, coupon, 1893-99	116	Do	registered	iii
				D BONDS.				
Railroad Bonds.		Del. L. & W.—Contin'd- N.Y.Lack. &W.—1st, 68	s 1162	Mich. Cent.—Continued— Coupon, 5s, 1931.	9978 100	Pitts. B.& B	3.—1st,6s,1911 Og.—1st.7s,'91	* 90
(Stock Exchange Prices.) Ala.Central—1st, 6s, 1918		Del. & Hud. Can.—1st, 78, 1891.	. 114	Registered, 5s, 1931		Con. 1st. e	ex. 5s. 1922	6634 69
Alleg'y Cen.—1st, 6s, 1922 Atch. T.&. S.Fe—4 <sup>1</sup> 2, 1920		1st, ext., 7s, 1891 Coup., 7s, 1894	*116		$92 + 92\frac{1}{2}$	Rich. & Al.	t.—1st.6s.1921 —1st, 7s. 1920	6934 70
Sinking fund 69 1911	94 58	1st, Pa. Div., cp., 7s, 1917	7 124 125	Minn.&St.L.—1st,7s,1927	12378 124	Debenture	v.—Cons.g.,6s 6s. 1927	58
Balt. & O.—1st, 6s, Prk. Br. 11	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	2d, 7s, 1885	.10234 10378	Iowa Ext.—1st, 7s, 1909 2d, 7s, 1891	100	Incomes	-1st, p., 7s.,'97 , 1900	66
Guaranteed	$1^{1_2}102^{1_4}$	1st,cons.,guar.7s,1906 1st cons., 6s, 1906		S'thw.Ext.—1st,7s,1910 Pac. Ext.—1st, 6s, 1921.	$11134112 \\ 9934100$	Scioto Val.	1st, cons., 7s. n Mt.—1st, 7s	*87
Minn.&St.L1st,7s,gu 12	4	1st, reg., 1921	. *134 2	Mo.K.&T,—Gen.,6s, 1920 Cons. 7s. 1904,5.6	1063, 107	20, 78, 189	7 Br.—1st, 7s	108
Iowa C. & West.—1st, 7s C.Rap. Ia. F. & N.—1st, 6s	113½ 106	Denv. & Rio Gr1st, 1900	1084	Cons. 2d, income, 1911. H. & Cent. Mo.—1st,'90	56 5912	Cairo & Fu	ulton-1st.7s.	10634
1st, 5s, 1921	9878	Deny So P & Pac -1st 78	. 99 100	Mobile & Ohio.—New, 6s. Collat. Trust, 6s, 1892	10434 10512	Gen. r'v& l	& T.—1st, 7s l. gr., 5s. 1931	$\begin{array}{c c} 1063 & 108 \\ 69 & 70 \end{array}$
Can. So.—1st, int. g'ar. 5s 8	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Det. Mac. & Marq.—1st,6s Land grant, 3 <sup>1</sup> 2s, S. A.	912	Morgan's La. & T1st. 6s	1177	2d, pref., 7	& T. H.—1st. s, 1894	····· 112
Central lowa—1st. 7s. '99	7:2 79	E.T. Va. & G.—1st,7s,1900	) *118 ·····	Nash.Chat.&St.L1st,7s 2d, 6s, 1901	100 103	Bellev. & S	5. Ill.—1st. 8s	$^{*105}_{115}$ $^{118}_{2}$
Char. Col. & Aug1st,7s	312 116	1st, cons., 5s, 1930 Divisional 5s. 1930	9312	N. Y. Central—6s. 1887 Deb. certs, extd. 5s	$106^{3}_{4}$	St.P.Minn.& 2d, 6s, 1909	Man.—1st,7s	$\frac{108^{1}4}{108}$
68, gold, series A, 1908. 10	7 ½	Eliz.C.& N.—S.f.,deb.c.6s 1st, 6s, 1920		N.Y.C. & H.—1st, cp7s 1st, reg., 1903.	$130\frac{3}{8}131$ $130\frac{1}{8}131$	Dakota Ex	t.—6s, 1910 6s, 1933	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
68 currency, 1918 4	634 48	Eliz. Lex. & Big S6s Erie-1st, extended. 7s	97 2 98 2	Huds, R7s, 2d of '85	105	Min's Un	-1st.6s.1922	100
Mortgage 6s, 1911 100 Ches.O.&S.W.—M.5-6s		2d, extended, 5s, 1919 4th, extended, 5s, 1920.	10834	N. Y. Elev'd-1st,7s,1906 N. Y. Pa.&OPr.l'n,6s,'95	117-2	So. Car. Rv	-1st,5s,1931 -1st,6s,1920	101 2 102 8
Chicago & Alton—1st, 7s	122	5th, 7s, 1888 1st cons., gold, 7s, 1920.	11114	N.Y.C.&NGen6s.1910	40 45	2d, 6s, 1931 Shen'd'h V	-1st, 7s,1909	106 108
La. & Mo. Riv.—1st, 7s. 113 2d, 7s, 1900	108	1st cons., fd. coup., 7s Reorg., 1st lien, 6s, 1908	1!	N.Y. & New Eng.—1st. 7s	100 48	General, 6s Tex.Cen.—1s	t,s.f.,7s,1909	10712 9212
St. L. Jack. & Chic.—1st 110	$ \begin{array}{c c} 6 & 117 \\ & 117 \\ \end{array} $	Long Dock b'ds, 7s, '93.	1164 120	1st, 6s, 1905. N.Y.C.&St.L1st,6s.1921	99 2 100	1st mort., 7 Tol. Del. & B	s. 1911	$\frac{107}{26}$
2d (360), 78, 1898	5	Buff.N.Y.&E.—1st,1916 N.Y.L.E.&WNew2d 6	95	2d, 6s, 1923 N.Y.W.Sh.& Buff.—Cp.5s	745 <sub>8</sub> 743 <sub>4</sub>	1st. Davt. I	Div., 6s, 1910 rust, 6s, 1910	•••••
Miss.R.Br'ge-1st,s.f.6s	;;-	Buf.&S.W.—M. 6s, 1908 Ev. & T. H.—1st, cons., 6s	97	N.Y. Susq. & W.—1st, 6s Debenture, 6s, 1897	79 7934	Va. Mid.—M.	inc.,6s, 1927 P.—Gen'l,6s	$\frac{56}{70^{1}2}$ $\frac{71}{71}$
C.B.&Q.—Consol. 78,1903 127 58, sinking fund, 1901.		Mt. Vern.—1st, 6s, 1923 Fl't & P. M'rq.—M.6s, 1920		Midland of N.J.—1st.6s N.Y.N.H.& H1st.rg.,4s	ו גדעט ו פס	Chic. Div.—	-5s, 1910	77
5s, debentures, 1913 90 1a. Div.—S. F., 5s, 1919		Gal. Har. & S. Ant.—1st, 6s 2d. 7s. 1905	102 103	Nevada Cent.—1st, 6s N. Pac.—G. l. g., 1st.ep.6s		Hav. Div.— Tol.P.&W	_1st 7s 1917	104 1 106
. Denver Div48 1922   84	14 8734 18 86	Mex. & Pac.—1st, 5s 2d, 6s, 1931.		Registered, 6s, 1921 N.O. Pac.—1st, 6s, g.,1920	102 <sup>1</sup> 2 81 2 82	Iowa Div.— Ind'polis Di	iv.—68. 1921	90
Plain 4s, 1921. 75 C. R. I. & P.—6s, cp., 1917	127	Gr'n Bay W.&S.P.—1st,6s Gulf Col. & S.Fe—7s,1909	81   85	Norf. & WG'l, 68, 1931.	103	Detroit Div Cairo Div.—	-5s. 1931	80
6s, reg., 1917	106	Han.& St.Jos.—8s, conv Consol. 6s, 1911		Ohio & MissConsol. s. f.	$\begin{array}{c c} & 97^{1_2} \\ & 117^{1_4} \end{array}$	Wabash—M Tol. & W	., 7s, 1909*. -1st. ext. 7s	106
Central of N. J.—1st. '90. 114 1st consol. assented, '99 112		Hous.& T.C.—1st, M.L., 7s 1st, West. Div., 7s	108-2 109	2d consolidated 7s. 1911	$116\frac{1}{2}$	1st, St. L. 2d. ext 7:	Div., 7s, '89 s. 1893	96 100 97 <sup>1</sup> 2
Conv., assented, 78, 1902 114	2	18t. Waco & N., 7s	110	1st, Springfield Div., 7s Ohio Central—1st.6s 1920	120 70	Equip. b'd Consol, con	ls.7s.1883	86 864
Leh.&W.BCon.g'd,as 102	10312	2d consol., main line. 89 2d, Waco & No.,88,1915	*110	1st Ter'l Tr., 6s, 1920 1st Min'l Div., 6s, 1921.		GI. West	-1st, 7s, '88	10438 10412
C.M.& St.P.—1st, 8s. P.D. 129	131	General, 6s, 1921 Hous. E. & W. Tex.—1st,7s	1 1 /// /	Ohio So.—1st, 6s, 1921 Oreg'n&Cal.—1st, 6s, 1921	81   83	Q. & T.—1	st. 7s. 1890 1.	106
2d, 7 3-10, P. D., 1898. 120 1st, 7s, \$ g., R. D., 1902. *123		2d, 6s, 1913. Ill.Cent.—Sp.Div.—Cp. 6s	114	Or.& Trans'l—6s,'82-1922	881 <sub>2</sub> 883 <sub>4</sub> 90	lik&So.la.	ples-1st,7s -1stEx.,6s	100
1st, LaC. Div., 7s. 1893. 1st. I. & M., 7s, 1897 118	119	Middle Div.—Reg., 5s		Panama-S.f., sub. 68, 1910	95 100	Om. Div.	-1st. 7s	103 105
1st, I. & D., 7s. 1899 119 1st. C. & M., 7s. 1903 122	1241		118	Peoria Dec. & Ev.—1st, 6s Evans. Div., 1st, 6s, 1920 *	100	St. Chas.	Br1st.68	80 2
Consol. 7s, 1905. 122 2d, 7s, 1884 101	123	Gold, 58, 1951 2d Div., 78, 1894			112 1121 <sub>2</sub> V	vest. Un. Tel.	1900, cp. 1	16
1st, 7s, I.&D. Ext., 1908 120 S. W. Div., 1st, 6s, 1909. 107	12	Ced. F. & Minn.—1st. 7s Ind. Bl. & W.—1st prf. 7s.*	111 115	Cal. & Oregon-1st. 6s	02 2 103 N	1900, reg . W. Telegraj	ph-7s.1904	15
1st, 5s, LaC. & Dav., 1919	. 94	1st. 4-5-6s. 1909	85   86	Land grant bonds, 6s	023,103	lut. Un.T.—S regon RR. &	F. 64 19111	84 85 063 107
1st, H. & D., 7s, 1910 117		2d, 4-5-6s, 1909 East'n Div.—6s, 1921	$\begin{bmatrix} 71 & 75 \\ 90 & 91 \end{bmatrix}$	West. Pac.—Bonds, 6s So. Pac. of Cal.—1st. 6s.	$02^{i_2}$	INCOME Interest payabl	BONDS.	10.
1st, Chic. & P.W., 58, 1921 93	8 94 8	2d, 5s, 1911	10012 102	Union Pacific-1st, 6s	13 '8 A	lleg'y Cent tl. & PacII	-Inc., 1912.   ••	241 25
Min'l Pt. Div. 58, 1910 913 C.& L. Sup. Div., 58, 1921		Coupon, 6s, 1909	$109   110 \frac{1}{2}   79 \frac{1}{6}  $	Sinking funds, 8s, '93. 1	161 117 C	entral of N. J ent. Ia.—Cou	.—1908	94 100
Wis. & Min. D., 5s, 1921 90 C. & N'west.—S.fd.,7s,'85 105	90'8 K	Cent'ky Cen.—M.,68,1911 L.Sh're-M.S.&N.I.,8,f.,78	106 2 107		····   C	h.St.P.&M.—	L.g. inc. 68	••••
Interest bonds, 7s, 1883 1033 Consol. bonds, 7s, 1915 130	132	Cleve. & Tol.—Sink. fd.	104	Kans. Pac1st,6s,'95 1	0712 D	hic. & E. Ill esM.&Ft.D	-1st,inc6s	
Extens'n bonds, 7s, '85. 105.	8 105 12	Cleve. P. & Ash7s	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Den. Div.,6s,as'd,'99 1	09 4 E	et. Mac. & Ma T. V. & Ga II	nc.,68,1931 2	287 29
Coupon, gold, 7s, 1902 125 Reg., gold, 7s, 1902 125	126	Kal. & W. Pigeon-1st.	100 121 <sup>1</sup> 4 124	C.Br. U.P.—F.c., 78, '95 1	00 Ir	BayW.&St.	Inc., 1919,*	30 85
Sinking fund, 68, 1929. 2075. Sinking fund, 58, 1929. 202	10234		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	At. J.Co. & W1st. 6s.	90   In	Consol., Inc., d's Dec.& Sp	r'd-2dinci	36
Sinking f'd, deb. 58, 1933 944 Escan'a & L.S.—1st, 68.	95 12	Consol., reg., 1st. 7s  *]	$123\frac{1}{2}125$ $121\frac{1}{2}122\frac{1}{2}$	Ut. So.—Gen.,7s,1909 1	06     Le	Frust Co. cert ch. & Wilkesb	. Coal-'88 7	70
Des M. & Min's—1st, 7s Iowa Midland—1st, 8s 125		Consol., reg., 2d, 7s		Exten., 1st, 7s, 1909 Mo. Pac.—1st, cons., 6s. 10	04 18 104 78	ike E. & W.– Sand'ky Div.–	-Inc 1920	25 30
Peninsula—1st, conv. 7s 120 Chicago & Mil.—1st, 7s. 122		1st consol., 5s, 1931	98 9942	Pacific of Mo1st, 6s 10	15 117 4 La	f.Bl.&Mun.– il. L. S. & W	-Inc.7s,'99	82
Win.& St. P.—1st,7s,'87 107 2 2d, 7s, 1907 120	108	2d,7s, gold, 1883 1	16 033 1035	St. L.& S.F2d.6s.cl.A 9	$12^{l_2} \cdots M_0$	ob. & O.—1st p 2d pref. deben	orf. deben. *6	5 75 6 40
Mil.&Mad.—1st,6s,1905 110	1:3:5:1	N.O.& Mob.—1st,6s1930	$\frac{02}{91}$	3-6s, class C, 1906 3-6s, class B, 1906	$97^{1}8   97^{7}8   3$	d pref. deben th pref. debe	tures 2	
Consol. 7s. 1914 120 b	120%	E. H. & N.—1st,6s,1919 1 General, 6s, 1930	9312	1st. S. Peirce C. & O	N.	Y.Lake E.&V Y.P.&O.—1st	VInc.6s 7	2 2
	1108 48 1	St. L. Div.—1st, 6s, 1921 .		Gen. mort., 6s, 1931	Oh	io Cent.—Inc Iin'l Div.—In	ome, 1920   13	2 15
N. Wis.—1st, 6s, 1930	11612	2d, 3s, 1980	55 15 ½ 116 ½	rex.& Pac.—1st,6s,1905 10	01: Oh	io So.—2d ino	R, 68, 1921	23
St.P.&S.C.—1st,6s,1919 11318 Chic.&E.Ill.—1st,s.f.,cur. *96		S.&N.Ala.—S.f.,68,1910	00	Income & Ld. gr., reg 4	5 50 Pe	dens.&L.C.— oriaD.&Ev.—	Inc., 1920 43	
Dhic.St.L.&P.—1st,con 5s * 1st, con., 5s, reg., 1932.	90   1	Louisv.C.& L6s, 1931 1	05 Pe	misylvania RR.—	Pe Pe	oria&Pek.Un		
Chic. & Atl.—1st, 68,1920	105	Sandusky Dix.—6s,1919	90	Registered, 1921	Ro	ch. & Pitts me W. & Og	-1nc., 7s. 24	$\begin{bmatrix} 46 \\ 4 \end{bmatrix}$
2d, 6s. 1926	87 Lo		984 99	lst, reg., 7s, 1900	So.	Car. Ry Inc L.&I.M st	c.,6s, 1931 64	1 12 65 12
Del. L.&W.—78, conv., '92 115 Mortgage 78, 1907	117	N.Y.&M.B'h1st.7s.'97		2d, 7s, 1913. Pitts. Ft. W. & Ch.—1st 13	7 St	d, 6s, int. a g1.& RySe.	um'lative	
Syr. Bing. & N. Y1st. 78: 124-4	125 4 M	arietta & Cm.—1st, 7s. etr'p'lit'n El.—1st,1908 10	$00^{-},100^{1}_{4}$	2d, 7s, 1912 *13 3d, 7s, 1912 12	1 ½ St.	L.A. & T.H ena'h VInc	-Div. bds. 45	5 52
2d, 7s, 1891	115 M	ex. Cen.—1st. 7s. 1911	88 2 89 2 (	Mev. & Pitts.—Cons. s.f. 12 4th, sink. fd., 6s, 1892.	5 126 Tol	Del.&BInc ayton Div	c.,68,1910; *2	34 4
Bonds, 7s, 1900	Mi	ich. Cent.—Con.7s,1902   1: Consolidated 5s, 1902   . *10	04 1054	St.L.V.&T.H1st,g.,7s *11 2d, 7s, 1898	3 Te	K.&St.LL.g.	.,inc.1920	
1st, consoi., guar., 7s. 122	125   6	Ss. 1909		2d, guar., 7s, 1898			nc.—1931	

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

### New York Local Securities.

Bank St	ock I	ist.		Insurance Stock List. [Prices by E. S. Bailey, 7 Pine St.]					
COMPANIES.	_[	PR	ICE.		. ,	Pl	RICE.		
Marked thus (*) are not National.	Par	Bid.	Ask	COMPANIES.	Par	Bid	l. Asl		
America*			158	American	50	140	150		
Amer. Exchange	$\begin{array}{c c} 100 \\ 25 \end{array}$		132		100	105	111		
Broadway Butchers' & Drov's					$\frac{25}{25}$	152 165	$160 \\ 175$		
Central		130		Brooklyn	17	160	167		
Chase			.	Citizens'	20	140	150		
ChathamChemical		2010		11 (	$ar{70} \\ 100$	115	$\frac{125}{120}$		
Citizens'		120		Commercial	50	60	90		
City	100	260		Continental	100	235	245		
Commerce	100	154	118		40	227	240		
Continental Corn Exchange*	100	166	110	Empire City Exchange	30	70 90	100		
East River	25	120		Farragut	50	115	120		
Eleventh Ward*	25			Firemen's	17	80	85		
Fifth Avenue*	100	100		Firemen's Trust	10	60	75		
First	100	800		German-American	100	$\frac{113}{195}$	$\begin{array}{c} 118 \\ 205 \end{array}$		
Fourth	100	128		Germania	50	135	143		
Fulton	30	$\frac{128}{160}$		Globe	50	110	115		
Garfield	100	1		Greenwich	25	260 60	290 65		
German American*.	75	100		Hamilton	15	110	115		
German Exchange*		100		Hanover	50	130	135		
Germania*	$\begin{array}{c} 100 \\ 25 \end{array}$	188		Hoffman	50	75	82		
Hanover	100	150		Home1	.00 50	137 57	143 65		
Imp. & Traders'	100	265	275	Importers'& Trad's'	50	90	95		
Irving	50	160		Irving1	00	65	70		
Leather Manuf'rs' Manhattan*	100 50	160 150			30	125	130		
Marine	100	!			$\frac{20}{40}$	$\begin{array}{c} 195 \\ 83 \end{array}$	$\frac{200}{90}$		
Market	100	140		Lamar 1	00	70	75		
Mechanics' & Trads'	$\frac{25}{25}$	7		Long Isl'd (B'klyn)		105	112		
Mercantile		116			$\begin{array}{c c} 25 \\ 00 \end{array}$	$\begin{array}{c} 55 \\ 110 \end{array}$	62 113		
Merchants'		128			25	105	115		
Merchants' Exch	50		93	Mechanics' (Bklvn)	50	125	135		
Metropolitan	$\frac{100}{100}$	155	162		50	60	64		
Murray Hill*	100					95 105	100 108		
Nassau*	100			Nassan (Bklyn.)	50	140	147		
New York	1			National	3712	85	90		
New York County . N. Y. Nat. Exch		110		N. Y. Equitable N. Y. Fire 10	30	$\begin{array}{c} 145 \\ 75 \end{array}$	$\begin{array}{c} 160 \\ 80 \end{array}$		
Ninth		1 () ()		N. Y. & Boston 10	00	4	6		
North America*		,		New York City 10	00	5	10		
North River* Oriental*.	30 25	1 . 0		Niagara		127	140		
Pacific*	50	165				103 160	$\frac{108}{170}$		
Park	100	16212	166	Park 10	00	108	112		
People's*		145	[7/2 ·-]]	Peter Cooper 2	20	150	160		
Phenix		101	105			108	115		
Republic	100		28		$\begin{bmatrix} 0 \\ 0 \end{bmatrix}$	60	$\begin{array}{c} 140 \\ 65 \end{array}$		
St. Nicholas*	100  .			Republic	00	80	85		
Seventh Ward		112				15	120		
Second	100   1	30 .		Standard			105		
State of New York*			40	Sterling 10		55 50	65 60		
Third	100			Stuyvesant 2	5 1		128		
Tradesmen's Union	40 j	110	12	Tradesmen's 2	5	65	70		
United States	$\begin{bmatrix} 50 &   1 \\ 100 &   . \end{bmatrix}$	62		United States 2 Westchester 1			132		
wan Street	50  .	i	00	Williamsburg City. 5		20	$\frac{126}{210}$		
West Side*	100  .			0 0	1	1			
and a second and a second and a second	c e-i-continue	-		Ages - Village and annually the sales and annual and annual and annual annual and annual annu					

# Gas and City Railroad Stocks and Bonds. [Gas Quotations by Geo. H. PRENTISS & Co., Brokers, 11 Wall Street.]

Brooklyn Gas-Light   25   2,000,000   Var's   5   May, '83   120   125	***************************************							
Citizens' Gas-L. (Bklyn   20   1,200,000   Var's   3   July, '83   80   R29   Rands   1,000   315,000   A. & O. 3   3   April, '83   105   110   110   Randattan   20   1,850,000   F. & A. 3   Aug., '83   110   113   Randattan   20   4,000,000   J. & J.   5   Sept., '83   228   230   Randattan   20   2,500,000   M. & S.   6   Aug., '83   187   190   100   3,500,000   Var's   3   Sept., '83   165   165   Randattan   100   3,500,000   Var's   3   Sept., '83   165   165   Randattan   100   3,500,000   R. & A.   3   Var's   Var's   100   1,000,000   Var's   3   Sept., '82   60   65   Randa   Randattan   100   3,500,000   M. & N.   5   Randattan   106   Randattan   100   3,500,000   M. & N.   5   Randattan   106   Randattan   100   3,500,000   M. & N.   5   Randattan   106   Randattan   100   3,500,000   M. & N.   5   Randattan   106   Randattan   100   3,500,000   M. & N.   5   Randattan   106   Randattan   100   3,500,000   M. & N.   5   Randattan   106   Randattan   100   3,500,000   Randattan   100   3,500,000   Randattan   100   3,500,000   Randattan   100   3,500,000   Randattan   100   1,000,000   Randattan   100   1,000,000   Randattan   100   1,000,000   1, & A.   3   2, Jan., '76   70   80   110   100   100   1,000,000   1, & A.   3   2, Jan., '83   106   110   10	GAS COMPANIES.	Par.	Amount.	Period	Rate		Bid.	Ask.
Citizens' Gas-L. (Bklyn   20   1,200,000   Var's   3   July, '83   80   R29   Rands   1,000   315,000   A. & O. 3   3   April, '83   105   110   110   Randattan   20   1,850,000   F. & A. 3   Aug., '83   110   113   Randattan   20   4,000,000   J. & J.   5   Sept., '83   228   230   Randattan   20   2,500,000   M. & S.   6   Aug., '83   187   190   100   3,500,000   Var's   3   Sept., '83   165   165   Randattan   100   3,500,000   Var's   3   Sept., '83   165   165   Randattan   100   3,500,000   R. & A.   3   Var's   Var's   100   1,000,000   Var's   3   Sept., '82   60   65   Randa   Randattan   100   3,500,000   M. & N.   5   Randattan   106   Randattan   100   3,500,000   M. & N.   5   Randattan   106   Randattan   100   3,500,000   M. & N.   5   Randattan   106   Randattan   100   3,500,000   M. & N.   5   Randattan   106   Randattan   100   3,500,000   M. & N.   5   Randattan   106   Randattan   100   3,500,000   M. & N.   5   Randattan   106   Randattan   100   3,500,000   Randattan   100   3,500,000   Randattan   100   3,500,000   Randattan   100   3,500,000   Randattan   100   1,000,000   Randattan   100   1,000,000   Randattan   100   1,000,000   1, & A.   3   2, Jan., '76   70   80   110   100   100   1,000,000   1, & A.   3   2, Jan., '83   106   110   10	Brooklyn Gas-Light	25	2,000,000	Var's	5	May. '8:	3 120	125
Bonds	Citizens' Gas.L. (Bklyn)	. 20	1.200,000	Var's				824
Harlem	Bonds	1,000			340			
Seriest City & Hoboken   20   750,000 J. & J. 72 July, 83 155   165 Manhattan   20   4,000,000 J. & J. 5   Sept., 83 228   230   Metropolitan   100   2,500,000 M. & S. 6   Aug., 83 187½ 190   105   110   105   105   110   105   105   110   105   105   110   105   105   110   105	Harlem	50	1.850,000	F. & A		Aug. '8		
Manhattan         50   4,000,000 J. & J. 5   Sept., '83   228   230   100   2,500,000 M. & S. 6   Aug., '83   187   190   11	Jersey City & Hoboken	20				July '8		
Metropolitan	Manhattan	50		J. & J.				
Bonds         500         750,000 F. & A. 3         1 105         110         120         120         120         100         100         100         100         3,500,000 Quar. 2 12,00t. 83 116         120         120         120         120         120         120         104         106         120         104         106         120         104         106         120         104         106         100         10	Metropolitan	100	2.500,000	MES		Aug '8		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Bonds	500		FAA	3	Ot		
Bonds	Mutual (N. Y.)	100						
Nassau (Bklyn.)         25 (Nov.)         1,000,000 (Nov.)         Var's (Nov.)         31 (Nov.)         Sept. (Nov.)         82 (Nov.)         65 (Nov.)         65 (Nov.)         85 (Nov.)         80 (Nov.)         85 (Nov.)         80 (Nov.)         85 (Nov.)         80 (Nov.)         80 (Nov.)         85 (Nov.)         80 (Nov.)         85 (Nov.)         80 (Nov.)         85 (Nov.)         80 (Nov.)         85 (Nov.)         80 (Nov.)         90 (No	Bonds				6	1000		
Scrip	Nassau (Bklvn.)		1,000,000	Var'e				
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Scrip	Var's						
People's (Bklyn.)         10 1,000,000 J. & J.         3½ Jan., '76 70 76 70 76 70 76 70 76 70 70 76 70 76 70 70 76 70 70 76 70 70 76 70 70 76 70 70 76 70 70 76 70 70 76 70 70 76 70 70 76 70 70 76 70 70 76 70 70 70 70 70 70 70 70 70 70 70 70 70	New York					May, 300		
Bonds         1,000         375,000         M.&N.         3½ May, '83 106         110           Bonds         125,000         Var's         3 April, '83 90         95           Central of New York         50         466,000         F. & A.         3½ Aug., '83 89         95           Williamsburg         1,000         000         Quar.         2         July, '83 80         95           Bonds         1,000         1,000,000         A. & O.         3 April, '83 103         106           Metropolitan (Bklyn.)         100         1,000,000         M.&N.         3 July, '83 86         91           Municipal         100         3,000,000         M.&N.         6         1888         106           Fulton Municipal         100         3000,000         1,00         101         102           Bonds         100         300,000         1,00         101         102	People's (Bklyn)		1,000,000	I & I	31	Lay, od		
Bonds	Bonds		375,000	M &N	212	Mor 199		
Central of New York         50         466,000 F. & A. 1,000,000 Quar. 2 Quar. 3 July, 83 80 P. 1,000 Quar. 3 July, 83 80 P. 1,000 Quar. 3 July, 83 86 P. 1,000 Quar. 3 July, 83 80 P. 1,000 Quar. 4 July, 83 8	Bonds							
Milliamsburg	Central of New York					Aprii, '88		
1,000   1,000,000   A. & O.   3   April, '83   103   106   100   1,000,000   M.&N.   3   July, '83   86   91   100   1	Williamsburg			P. & A.	3 2	Aug., 788		95
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Ronda		1,000,000	Quar.				
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Metropolitan (Plylyn)						103	
Bonds 750,000 M.&N. 6 1888 106 110 750,000 M.&N. 6 1888 106 110 101 102 101 102 103 105	Municipal		2,000,000	M. WN.				
Bonds 100 3,000,000 102 101 102 103 105	Ronde							
Bonds	Fulton Municipal		2 000,000	m.æN.	O	1888		
	Ronda	100	300,000			• • • • • • • • • • • • • • • • • • • •	101	
Myurtable 100 [2,000,000]   190   95	Tauitable		300,000	J. 62 J.	0	••••	103	
200 2,000,000	Equitable	100	2,000,000		]	• • • • • • • • • • • • • • • • • • • •	1 90	95

Real Content of the
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
1st mort
Brooklyn City—Stock
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
Br'dway (Bkln.)—Stock.         100         200,000         Q.—J.         3 ½ 0ct., '83 210         215           Bklyn. Crosstown—Stock.         100         400,000         Q.—J.         3 ½ 0ct., '83 210         215           Bushw'kAv. (Bkln)—St'k Cent.Pk.N. & E.Riv.—St'k Consol. mort. bonds.         100         1500,000         Q.—J.         7         1888         105         112           Christ'ph'r&10thSt—Stk Bonds         1,000         1,000         1,000         J. & D.         1,000         J. & D.         2½ 2½ 0ct., '83 155         102         144         120           Bryn. Crossol. Str. Str. Str. Str. Str. Str. Str. Str
Bklyn. Crosstown—Stock         100         400,000         Q.—J.         2         Oct         83 150         112           Bushw'kAv. (Bkln)—St'k         100         1,000         300,000         Q.—J.         2         7         1888         105         112           Consol. mort. bonds         100         1,000         1,000         Q.—J.         2         Oct., '83 155         12         Oct., '83 155         112           Consol. mort. bonds         1,000         1,000         Q.—J.         7         Dec., 1902 116         120         144           Bonds         1,000         1,000         250,000         J. & J.         7         Dec., 1902 116         115           1st mort., consol         100         1,000,000         Q.—J.         3         1888         105           1st mort.         100         1,000,000         Q.—J.         4         Aug., '83 257 12         262 12           1st mort.         100         1,000,000         Q.—J.         3         June, '93 114         117           1st mort.         100         1,000,000         Q.—J.         3         June, '93 114         117           203,000         1.6         1.0         1.0         1.0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
Bushw'kAv. (Bkln)—St'k Cent.Pk.N.& E.Riv.—Stk Consol. mort. bonds   100   1,000   1,000   0, -J.   2   0 ct., '83 155   144   144   120   145   14
Cent.Pk.N.& E.Riv.—Stk         100         1,800,000         Q.—J.         2         0ct., '83 141         144           Consol. mort. bonds         1,000         1,200,000         J. & D.         7         Dec., 1902 116         120           Christ'ph'r&10th St—Stk         100         1,000         250,000         F. & A.         2½ Aug., '83 110         115           Bonds         1,000         250,000         J. & J.         4         Aug., '83 257½ 262½           1st mort.         500&c         100         1,000         Q.—F.         4         Aug., '83 257½ 262½           1st mort.         1,000         203,000         J. & J.         7         June, '93 114         117           2dd & Gr'rd St.F'ry—Stk         100         748,000         M.& N.         6         May, '83 240         110           1st mort.         1,000         236,000         A. & O.         7         April, '93 110         115
Consol. mort. bonds   1,000   1,200,000   J. & D.   7   Dec., 1902 116   120   115   Bonds   1,000   250,000   J. & J.   212   Aug., '83 110   115   120   115   120   115   120   115   120   115   120   115   120   115   120   115   120   115   120
Christ'ph'r&10th St—Stk Bonds 1,000 1,000 250,000 F. & A. 2 12 Aug., 83 110 115 115 115 115 115 115 115 115 115
Bonds   1,000   250,000   J. & J.   7   1898   106   1202   12   1200,000   1202   1200,000   1202
Dry Dk.E.B.& Bat'y—Stk     100     1,200,000     Q.—F.     4     Aug., '83 257 ½ 262 ½       1st mort., consol
Tst mort., consol
Eighth Av.—Stock
1st mort. 1,000   203,000 J. & J.   7   June, '84 100   110
100   748,000   M.&N. 6   May, '83 240   15t mort
1st mort
Control Charles City   100 t and and a
Central Cross(own—Stk 1 100 + 600 000 1 & 1 3 +fnly 109 102 1110
1.1
1st mort
Houst.W.St.&P.F'y-Stk 100 250,000
1st mort
Second Av.—Stock 100 1,396,500 J. & J. 5 July, '83 210 215
3d mort
Consol. 1,000 1,050,000 M.&N. 7 Nov., '88 107 10812
Sixth Av.—Stock
1st more
Third Av.—Stock 100 2,000,000 Q.—F. 3 Aug., '83 275 280
1st mort
Twenty-third St.—Stock. 100 600,000 F. & A. 4 Aug., '83 160 165
1st mort

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

### Quotations in Boston, Philadelphia and Baltimore.

			,			
t.]	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	As
E.	BOSTON. Atch. & Topeka—1st, 7s.			Buff.Pitts.& W.—Gen.,6s Cam. & Amboy—6s, c.,'89		
Ask.	Land grant, 7s. Atlantic & Pacific—6s Income	$92\frac{1}{2}$		Mort., 6s, 1889	$\frac{110^{3}}{118}$	111
50 11	Boston & Maine-7s Boston & Albany-7s	•••••		Cam. & Burl. Co.—6s. '97.	105	107
60 . 7 <b>5</b>	6s Boston & Lowell—7s 6s.			Catawissa—1st, 7s, con. c. Chat. M., 10s, 1888		
67 50	Boston & Providence-78 Burl & MoLd. gr., 78.	116		New 7s, reg. & coup Chart'rs V.—1st, 7s, 1901 Connect'g 6s, cp., 1900-04	12012	
25 20 90	Nebraska, 6sEx. Nebraska, 6s	$\frac{110^{1}}{102}$	$\begin{array}{c} 111 \\ 102 \\ 1_2 \end{array}$	Cor. Couan& Ant., deb. 68, Delaware-68, rg.& cp., V.		••••
45 40	Nebraska, 4s. Conn. & Passumpsic—7s.	•••••	$\frac{807_{8}}{25}$	Del. & Bound Br —1st, 7s East Penn.—1st, 7s, 1888	123 105	
30 00	California Southern—6s.	22 23		Easton & Amb'y -5s, 1920 El & Wmsp't-1st, 6s, 1910	117	
20 35 75	East'rn, Mass.—6s, new Fort Scott & Gulf—7s	$\frac{1117}{112}$		5s, perpetual	114	99
8	K. City Lawr. & So, -58. K. City St. Jo. & C. B78	10234		H. & B.T.—1st, 7s, g., 1890 Cons. 5s, 1895 Ithaca&Ath.—1st, gld.,7s Junction—1st, 6s, 1882		88
5	Little R. & Ft. S.—7s, 1st Mexican Central—7s N. Y. & N. England—6s.		00	20, 68, 1900	100	
0 5 5 5 2 3 5 5 0	7s. N. Mexico & So. Pac.—7s	$\frac{981}{114}$		Leh.V.—1st,6s,C.&R.,'98 2d, 7s, reg., 1910 Cons. 6s, C.& R., 1923	130	$121 \\ 132 \\ 1243$
5 2	Oregon Short Line-6s Ogdensb.& L.ChCon.6s		93-4	N. O. Pac.—1st, 6s, 1920. No. Penn.—1st, 6s, cp., '85	$\begin{vmatrix} 81 \\ 103 \end{vmatrix}$	831 104
3	Old Colony—786s			2d, 7s, cp. 1896	122	• • • • •
5 0 0	Pueblo & Ark. Val.—78 Rutland—6s, 1st	114 <sup>1</sup> 4 1	11	Gen., 7s, cp., 1903 Debenture 6s, reg Norfolk & West.—Gen.,6s	-	
0 0	Sonora-7s T. Cinn. & St. L-1st, 6s.	1	25	Cil Cliter & Obia 1 of Ca !	104 12	
5	Income	212	3	Gen , 6s, cp., 1910	120	
5 2 3 5 5 5	STOCKS. Atchison & Topeka	1	82 i <sub>2</sub> 73 1 <sub>4</sub>	Cons., 6s, coup., 1905	116 105	
5	Boston & Albany? Boston & Lowell	109 1	10	D- C N W 0 7- 1000	124	
3	Boston & Maine* Boston & Providence* Cheshire, preferred	160  .	$\frac{61}{62}$	Perkiomen—1st, 6s, cp. '87 Phil. & Erie—2d, 7s, cp. , '88	$100 \frac{1}{2}$ .	124
5	Chic. & West Michigan			Cons., 6s, 1920	1023 <sub>4</sub> i	03
	Concord		·  i	Phil. & R.—1st, 6s, 1910	174	
1	Conn. & Passumpsie		178	Cons., 7s, reg., 1911	25	••••
	Eastern, Mass. Eastern, New Hampsh.	24		Imp., 6s, g., coup., 1897 -	9534	053
	Flint & Pere Marquette.	2734	28	Gen., 6s, g., coup., 1908 Gen., 7s, coup., 1908 Income, 7s, coup., 1896	$\begin{array}{c c} 02 & 1 \\ 923 & 1 \\ \end{array}$	03
	Common	73	- 11	Cons. 5s, 1st ser.,c.,1922 Cons. 5s, 2d ser.,c.,1933	70 60	74
	lowa Falls & Sioux City. Little Rock & Ft. Smith. Maine Central	$\begin{array}{c c} 78 & 8 \\ 25 & 2 \\ 80 & \end{array}$	27	Conv. Adj. Scrip, '85-88 Debenture coup., 1893;		90
1 1	Manchester & Lawrence Marg. Hought'n & Onton.	3112			{	9712
1	Nashua & Lowell	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	00	Conv., 7s, R. C., 1893‡ - Conv. 7s, coup. off, 1893 - Conv. 7s, cp. off, Jan., '85 -		35
	Northern of N. Hampsh. 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	p	Phil. Wil. & Balt.—4s, tr.ct Pitts, Cin. & St. L.—7s, reg	9334 8	9334
10	gdensb. & L. Champlain	37½ 13	5 S	hamokin V. & Potts78 1		
I	Portland Saco & Portsm. 1 Rutland—Preferred	13	· s	unb. Haz. & W1st. 5s	20 9	3
-   T	Revere Beach & Lynn	31	1 18 S	yr.Gen.& Corn.—1st, 7s nion & Titusv.—1st, 7s	9	5
.   1	Vorcester & Nashua	15 6	5 2	2 7 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		••••
- h	PHILADELPHIA.	25 2		Gen., 48, cold, 1923 3 arren & F.—1st, 78, '96 11	88	••••
A	AILROAD STOCKS. †		W	est Chester-Cons. 7s. 11 Jersey-1st, 6s, cp., '96 11	6	••••
B	ell's Gapuffalo N.Y. & Phill	134 19	2   (	1st, 7s, 1899 12 Cons. 6s, 1909 11 Jersey & Atl.—1st, 6s, C.	3 1 11 10	4
C	Preferred	37	W	estern Penn.—6s, coup.	7	•••
	atawissa 2 1st preferred 5 2d preferred	3 58	3	Gen., 7s, coup., 1901 CANAL BONDS. nes. & Del.—1st, 6s, 1886	0 74	•••
D	claware & Bound Brook	1 143	Le	high Nav.—6s,reg.,'84. 10 Mort. RR., reg., 1897 . 11	054 101	1
E	mira & Williamsport 4 Preferred 5	8		Cons., 7s, reg., 1911	1	•••
H	ar. P. Mt. Joy & Lanc'r untingd'n & Broad Top Preferred	100	Pe	orris—Boat Loan rg., 85 nnsylv.—6s, cp., 1910 huylk. Nav.—1st,6s,rg.	5 107	···
Le	Preferred		2	d, 6s, reg., 19079	1 2 92	12
Mi		5 1 68	11	BALTIMORE.	.	
No	esquehoning Valley 5. orfolk & West'n—Com.		Atl	ILR'D STOCKS. Par lanta & Charlotte 6' ltimore & Ohio100	7 <sup>1</sup> 2 68 195	12
No No	orthern Central	58 56 12 28	58 2	st pref	130	••
No		63 69 38 59	Cer	tral Ohio-Com50 52		<sup>1</sup> 2
Ph Ph	iladelphia & Erie ila. Ger. & Norristown 110	17	We	tsburg & Connellsville		••
Ph	ila. Newtown & N.Y	26	Atl	anta & Charl.—1st 106	3 <sub>4</sub> 107 79	_
Ph	ila. & Trenton		Cen	t.&Ohio-6s,,'85A.&O 102 i. Ohio6s, 1st,M.&S. 108 irl. Col. & Aug1st 105	12 103	_
Un We	st Chester—Cons. pref.	12 195	20	1	99 102	•
We	st Jersey & Atlantic.	38	3d	ls	73 <sup>3</sup>	8
Leh	CANAL STOCKS, aigh Navigation	454	2 20	imbia& Greenv.—1sts 99 ls		_
Sch	uylkill Navigation	75	2d 8s,	, 3d	110	-
Alle	AILROAD BONDS. egh. Val.—7 3-10s, '96 121	125	No.6	Central—6s, 85, J.&J. 103, 1900, A. & O		_
1	nc. 7s. end., coup., '94 30 vid'e Del.—1st,6s,1902	3014	Pitt	, gold, 1900, J. & J 110	$\frac{1164}{1231}$	4
30	i, 6s, 1885		Ca Virg	nton endorsed	-	
	's Gap—1st, 7s, 1893. 108 t, 6s, 1905	115	88. W. M	Id6s. 1st. g., J. & J. 1131	2	
Buff	onsol., 6s, 1913 f. N.Y.& Phil.—1st,6s , 7s, 1908	95	2d, 6s,	guar., J. & J. guar. by W.Co., J. & J. 3d, guar., J. & J.		
Co	ns. 6s, 1921 t, Tr. 6s, 1922	: :::::	Wiln	n. C. & Aug.—6s	110	:
×	Ex-dividend. † Per sha	are.	‡ In	default. ¿ Ex-rights.		

### RAILROAD EARNINGS.

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

latest date are		ırnings Rej	ported.	Jan. 1 to L	atest Date.
Roads.	Weck or Mo	1883.	1882.	1883.	1882.
	Continuitor	\$ 95,093	\$ 77,793	\$ 732,916	\$ 575,173
Ala.Gt.Southern Atch.Top.&S.Fe	August	1,263,900	1,251,662	9,105,929	9,206,014
Buff.N.Y.&Phil. Bur.Ced.R.& No.	2d wk Oct.	265,000 69,250	232,763 58,299	2,098,295	2.099,042
Canad'n Pacific Central of Ga	July	132,000 $171,800$	67,000 $165,914$	1,594,300	1,921,493 $1,458,449$
Central Iowa Central Pacific.	September	2,311,000		18,174,341	$\begin{array}{c} 848,112 \\ 19,078,621 \end{array}$
Chesap. & Ohio. Chicago & Alton	September 3d wk Oct.	355,797 $218,297$	332,219 $210,895$	6,958,855	$2,429;579 \ 6,548,117$
Chic. Bur. & Q Chic. & East. Ill.	August 2d wk Oct.	34,096	40,223		1,388,019
Chic. & Gr. Trunk Chic. Mil. & St. P.	Wk Oct. 13	$67,494 \\ 582,000$		18,279,000	1,642,380 $15,641,953$
Chic. & Northw.	3d wk Oct. 3d wk Oct.	606,500	588,200 $123,500$		$\begin{vmatrix} 19,147,461 \\ 3,881,794 \end{vmatrix}$
Chic. & W. Mich. Cin. Ind. St. L. & C	3d wk Sept	32,901 $175,752$	28,829 190,723		1,044,391
CincinnatiSouth Cin. Wash. & Balt	September		$243,241 \\ 36,551$	1,865,891	1,875,110
Clev. Col. C. & Ind	12d wk Oct.		12,010 $436,318$	422,081	391,890
Connotton Val Danbury & Nor.	September	32,712	24,634 19,974		
Denv. & Rio Gr. Denv. & R.Gr. W	3d wk Oct.	150,100	136,500		5,187,899
Des Mo.& Ft. D	. 2d wk Oct.	9,641	7,330 $33,367$	255,642	269,359
Det. Lan. & No. Dub. & Sioux C	. 2d wk Oct.	30,335	24,681	835,117	855,525
Eastern	. 3 wks Oct.	307,905	$\begin{array}{c} 242,757 \\ 257,825 \end{array}$	3.203.628	1.2.520.888
Eliz. Lex. & B.S Evansv. & T. H	. 3d wk Sept	17,308	57,351 21,435	532,776 529,437	639,100
Flint & P. Marq Flor. Cent. & W	. 2d wk Oct.	55,998	44,357 8,061	320,608	309,893
Flor. Tr. & Pen Ft.W. & Denver	. 2d wk Oct.	10,609	8,048 7,800	1	
Grand Trunk Gr.Bay W. &St. P	Wk Oct. 13 2d wk Oct	$egin{array}{l} 370,189 \ \hline 10,385 \end{array}$	359,350 6,935	0 13,735.760 $301.842$	
GulfCol&San.F. Hannibal&St.J.	e 2 wks Oct	. 134.400	107,717	1,562,862	
Hous.E.&W.Te.	x September	28,968	31,842	228,903	204,056
Do (lowa	2d wk Oct	. 50,000	40,48	1,523,56	1,492,002
Ind.Bloom& W	. 2d wk Oct	62,163	57,430	2,346,813	3 2,027,301
K.C.Ft. S. & Gul Kentucky Cent	. 1st wk Oct	.) 19,166	14,149	)	
K. C. Law. & So L. Erie & West'	n 2d wk Oct	. 33,326	27,99	1	
L. R. & Ft.Smit L.Rk.M.Riv.&T Long Island	1. 2 wks Oct	29,158 20,697	15.86	4 -276,978	[8] 196,221
La. & Mo. River	r. July	.   52,100	44,30	353,400	0 - 252,900
Louisv. & Nash Mar. Hough. & C	).[2d wk Oct	26,160	30,45	5 11,041,69 7 745,49	3 1,024,843
Memp. & Char Mexican Cent.				. 1,199,710	0
Do No.Di Mexican Nat'l.	v 2d wk Oct	g = 17,356		. 221,20 495,12	5
Mil. L.Sh. & Wes Minn. & St. Loui			19,22 122,89	$\begin{bmatrix} 806, 27 \\ 1,029, 41 \end{bmatrix}$	
Missouri Pae    . Central Br'ch	3d wk Oct	. 336,995	347,46	0 13,456,213	3 11,882,407
Mo.Kan. & T. Tex. & Pacino	¶ 3d wk Oct	. 289,166	268,57	9 8,866,54	6 7,574,460
Whole System Mobile & Ohio.	m 3d wk Oct	823,794	752,59	4 28,399,38	0 23,949,521
Nash.Ch.&St.L N.Y.L.E.&Wes	. September	r 197,79	190,19		4 1,547,801
N. Y. & N. Engl' N. Y. Susq. & V	a August	. 377,22:	346.49	0, 2,315,10	9   2,177,413
Norfolk & Wes	1. 17 dys Oct	t. 148,176	129.15	2 2,111,68	0 1,800.581
Shenandoah Northern Cent	Septembe	r 545,727	1557,55	8 4,552,13	7 4,255,773
Northern Pacit Ogdensb.&L.C.	n. August	67,700	68,80	0	
Onio Central Onio Southern	2d wk Oc	t. 9.198	9.81	7 322,07	9 288,846
Oregon & Cal. Oregon Imp. C	o. August	366,707	270.84	$\begin{array}{c} 523,21 \\ 9 2,588,12 \end{array}$	2 2.049.526
Oregon R.&N.C Pennsylvania	Co Septembe Septembe	r 581,800 r 4,634.998	551,01 $4,417,60$	$\frac{3}{2}$ $\frac{3,875,20}{37,893,90}$	$\frac{2}{7},\frac{3}{35},888.778$
Peo. Dec. & Ev	e. 2d wk Oct	14,186	[12.97]	4 = 556,45	3 = 612,803
Philadelp. & Er Phila. & Read Do C. & Iro	.* August	3,538,033 1.866.103	31,975,99 $51,615,20$	3 17,482,98 8 10,477,65	7 13,533,948
Richm.& Dany Ch'l Col.&Au	Septembe	r 362,299	2 340,53	1 2,716,97	4 2,556,296
Columb. & G Va. Midland	r. Septembe	r 61,849	63.17	3 515,94	5 478,701
West No. Ca Roch. & Pittsb	r. Septembe	r 46,24	1 27.17	2 268.11	5 173,613
Rome Wat. & C	g August	171,193	181,79	9	8 132,450
St. Johnsb. & L. St. L. Alt. & T.	H. 2d wk Oc	t. 27,94	37,61	4 1,067,47	1,115,003
St. Louis & Cai	s.) 2d wk Oc re 2d wk Oc	t. 8,75	5 8,24	307,09	291.049
St.L.&San Fra St. Paul & Dul	3d wk Oc	t. 40.25	31 32.44	9 1,043,19	839,33
St. P. Minn. & . So. Pac. Cal. N.	D July	130,64	5 130,57	0 692,50	664,47
Do So. Div. Do Arizona	July	301,68	5 287,35	8 2,430,69	3 2,270.64
Do N. Mex Beioto Valley.	1. July	66,55	3  48,90	166.78	405,48
Bouth Carolin	a  Septembe	er 132,82	1 121,33	926,98	847,96
Tol. An Ar. & G. Tol. Cin. & St.	L. 2d wk Ser	ot 31.50	0		
Union Pacific. Utah Central.	August	93,58	6 120.87	$77_1 - 753,10$	05 1,011,009
Vicksb'rg& Me Wab.St.L.& P.	3d wk Oc	t. 381,47	5 360.34	11 13,273,74	14 13,331,50
West Jersey Wisconsin Cen	August	215,98	199,24	871,9	778,90

\*Since June 1st in 1883 includes earnings of Cent. RR. of New Jersey, †Union Road not included in 1882.
‡ Included in Central Pacific earnings above.

¶ Includes St. Louis Iron Mountain & Southern in both years.
¶ Includes International & Great Northern in both years.

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. 20:							
	. 1	161	Avėr	age amóin	nt of—		
Banks.	Capital.	Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U.S.	Circula- tion.	
New York	2,000,000	9,526,000	\$ 1,888,600	\$ 562,000	\$,912,000	\$ 450,000	
Manhattan Co.	2,050,000	7,230,000 7,497,800	1,201,500 845,700	476,000 705,400	5,130,000 6,498,400	345,700	
Mechanics'	2,000,000	7,885,000	690,683	94:,000	6,901,000 3,502,600	045,100	
America	1,200,000 3,000,000	4,255 000 10,074,500	759,000 1,221,300	94 :,000 30 ?,000 527,700	7,409,000	1,100	
Phoenix City	1,000,000	3,525,000 7,240,100	711,000 1,612,400	205,300 622,000	6,995,800	257,400	
Tradesmen's Fulton	1,000,000 600,660	3,134,600 1,717,400	572,000	105,200 124,000	1,413,400	797,400	
Merchants' Ex	300,000 1,000,000	13,129,600 $3,174,900$	5,208,700 472,900	483,700 876,200		281,700	
Gallatin Nat Butchers'& Dr	1,000,000 300,000	4,610,000 $1,739,600$	452,000 322,400	117,800 92,200		774,000 239,100	
Mechanics' & Tr Greenwich		1,012,000	120,000 26,400	96,000 186,600	989,800	2,600	
Leather Man'f's	600,000	3,205,900 1,180,500	- 259,800 181,200	307,500	2,431,200	526,700	
Seventh Ward	860,000	4,291,000	890,200	253.500 1,260,000	4,464,900		
American Exch.	5,000,000	16,282,700	1,109,100	1,320,700	9,829,600	913,200	
Mercantile	1,000,000	5,842,500 6,215,300		581,600	6,499,800	260,000	
Republic		2,154,200 4,638 900	364.600	124.100	2,812,300	180,000	
Chatham	450,000 200,000	1,609,800	180,900	150,500	1,936,900	5,100	
North America Hanover	700.000	3,403,100	3 1,700 1,883,600	311.200 937,100	$\begin{bmatrix} 3,599,500 \\ 10,640,800 \end{bmatrix}$	90,000	
Irving Metropolitan	500,000	3,072,200	231,500	1 570,700	[2,968,700]	374,000	
Citizens' Nassau	600,000	2.491,400	428,600	315,800	2,848,500	264,000	
Market	500,000	2,821,300	536,000	112,600	2,514,400	445,400	
St. Nicholas Shoe & Leather	. 500,000	2,693.000	1,0.8,000	213,000	3,533,000	450,000	
Corn Exchange Continental	.	6,412,800	1.472,700	353,200	0, 7,235,800	450,000	
Oriental Marine	.) 300,000 .) 400,000	3.877 000	1.0 0.000	236,000	4,640,010	266,000	
Importers' & Tr	1,500.000	19,772,100	014,864,300 42.274,000	(1,253,00)	1, 20, .97, 000	45,000	
Wall St	. 500.000	1,525,590	[-116,000]	172,700	1.721,200		
East River	. 250,000	1,145.500	138,100	108,830 590;600	912,900	221,500 369,000	
Central Nat	2,000,000	7,995,000	1 193,000	1.251,000	-8,893,000	297,000	
Record Nation	. 750,000	5,401,000	0 902, 000	349,50	4, 90,500	595,100	
First National. Third National		5,104,400	473,600	) 503,00	1: 4,834,100	)	
N.Y. Nat. Exch Bowery Nat'nat	. 300,000	1,931,400	267,400	196,50	1,847,900	224,700	
N. York County Germ'n Am'c'n.	.1 200,000	2,672,500	- 82,100	1 239.00	0 2,295,300	)!	
Chase National Fifth Avenue.	3.0,000	3,648,100	632, 0	120,30	2,199,600	):	
German Exch.	. 200,000	1,913,600	60.000	170.00	$0$ 2,195,0 $^{\circ}$		
U. S. Nat	500,000	4,580,200	1,080,300	115,70	0 4,782,000	0 444,100	
Garfield Nat	. 200,000	8 4,800	29.900	0 102,40	0 652,600	0 177,700	
Fifth National.			-				
Total							
The devia	tions from						
Loans and disco	D	$60 \cdot 2.904.4$	00   Net de	posits	Dec	\$3,680,400 \$5,700	
Legal tenders	D	ec. 198,0	00 1				
The follow						10.000	
1883	\$	*	*	*	Circulation.	*	
Oct. 6326.0	27,700 56,	448,500 24,		6.477,300	15,177,900	759.872.865 833,965,948	
" 20327,7	18,300 53,	544,100 24,		2,796,900 totals of	15,266,600 the Route	919,605,026	
Boston B					Circulation.		
1883.	*	*	*	0.605,300	27,299, <b>2</b> 00	74,897,666	
" 15 143.7	41,000 5.8	515,400 4.5	9 000,515	2,335,300	27,178,800 27,171,200	73,301.512 73,865,361	
". 22 145,0 "Including th				3,149,000	~1,11.,000	101000130T	
Philadely	hia Ban	ksThe	totals o	f the Pl	hiladelph	ia banks	
are as follow	8:						
1883.	Loans	*		*	Arculation.	*	
Oct. 8	77.781,	225 - 18.94	3.541 70	0.147,589 $0.79,215$	9, <b>2</b> 54,823 9,300,479	62,713,335	
" 22	77,781,	<b>293 18,7</b> 0	-,	,252,420	9,266,978	64 493,737	
Unlisted	Securiti	es.—Follo	wing ar	e quotec	iat 38 Ne	w Street: id. Asked	
Am. Railw'y	Imp.Co-	Bid. Aske	N.Y.V	V.Sh.&Bu	ff.—Stk		
Ex bonds a Atl. & Pac.—6 Incomes	nd stock.			wh.iss.on Mut. U. T		)	
			North	Pac. div	bonds. 8	4 89	
Blocks 35 r Cent. Bran				v.Const Southern	-100p.c 7	612 81	
Am. Safe De	posit per-		Ohio	CRiv. I	Div. 1st. 3		
petual deb Bost. H.& E	ure bds.1 -Newst'k	3 <sub>1</sub>	78 Orego	omes on Sh. Lii	ne stock	64 634	
Old		38	La Bon	ds			

	Loans.	Specie.	L. Tena	lers.	Deposits.	* Circulati	on. Ag	o.Clear.
1883.	140 002 230	5,722,700	1118	900	9 <b>0</b> .605.30	0 27.399 <b>.2</b>	00 74	.897,666
Oct. 8	142.233,600 $143,741,000$	5,815,400	4,512,		92,335,30			301.512
10	145,055,800	5,441,000			33,149,00		00 73	,865,361
	110,000,000				,	, , , .		
	ing the item							
Phila	delphia B	anks	$\mathbf{The}\ \mathbf{to}$	tals	of the	Philadel	ohia	banks
are as fo								
are as 10		T	6 1F2	T	om onite	Circulation	on 40	o Clour
1000			ful Mon	ey. D	eposits.	Orreadell	m. Ay	y. Cicar.
1883. Oct. 8	77 C	* 55,944 ]	8,751,77	2 7	0.147,589	9.2-4.82	3 '62	,713,335
Oct. 8	77.8	81,225	8,943,54	1 7	0.079.215			967,665
	77.7		18,708,08		0.252.420			493.737
w 10000 F								
Unlis	ted Secur	ities.—E	ollowi	ng a	re auoi	ted at 38 1	NewS	treet:
. 0 11110	rou poour	Bid. A		۵.	1		Rid.	Asked.
Am Dail	larta Tun Co		Lonett.	NY	3. de W	Buff.—Stk		Monteur.
	lw'y Imp.Co		50			on old sub		31
	ids and stoc							
	ıc.—6s, 1st					. Tel. st'k.		20.
Income	es					iv. bonds.		89
Blocks	35 per cent	$1041_2$				t.—100p.c		$\mathbf{S1}$
	Branch			N. J.	Southe	rn		
Am. Saf	e Deposit pe	21'-		Ohio	CRiv	. Div. 1st.	3412	35
netual	deb'ure bd	s 100 ·				<b></b>		634
	ENew st		$7_8$	Oreo	on Sh.	Line stock		
			12			•••••		
Dud' M	Y. & Phila			Pane	aa & A	tl		••••
Bun. A.	1. & Fina.							
Prei				181	mort.			007
	tl.—Stk		••••			tern		$297_{8}$
	reficiary stk		28			t.subs.70%		
1st mo	rt					nd stock.		49
Chic.&Ca	an.South			Rock	.&Pitts	. cons.,1st	90	
Commer	c'l Teleg'm (	Co	95	Rutl	and RR	. <b></b>		
Pref								
	Cons.Imp.			Sel	R &D at	'k,st'mp'd		
				do	Incom	es		
	in Posific	.c`	414	Q+ T	o & W	est	534	
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Den.& K	.G.R'y-Con	18. 51-3	87			Pacific 1st.		
Rights		18	14		0 (	lo 2d		• • • •
	Rio G. & We		$12^{1}_{2}$			eb., 1st		27
Denver	& N. Orlean	18				lo 2d		27
Edison I	Elec. Light.	96	175	Tex.	&Col.In	ъ60 р.с		
Ga. Pac.	R'y., 1st n	80	$813_{4}$	6.Z.	·bd		. 7	$11^{1}_{2}$
	V. inc. bds.			Tex.	& St. L			
	otor		812			M.&A.div.		
	d.trust bds'		80			do		
	& Wilkesb. (		• • • • • • • • • • • • • • • • • • • •			exas		
	Bonds-3 p					bds in Tex		
			51.					• • • • •
	. Nat		$5^{1}_{2}$			inc. scrip.		126
1st mo	rt	$ 297_8$	31			light		95
Mich.&C	)Subs.85 j	0.6	100			ıl, 1st		
	T. inc. seri			Vick	sorg & I	Meridian	$\frac{31_2}{2}$	412
M.U.St'k	Trust Certs	8	16	Inc	comes		22.4	
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	7.2							

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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.

THE INVESTORS' SUPPLEMENT.—This week the SUPPLEMENT is issued with the CHRONICLE. It contains an article showing at much length the terms of nearly all the preferred stocks on the market. The Supplement has been greatly improved and enlarged in its railroad tables (see pages 15 to 62.) The price of extra copies to subscribers of the CHRONICLE has been reduced to 50 cents, and the price of single copies of the Supplement to persons who are not subscribers of the CHRONICLE has been reduced to \$1 00.

New York Chicago & St. Louis Railroad.—This company, commonly known as the Nickel-Plate, has been prominent from its inception. It has been one of those corporations which help to remove railroad matters from the realm of dry, hard, uninteresting fact, to the field of romance and imagination.

The rapid construction of the road and its successful sale to the Messrs. Vanderbilt, and by them to the Lake Shore & Michigan Southern Railroad Company, are familiar to all. The road was opened in October, 1882, but did not immediately get in full working order for through business; the first information of its operations is given by the brief report to the Illinois State Railroad Commissioners for the year ending June 30, 1883. From this it appears that for the period of about eight months from Nov. 1 to June 30, the gross earnings were \$1,045,546; operating expenses, \$895,542; net earnings, \$150,004. The rental paid the Chicago & Western Indiana Railroad for entrance into and terminal facilities at Chicago is probably \$150,000 per year, or about \$100,000 for eight months, leaving the actual net earnings \$50,000. It is hardly necessary to say that the first year of a road's operations furnishes no criterion by which to judge of its ultimate prosperity; but a road running through a comparatively old country, and dependent largely on through business, has not the prospect of increase from local traffic possessed by a road running through a new and undeveloped agricultural country.

What is now the situation of the Nickel-Plate road? A majority of the stock is held by the Lake Shore & Michigan Southern Railroad Company, and there is little prospect of the control changing, for the bondholders having votes could hardly side with the minority stockholders in any effort to overthrow the present management, as the bondholders in such action might commit financial suicide—their bonds now having, for all practical purposes, a guarantee by the Lake Shore Company. The interest and rental charge of the Nickel-Plate road must now be about \$1,930,000 per year, made up as follows: Interest on \$15,000,000 first mortgage 6 per cent bonds, \$100,000; interest on \$4,000,000 equipment 7 per cent bonds, \$280,000; interest on \$10,000,000 second mortgage 6 per cent bonds, \$600,000; rental to Chicago & Western Indiana Railroad Company (say) \$150,000; total, \$1,930,000. In addition to these charges, the equipment bonds fall due \$400,000 yearly, beginning with 1885. It is possible that all of the second mortgage bonds have not yet been issued, but it is presumed that they will all be outstanding by the end of the current year, as no notice was given in the circular to the Stock Exchange of the reservation of any of these bonds.

The Lake Shore issued for the purchase of Nickel-Plate stock (now held in its treasury), \$6,500,000 of its own 7 per cent bonds, making an annual interest charge on these of \$456,890, which, added to the fixed charges of the N. Y. C. & St. L. Company, as above stated, make the total yearly charges on the acquisition of the new property \$2,386,890. The Lake Shore has not yet merged the Nickel-Plate into its own system of roads, and has not guaranteed any of its bonds; but so long as control of the road is maintained, it must be understood that the obligations will all be met.

The total interest charge of the Lake Shore Company on its funded debt in 1882 (prior to the acquisition of Nickel-Plate) was \$2,714,955.

### ANNUAL REPORTS.

### Pullman's Palace Car Company.

(For the year ending July 31, 1883.)

The annual reports of this company are merely statistical, and contain no remarks in regard to the operations or condition of the company. The income account and balance sheet for the past three years have been compiled for the CHRONICLE as follows:

,	INCOME AC	COUNT.		
'		1880-81.	1881-82	. 1882-83.
•	Revenue-	4	4	
	Earnings (leased lines included) Proportion of earnings of other sleeping-ear associations controlled and	2,355,267	7 , $2.815,98$	6 2,946,278
	operated Patent royalties and manufacturing	481,573	3 582,23	1 605,596
	Profits	$\hat{1}45,547$	339,32	531,371
	count and exchange	13,109		. 13,115
	Total revenue  Disbursements—	2.995,196	3,737,53	8 4,093,245
	Operating expenses, including legal, general, taxes, and insurance (leased			
-	Maintenance of upholstery and bed-	768,310	917,308	976,380
	Proportion of operating expenses, &c.	175,499	207,156	215,634
1	Ill Cars of other sleeping-car associa-	102 200		
	tions controlled and operated Rental of leased lines	132,600	148,427	
	Coupon interest on bonds	264,000 $191,867$	264,000	
1	Dividends on capital stock	482,166	$\frac{169,043}{870,937}$	
	Profit and loss, including interest, dis-	102,100	010,001	1,235,142
	count and exchange	••••••	20,955	
١.	Total disb usements	2.014,442	2,597,866	3,039,932
1	Net result Balance of account for rebuilding and	981,054	1,139,672	1,053,313
'	remodeling cars into the latest stand-			
	ard Pullman car	1.**	128,136	
١.				
	Balance of surplus for the year carried			
	to credit of income account	931.054	1.011,536	1,053,313
	BALANCE SHEET	JULY 31.		
	Angula	1881.	1552.	1883.
(	Assets— ars and equipments, including fran-	*	*	*
	chises*	,020,601	9,802,622	0.050.040
(	'ar works at Detroit	370,520	378,401	9,858,049 $379,594$
(	far works at Pullman, &c		4,814,961	6,050,205
J	'atents, United States & foreign	184.383	184.383	194,353
j.	furniture and fixtures	65,726	67,201	68,954
1	Real estate, &c., Chicago and St.	1		.,
I	Louis, &c	65.015.	262,881	316,670
	controlled and operated " o	191,901	2,737,361	3,705,025
C	tock owned onstruction material and operating	22.500	250,000	431,530
	supplies, including amount paid on			
	cars in process of construction 1.	151 356	2,192,950	1,213,194
L	annber		-,10-,,,,,	705,933
B			97,892	100,000
C.	ash and call loans	87.157	$97.892 \\ \stackrel{?}{506,534}$	168,832
	Total assets:	202 007 0	1 202 270	0.002.000
C	apital stock		3.574.6001	*
B	onds outstanding	023,800 13	2.074.600 1	3,269,500
R	eccived from sale of old cars leased	~-,-,·)(r(r ,	2.255,500	2,269,500
B	alance of current accounts.	197,934	111,356	$\frac{441,356}{288,534}$
71	urplus invested in the assets of the			~ 5,OOE
	company, less written off during the			
	year 1	140,706 (	3,023,823	6,826,479
	Total liabilities			
		21,007,21	0.295,2792	<b>3,095,369</b>

\* 502 cars in 1881; 564 in 1882; 579 in 1883, † Written off—in 1881, \$235,456; in 1882, \$128,419; in 1883, \$250,658.

### GENERAL INVESTMENT NEWS.

Boston & Albany.—The annual statement of the Boston & Albany Road for the year ending September 30 shows that after meeting all charges, paying an 8 per cent dividend and \$411,000 for work upon the third and fourth tracks of the Woonsocket branch to Riverside, the surplus for the year is \$235,971, against \$44,382 for the year preceding. The total income has been \$8,539,875, and the total expenses \$6,158,904, leaving the net earnings \$2,380,971.

Cairo & St. Louis.—The annual report of this railroad to the Idinois Railroad Commissioners gives the total income for year ending June 30, 1883, as \$386,811, against which were expenses amounting to \$269,917, a 5 per cent dividend of \$130,000, and other expenses aggregating \$20,192, leaving a deficit for the year of \$24,299, and reducing its total balance to \$10,549.

Chicago Milwaukee & St. Paul.—The "Jim" River line of the Chicago Milwaukee & St. Paul road, from Mitchell to Bismarck, is completed to Ellendale, a distance of 175 miles north.

Cincinnati Eastern.—The Cincinnati News-Journal says that the first report of Receiver Woodward submitted to the Court, shows the condition of the property to be as follows: Indebtedness—first mortgage bonds, \$500,000; second mortgage, \$259,500; third mortgage, \$704,900; Ohio River Branch bonds, \$86,000. Besides sufficient third mortgage bonds reserved in the hands of a trustee to refund the first and second mortgage bonds, and a reserve fund to be paid out by the trustee as the road is finished, at the rate of \$15,000 per mile. Floating debt secured by third mortgage, \$162,879; debt not so secured, \$176,539. Miles of track—main line, 86 b; branch, 143; total, 100 8. The report presented to the court contains estimates of the

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cost of completing the road to Portsmouth and widening the entire line to a standard guage, making a total of \$235,427 54. An order has been issued to the receiver by the Court of Clermont County to proceed at once to complete the construction of the railway, and to alter it from a narrow to a standard guage from Batavia Junction to Portsmouth; and in order to do this he is empowered by the order of the Court to issue receiver's certificates for the purpose of paying the expenses, to the aggregate amount of \$250,000; the certificates to be redeemable in six months, and payable in three years, and to bear six per cent interest from the date of issue, and these certificates when issued, shall be the first iien upon the roadway and property of all kinds and franchises of the company.

Dakota Finances.—A recent issue of bonds of this Territory has been made for the enlargement of the State Asylum. This immense Territory contains now an estimated population of 500,000. The funds have been provided for the building of the Capitol at Bismarck, penitentiary at Bismarck, an agricultural college, an addition to the Hospital for the Insane at Yankton, and other improvements which have been absolutely necessary, and they have been made upon a very economical scale. The last assessed valuation of property subject to taxation was \$52,000,000. The present valuation is estimated at \$80,000,000. The total debt, including bonds issued for the above improvements, is \$269,000. Its bonds are issued under acts of the Legislature of the Territory, which are in accordance with powers granted to it by Congress. In case of a division of the Territory, the laws under which most of the bonds are issued provide that that part in which the improvement is located for which the bonds were issued shall assume and pay them.

Nashville Chattanooga & St. Louis.—The earnings and expenses for September, 1882 and 1883, and for the three months of the fiscal year, have been as follows:

	Septer	nber	-3 mos. to Sept. 30.		
Omena compined	1883.	1882.	1883.	1882.	
Gross earnings Operating expenses		\$190,196 109,588	$\$609,925 \\ 310,019$	\$566,478 325,384	
Net earnings	\$91,856	\$90,608	\$299,906	\$241,093	
Interest and taxes	55,120	54,039	165,691	162,054	
Surplus	\$36,736	\$26,569	\$134,215	\$79,039	

New York & New England.—The gross earnings of this railroad for the year ending September 30, 1883, were \$3,550,00. Operating expenses were 70 per cent of this amount, or \$2,485,000. About \$400,000 were used for extraordinary expenses, leaving the net income \$600,000. The fixed charges were at least \$1,000,000, leaving a deficit of from \$400,000 to

New York Stock Exchange. -- The Governors of the Stock Exchange have admitted to dealings the following securities:

Milwaukee Lake Shore & Western Railway Company -An additional \$479,000 first mortgage 6 per cent bonds, issued upon 39 99-100 miles of new road.

Philadelphia & Reading Railroad Company.—Deferred income bonds, \$34,300,000. The bonds are irredeemable, and are entitled to interest only after payment of 6 per cent on the company's common stock, at the rate of up to 6 per cent per annum, and thereafter rank pari passu with the common stock.

Northern Pacific Railway Company.—An additional \$3,-750,000 of general first mortgage bonds, making the total issue listed \$42,727,000 on 1,709 8-100 miles of road.

Chicago St Paul Minneapolis & Omaha Railway Company.—An additional \$820,000 of consolidated mortgage 6 per cent bonds due in 1930, issued upon 54 67-100 miles of new road.

Oregon Short Line Railway Company.—An additional \$4,500,000 of first mortgage 6 per cent bonds and \$8,500,000 in shares of capital stock.

Chicago Milwaukee & St. Paul Railway Company.—An additional \$1,500,000 of the first mortgage 5 per cent bonds on the Chicago & Pacific, Western division; issued on 75 miles of new road.

Chesapeake Ohio & Southwestern Railroad Company.—Mortgage 30 year bonds, due August 1, 1911, bearing 5 per cent interest to August 1, 1887, and thereafter 6 per cent. The mortgage securing the bonds covers the railroad of the company constructed, or to be constructed, between Louisville and Memphis, a distance of about 400 miles, together with the appurtenant property, and all rights, title and interest in the Cecilian branch leased from the Louisville & Nashville Railroad Company, and is issued at the rate of \$19,000 per mile upon the railroad and branches owned and operated by the company between the said points. Five hundred of said bonds are reserved, to be delivered as fast as the \$500,000 of bonds of the Paducah & Elizabethtown Railroad Company are retired.

Cleveland Columbus Cincinnati & Indianapolis Railway Company, having, by a vote of its directors, waived its right to call in and pay its consolidated bonds under the operation of the sinking fund, provided for in the original issue, has authorized John A. Stewart of the United States Trust Company, New York, to stamp the bonds on presentation as follows: "Pursuant to the terms of an agreement between the company and the trustees, dated the 28th day of April, 1880, and at the request of the holders hereof, this bond is released from the operation of the sinking fund provisions in it mentioned. The Cleveland Columbus Cincinnati & Indianapolis Railway Company, by John A. Stewart, its agent." The company asked the Stock Exchange hereafter to have the more on the same terms. Considering the proposition a favorable one,

bonds called as consolidated bonds, and to require all bonds to be stamped as required to make them a proper delivery. The Governors very properly decline to make the acceptance of the waiver compulsory on the bondholders, but do order that they be designated hereafter as follows, viz.: "Those stamped released from sinking fund provisions to be called consolidated mortgage bonds; those without stamp to be called consolidated mortgage sinking fund bonds."

Northern Central.—The comparative statement of gross earnings and expenses for September and for the nine months ending September 30, is as follows:

-	Gross earnings\$545,726	1882.** \$557,558	-9mos. ende 1883. \$4,552,137	ed Sept. <b>30.</b> — 1882.* \$4,255,773
-	Operating expenses \$279,629 Extraordinary expenses 15,340	${\$298,181}$ $23,002$	\$2,495,028 271,958	\$2,439,658 220,819
	Total expenses \$294,969	\$321,183	\$2,766,986	\$2,660,477
-	Net earnings \$250,757  * Union Railroad not included.	\$236,375	\$1,785,151	\$1,595,296

Northern Pacific Railroad Company.-Under date of Oct. 17, 1883, a circular has been issued to the holders of preferred stock in this company, which, after referring to the special meeting to be held Nov. 20, proceeds as follows:

"You are requested to attend the special meeting to be held on

November 20th, or to give authority to represent your vote at said meeting by signing the accompanying proxy.

"Your Board consider it their duty to submit the following explanation relative to the objects of the meeting. In our report for the fiscal year of 1882-83, you were duly advised of the existence of a deficiency relative from the overest of the cost of construction and equipment of arising from the excess of the cost of construction and equipment of the main line, over available resources, and amounting on June 30th, 1883, to \$7,986,507,92. You were further informed that in order to avoid embarrassment to the Company from the pressure of a large floating debt, an arrangement had been entered into with the Oregon & Transcontinental Company, under which that corporation made the necessary advances in open account. It was agreed that this company should secure these advances temporarily by the issue of such obligations as could be created under the restrictions of the Plan of Re-organization. This assistance proved of incalculable value, as, besides assuring the speedy completion of the road, it has saved this company during construction from the constant embarrassments that a large floating debt would inevitably have entailed. The deficiency at the close of the past fiscal year was increased by further requirements for construction and equipment purposes, between July 1 and October 1, by the sum of \$1,473,412 91, so that on the latter date it amounted to the total of

Ever since it became evident that the main line could not be completed Ever since it became evident that the main line could not be completed and equipped from the proceeds of the sale of first mortgage bonds, your board has been fully impressed with the necessity of dealing with the deficiency at the earliest possible moment; but no measures of relief could be determined upon and proposed to you, until the actual cost of the main line over available resources could be ascertained with accuracy, which was not practicable until the construction work had reached its later stages. It is indeed only now that we are prepared to make a definite statement in this respect. There will be required in addition to the deficiency of \$9,459,920 83 on October 1st, the sum of \$5.500.000 for the following purposes: \$5,500,000 for the following purposes:

420,000 For present work on the bridge over the Willamette River at Portland, Oregon. Additional motive power..... 746,000 Additional rolling stock ...... 1,266,000 Miscellaneous .....

This amount will provide the funds to finish the construction and equipment of the road, except the sum of \$750,000, which will be gradually needed, in the course of two years subsequent to March 1st next, for the completion of the bridge over the Willamette, and can be readily met out of current in come, or out of the reserve of the bonds bearing for mentioned.

readily met out of current in come, or out of the reserve of the bonds hereinafter mentioned.

We have thus a total, exclusive of the cost of the Willamette bridge, of \$14,959,920.83 excess of requirements over the proceeds of the general first mortgage bonds. It is due to you that you be told plainly, so that you shall understand clearly, the causes that combine to produce this deficiency. In the first place, the cost of the Yellowstone, Clarks' Fork and Pend d'Oreille divisions was greater by \$5,500.000 than the engineer's original estimates. The loose material encountered, instead of solid rock, in the Bozeman and Mullan tunnels largely increased the cost of these works over estimates, besides necessitating the construccost of these works over estimates, besides necessitating the construction of temporary overhead lines at an expense of \$140,000. The cost of the Bismarck, Snake River and Willamette bridge will be more than was expected, owing to the extra cost of the foundations, approaches, &c. Then, again, the development of traffic was such that fully forty per cent more motive power and equipment was required than had been estimated. Last, and not least, the Minnesota, Dakota and Missouri divisions of the main line were in such condition, and the requirements of business so large, that in order to render their safe and economical operation practicable, a total expenditure during the past three years of \$3.804,501 51 for renewal of track and superstructure, erection on shops at Brainerd and elsewhere, and other betterments, was indispensable. The cost of the erection of the office building at St. Paul is also included in these expenditures.

We do not hesitate to say that it is as good a road as has ever been built for the money west of the Mississippi River. It has been examined by a number of eminent American and foreign experts since the opening to through traffic, and their united testimony is to this effect. And it is to the thorough character of the construction that the excess of the actual cost over the estimates must be largely ascribed, but on the other hand the road will hereafter be operated so much more cheaply and efficiently, in consequence of the thorough manner in which it has been built, that the stockholders will find that they have a full equivalent in the enhanced expenditure. full equivalent in the enhanced expenditure.

After due consideration of the situation of the company in all its bearings, your Board concluded to request your consent to the creation of a second mortgage as security for the issue of \$20,000,000 of 6 per cent gold bonds. The new mortgage will be on all the property of this company (except the lands east of the Missouri River, which were reserved by the plan of reorganization for the benefit of the preferred stock), subject only to the priority of the present general mortgage, and it will be similar in terms and conditions to the general mortgage, and

subject only to its liens.
Your Board is pleased to say that it has received a proposition from a syndicate represented by Messrs. Drexel, Morgan & Co., Winslow, Lanier & Co., and August Belmont & Co., to take \$15,000,000 of these second mortgage bonds firm at the price of 87½ cash, less 5 per cent commission in bonds, with a six months' option to take \$3,000,000 we accepted it subject to the authorization of the mortgage by you at the special meeting to be held November 20.

The sale of the \$18,000,000 of second mortgage bonds at the stated

price will enable the company to meet all its existing liabilities, and provide for its coming construction and equipment requirements, and leave a reserve of \$1,100,000 of bonds in the treasury.

Your Board regrets the necessity of the creation of a new lien upon

Your Board regrets the necessity of the creation of a new lien upon your property, but the stockholders should remember that every dollar of additional capital put into the road adds to its value and carning capacity, and permits of its more economic operation. The earnings of the road during the five weeks it has been operated as a through line, from September 8, have fully met our expectations, being \$1,511,600 (excluding construction and company freight), and we feel sure that they will continue to do so. All competent judges who know the system of railroads, steamboat and steamship lines tributary to the main line on the Pacific coast, agree with us that the through business will add very largely to our gross earnings. Moreover, on October 1, under an amicable arrangement with the Union Pacific Railroad Company, the business of Butte City, Montana, was opened to this company, and, as has been announced in the press, we have also made an arrangement with other Pacific railroad companies by which we take business to and with other Pacific railroad companies by which we take business to and from California. Our road will derive large benefits from both these sources.

By order of the Board of Directors,

H. VILLARD, President.

—In regard to the suit brought by a holder of common stock to enjoin the issue of second mortgage bonds, the officers of the company say that "he asks that the company be enjoined from issuing bonds or making a mortgage until Congress gives consent. That consent was given long ago, and Mr. Bradley has no standing. He had 200 shares of common stock transferred to him on Saturday to bring the suit in question.'

—The Finance Committee of the Northern Pacific Railroad Company has decided to defer issuing the proposed circular relative to the financial condition of the company for about two weeks. One of the officers of the Northern Pacific said yesterday that \$35,000,000 out of the \$41,000,000 of the preferred stock had been secured by persons favorable to the new issue of bonds. The suits of William H. Field and John J. Bradley, to restrain the proposed issue, have been removed to the United States Circuit Court, as involving the construction of an Act of Congress.—N. Y. Times, Oct. 26.

Ohio Central.—The holders of the first mortgage (River Division) bonds of the Ohio Central Railroad, on which default was made September 1, have begun a suit in equity in the Sixth Judicial District of the Circuit Court of the United States. The bill of complaint has been filed in Columbus, Ohio, and Charleston, West Va., by which states the road was chartered. The complainant is William F. Owens, the chairman of the bondholders' committee. The River Division mortgage is for \$7,000,000. The court is requested to enforce the terms of the mortgage; to restrain Nelson Robinson from continuing his suit, which he has transferred to the Circuit Court of the United States, and to direct John E. Martin, as receiver, to turn over the property to a receiver to be appointed in this suit. The application for a receiver will be made before Judge Baxter, of the Circuit Court, Nov. 15.

Pacific Railroads.-Mr. Armstrong, the Commissioner of Railroads, has made his report for the past fiscal year ended June 30, 1883. He reports the following as the total indebtedness of the several subsidized Pacific Railroads to the United States on June 30:

Union Pacific, (including Kansas Pacific)—Principal, \$33,539,512; accrued interest \$31,087,184; total, \$64,626,696.

Central Pacific (including Western Pacific)-Principal, \$27,-855,680; accrued interest, \$25,120,804; total, \$52,976,484.

Sioux City & Pacific—Principal, \$1,626,320; accrued interest, \$1,464,297; total, \$3,090,617.

Central Branch Union Pacific—Principal, \$1,600,000; accrued

interest, \$1,549,808; total, \$3,149,808.

This makes a grand total of \$123,843,605. The total credit is as follows: For transportation services performed and money paid into the Treasury—Union Pacific, \$13,535,040; Central Pacific, \$7,653,813; Sioux City & Pacific, \$121,355; Central Branch Union Pacific, \$159,081; or a total of \$21,469,292. Thus the balance in favor of the United States, but not due until

maturity of the principal, 1895-'99, is \$102,374,313.

At the close of the fiscal year the Treasurer of the United States held on account of the sinking fund of the Central Pacific, \$2,404,016, and of the Union Pacific, \$1,632,698.

Investments have been made by the Secretary of the Treas-

ury as follows:

Character of bonds. Funded loan of 1881, 5 per cent Funded loan of 1907, 4 per cent Currency sixes	32.650	Cent. Pacific. \$736,700 199,100 444,000
PrincipalPremium paid	\$650,100 124,065	\$1,379,800 179,564

There remained in the United States Treasury on June 30 uninvested the following amounts: Credit of Union Pacific,

\$858,532; credit of Central Pacific, \$844,652,

The report says: "That the sinking fund has not accomplished the result anticipated, is quite evident, and may be regarded as a failure for want of suitable investment. The last investment for the Union Pacific was made April 6, 1881, at which time a premium as high as 35 per centum was paid, but the company repeatedly protested against such high rates of premium."

The Commissioner renews his recommendations of last year that the act of 1875 be amended to provide for the investment of the sinking funds in the first mortgage bonds of the companies, or such bonds as have been issued to them by the United States, or in other good and sufficient securities, and for the conversion of the bonds of the United States now held in said sinking funds into money at market rates, and the reinsaid sinking funds in the funds

companies' or other good securities; but suggests that a better plan might be to have all amounts covered into the Treasury have a certain rate of interest (say 3 per cent) per annum. thus avoiding all questions of investments, premiums, &c.

He renews the suggestion for Congress to commute the present mode of payment by the roads which have been aided with bonds into one of fixed amounts, substituting securities having the same lien, and of fixed amounts, and payable at fixed periods, for the present book account indebtedness. He submits a draft of a bill embodying this suggestion. He recom-mends, also, the appointment of a commission to investigate and report to Congress all questions relating to the establishment of transportation rates over or upon railroads within the United States so far as they relate to inter-State commerce.

CENTRAL PACIFIC.

With respect to the Central Pacific Railroad Company the Commissioner reports: "The amount found due the Governernment as 25 per cent of the net earnings of the subsidized portion of this road for the year ended December 31, 1882, was \$792,925, against which the company had performed transportation services on aided and non-aided lines amounting to \$1,051,862, all of which had been retained by the Government, leaving a balance due the company for that year of \$258,942. While the tonnage and number of passengers carried were greater in 1882 than in 1881, the revenue from these sources has been nearly \$500 per mile less than in 1881, indicating a

clear reduction in passenger and freight rates.

Condition of company June 30: Number of miles subsidized, 860 66; number of miles owned, 1,204 05; number of miles leased, 1,766 58; average number of miles operated during the year. 3.067 27; stock issued, \$59.275,500, par value, \$100; subsidiary bonds outstanding, \$27.855,680; funded debt, \$53,971,633; bills payable, \$5,630,400; accounts payable, \$2,413.838; hospita fund, \$103,885; interest accrued on subsidy bonds, \$25,120,804; interest accrued, but not due, on funded debt, \$1,349,655; total debt, \$116,445,895; capital stock and debt, \$175,721,395; cost of road, \$139,300,205; cost of equipment, \$8,238,655; real estate, \$2,799,360; total cost of read and equipment, \$150,338,220; cash, materials and sinking funds, \$168,743.271. The company also owns lands and water-front in San Francisco, Oakland and Sacramento estimated at \$7,750,000. The earnings for the fiscal year ended June 30, on all the roads operated, are reported as follows: Passengers, \$7.789,892; freight \$15,277,008; mail \$675,-177; miscellaneous, \$1,309,835; total, \$25,051,912. Operating expenses and rentals, \$16,906,724; net earnings \$8,145,188; net interest paid, \$3,529,390; dividends paid, \$3,556,530.

#### UNION PACIFIC.

With respect to the Union Pacific Railroad Company the Commissioner reports: The main line from Omaha to Ogden's is now all laid with steel rail; grades and curvatures are being reduced, and a large amount of ballast has been laid. The Kansas division main line of 639 miles, from Kansas City to Denver, has 450 miles of steel rail. Business of the company is increasing and its financial affairs are in good condition. The twenty-five per centum of the net earnings of the subsidized portion of the road for year ended Dec. 31, 1882, amounts to \$2,032,312. Transportation services rendered by the company to the Government amounted to \$1,139,709, all of which was withheld, and this, with a balance of \$66,696 found to be due the Kansas division on the settlement of 5 per centum of net earnings for the same period, aggregates \$1,206,406, leaving a balance due the United States of \$825,906, of which payment was demanded April 21, 1883.

The following is a statement of the condition of the road on June 30: Number of miles subsidized with bonds and lands, 1,432 62; additional number of miles subsidized with lands only, 351; leased to the Central Pacific Company, 5 miles; owned and operated during the year, 1.813.8 miles; stock issued, \$60,-868,500, par value, \$100; subsidy bonds outstanding, \$33,539,-512; funded debt, \$83.937,980; bills payable, \$3,399,000; discounts payable, \$663,387; pay-rolls and vouchers, \$2,136,862; called bonds, \$39,000; interest accrued on subsidy bonds, \$31,-087,184; interest on funded debt, \$2,087,091; dividends unpaid, \$1,137,529; total debt, \$158,037,545; capital stock and debt, \$218,906,044; cost of road and equipment, \$157,102,114; cash, materials and sinking funds, \$5.191,962; land contracts, land cash, etc.; \$7.423,365; bonds and stocks owned, \$40,386,530; miscellaneous investments, \$242,755; interest repaid United States by transportation services, \$7,109,256; bills and accounts receivable, \$3,065,716; due from United States for transportation, \$9,848,436; total, \$230,370,134.

The earnings for the fiscal year ended June 30, 1883, are reported as follows: Passenger, \$4,946,643; freight, \$14,844,-152; mail. \$755,440; miscellaneous, \$1,433,433; total, \$21,-979,668. Operating expenses and rentals, \$9,824.708 net earnings, \$12,154,960; interest paid on funded debt, \$5,237,639; dividends paid, \$4,260,795; gross earnings show a decrease for 1883 of \$2,114,959.

### SIOUX CITY & PACIFIC.

Of the Sioux City & Pacific Railroad Company the Commissioner reports: Miles of road owned, 10742, of which 101 77 are subsidized; miles road leased, 311 12; total miles operated, 41854. Capital stock and debt, \$8,008,199; cost of road and equipment, \$5,459,897; cash and materials on hand, \$133,139; stocks and bonds, \$500; miscellaneous investments, vestment of this money into the first mortgage bonds of the \$966,250; ordinary net earnings, \$95,611; net earnings on

subsidized portions of road, \$108,896, of which 5 per cent amounts to \$5,445.

Pennsylvania Railroad.—The gross and net earnings in Sept., 1882 and 1883, are specially compiled for the Chronicle in the table below. In September, 1883, there was an increase of \$217,396 in gross earnings and an increase of \$187,938 in the net. For the nine months there was an increase in 1883 of \$2,005,130 in gross and \$472,046 in net earnings.

ALL LINES EAST OF PITTSBURG AND ERIE.

	~ Gross Ed	arnings.——	Net Earnings				
	1883.	1882.	1883.	1882.			
January		\$3,373,321	\$1,471.058	\$1.074.266			
February	3,712,215	3,306,750	1,336,694	1,079,621			
March	4,189,380	3,912,293	1,455,427	1,415,802			
April	4,061,750	3,855,850	1,467,831	1.319.311			
May	4,303,006	4,108,877	1,608,674	1.766,789			
June	4,156,871	4,093,756	1.179.142	1,534,333			
July	4,130,950	4,149,150	1,492,734	5 1.647.093			
August	4,775,380	4,671,179	2,142,622	2.032.860			
September	4,634,998	4,417,602	1,859,811	1,671,873			

Total 9 mos. \$37,893,907 \$35,888,778 \$14,013,993 \$13,541,948 As to the lines west of Pittsburg and Erie, the monthly reports issued in 1882 and for the current year show the results below. The company's report, however, states a loss since Jan. 1, 1883, over the same period in 1882, of \$192,070.

ALL LINES WEST OF PITTSBURG & ERIE.

	over all Liabilities.	Inc.	or Dec. in
1883.	1882.		1883.
January \$174,981	\$9.741	Inc	\$165,240
February Def. 164,776	Def. 121,307		43,469
March 225,951		Inc	189,419
April 149,710		inc	132,663
May Def. 34,575	Def. 101,556	Inc	66,981
JuneDef.168.360	38,886	Dec	207,246
July 126,759	336,347	Dec.	209,588
August 247,490	290,562	Dec	43,072
September	437,029	Dec	113,507
Total 9 month \$475.709	\$0.12 201	Doo -	007.570

—Proposals will be received by the Penn. RR. Co. until Nov. 30 for the purchase of \$2,500,000 registered bonds of the Steubenville & Indiana Railroad Company, being part of a loan of \$3,000,000 first mortgage bonds of said company, maturing January 1, 1884, but extended for thirty years from date of maturity.

Toledo Cincinnati & St. Louis.—The Toledo Cincinnati & St. Louis Railroad lies part within the jurisdiction of Judge Drummond and part within that of Judge Baxter of the United States Circuit Court. In August last Judge Drummond, with the concurrence of Judge Baxter, appointed E. E. Dwight receiver for the road. Recently Dwight applied to Judge Drummond for an order regarding the foreclosure of a mortgage on that part of the road within Judge Baxter's jurisdiction. The matter came to Judge Baxter's knowledge, and he took offence, removed Dwight from the receivership within his jurisdiction, and appointed W. J. Craig. This complicated matters, and counsel from Boston, Cincinnati and Toledo, representing the bondholders of the road, appeared before Judge Drummond in Chicago Oct. 22 to ask him to dismiss Dwight and appoint Craig within his jurisdiction. Judge Drummond replied that he saw no sufficient reason therefor, but in the interest of the creditors he would yield a point to the extent of appointing Craig joint receiver with Dwight in his (Drummond's) territory, it judge Baxter would appoint Dwight joint receiver with Craig in his (Baxter's) territory. Counsel will urge this proposition upon the consideration of Judge Baxter.

—The Central Trust Company of New York has filed in the Federal Court at Indianapolis a suit against the Toledo Delphos & Brrlington Railway Company and against the Toledo Cincinnati & St. Louis Railway Company, to foreclose a mortgage on the main line from Toledo to Kokomo, and a kindred suit has been filed to foreclose on the line running from Kokomo to St. Louis.

—An application for a separate receiver for the Cincinnati Northern Railroad was denied by the United States Court at Cincinnati, Oct. 20.

St. Louis Jacksonville & Chicago.—The contemplated meeting of the stockholders of this railroad to consider a proposition to exchange their shares for the stock of the Chicago & Alton Railroad has been postponed, it is stated, until April.

Tennessee Bonds.—A dispatch from Nashville, Tenn., Oct. 19, said: "Chancellor Merritt to-day dismissed the suit of John H. Wright and others against Gov. Bates and the Funding Board, to enjoin the board from carrying out the provisions of the act passed at the last session of the Legislature, authorizing the funding of State bonds at 50 cents with 3 per cent interest."

Union Pacific.—The statement of this company of earnings and expenses in August, 1833 and 1882, is:

	act, 1000 and 100	) i j i j i j i j i j i j i j i j i j i	
1893. 1882	Gross earnings. \$2,576,115 2,827,904	Expenses. \$1,456,467 1,220,495	Net carnings. \$1.119.977 1,607,408
Eight months, to A	\$251,458 August 31, 1883 a	\$235,972 and 1882, who	\$187,131 ble system:
1883 1882	Gross earnings. \$18.557.211	$$9.965,593 \\ 10.242,710$	Net earnings, \$8,591,618 8,570,472
	\$255,971	\$277,117	\$21.115

The decrease in gross earnings is accounted for, in great part, by the non-transportation of material for Oregon Short Line Railway this year, and the increase of expenses by a large deduction from expenses in August, 1882, for old rails taken out of track.

# The Commercial Times.

### COMMERCIAL EPITOME.

FRIDAY NIGHT, Oct. 26, 1883.

General trade proceeds on a moderate scale, but it may be said that a more cheerful feeling pervades mercantile circles. There is less apprehension of disturbing complications, and more disposition to regard the season's business with equanimity, if not with satisfaction. The Stock Exchange is firmer, and fears of a damaging decline in railroad securities are quite removed, and altogether the financial situation is more assuring. Exports of domestic products are fairly active, and but little disturbed by speculative action.

It has been a slow week in speculative provision circles; for a time prices were maintained on lard, but latterly the feeling has been weak and figures have been lowered. Pork has continued easy. To-day mess pork sold at \$11 50 on the spot. Western contract lard brought 7.65c, and refined for October 8c.; November and December deliveries were quoted at 7.90c. and South America 8.50c.; October options realized 7.60c.; November, 7.52c.; January, 7.51@7.60c.; seller year, 7.50@7.52c.; February, 7.64@7.68c., closing weak; October, 7.55@7.60c.; November, 7.51@7.52c.; December and year, 7.49@7.51c.; January, 7.56@7.57c.; February, 7.63@7.65c. Bacon was almost nominal at 71%c. for long clear. Beef hams remain firm at \$1950@ \$19 75, and beef is quite steady at \$20@\$22 for city extra India mess; all other provisions were very quiet. Tallow sold at 71/2 @7 9-16c., and stearine was weak at 81/4c. for prime and 81/8c. for oleomargarine Butter is now better, owing to the reduced supplies of the best grades; creamery best, 27@29c. Cheese is quoted at 12@1212c. for the finest, though recent receipts have swelled the general supplies.

Rio coffee has been quiet at some advance, but the close is weaker at 12c. for fair cargoes; options have been fairly active at higher prices, No. 7 selling to-day at 9.75c. for December, 9.65@9.70c. for January, February and March, and 9.65c. for April; Nov. was quoted at 9.95@10c.; mild grades have been moderately active and steady. Tea has been firm, especially green, and a fair demand has prevailed. Spices have been quiet and generally unchanged, though cloves have been rat her weak. Rice, as a rule, has met with a pretty good demand at 4½@6¾c. for domestic. Foreign dried fruits have been firmer. Molasses has been quiet but firm. Raw sugar has been dull and nearly nominal at 6¾c. for fair refining: refined has been dull and weak; powdered closed at 8¾@8½c., crushed and cut loaf 9¼c., granulated 8.7-16c. and standard soft white "A' 7½@8¼c.

Kentucky tobacco has had a larger movement, and during the week 927 hhds. have changed hands, 492 of which have been to shippers; prices are firm at 6¾ @7¾c. for lugs and 8@ 13½c. for leaf. Seed leaf is also more active, and a feeling of uniform steadiness is noticed among holders. The sales for the week embrace 2,300 cases, including 1,100 cases crop 1882, state Havana seed, 22@24c.; 200 cases crop 1882, Wisconsin Havana seed, 14@18c; 250 cases crop 1882, Pennsylvania, 11@18c; 250 cases crop 1881, Pennsylvania, 8@11c.; 100 cases crop 1880, Pennsylvania, 9½@11½c.; 150 cases crop 1882, New England, 11@20c.; 100 cases crop 1882, do. Havana seed, 21@24c., and 209 cases crop 1882; Ohio, 5@15c.; ang, 400 bales Havana, 80c.@\$1.15.

Naval stores have been quiet and lower; Southern dis patches have depressed the situation here; common to good strained rosins are quoted at \$150@\$155, and spirits turpentine is considered a good sale at 38c. for Southern in yard. Refined petroleum is still slow at 8½c. for 70-degrees Abel test. Crude certificates were stronger yesterday, but to-day the efforts to realize, together with the influence of the Wall Street interest, depressed values to \$110½, from \$111½, with the closing figures \$110%. Steel rails are quiet at \$37@\$39, though sales have been made at Pittsburg as low as \$3650. Ingot copper is steady at 15½@15¼c. for Lake. Other metals are weak and dull. Hops, wool and oils can be considered comparatively steady.

In ocean freight room a good business on the berth has been reported; all rates have been quite firm, but exceptional instances of irregularity have been noticed in charter tonnage circles. To-day grain was taken to Liverpool at 5¼d. and cotton at 3-16@11-64d.; grain to Marseilles by steam,6¼d.; do. to London by steam, 5½d.; do. to Bristol by steam, 5¾d.; do. to Newcastle by steam, 6¼d.; refined petroleum to Bremen or London, 3s. 3d.; grain from Philadelphia to Oporto 15c. per bushel.

#### COTTON.

FRIDAY, P. M., October 26, 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. 26) the total receipts have reached 252,845 bales, against 257,276 bales last week, 228,897 bales the previous week and 165,461 bales three weeks since; making the total receipts since the 1st of September, 1883, 1,223,986 bales, against 1,167,043 bales for the same period of 1882, showing an increase since September 1, 1883, of 56,943 bales.

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total
Galveston	6,882	9,516	2,042	6.863	2,454	2,174	29,931
Indianola, &c.			•••-		• • • • •	298	298
New Orleans	8,661	28,033	5,541	3,897	13,324	22,528	81,984
Mobile	2,634	2,042	2,748	1,663	1,094	542	10,723
Florida					·	1,330	1,330
Savannah	6,135	7,183	6,968	6,624	7,681	8,247	42,838
Brunsw'k, &c.						333	333
Charleston	5,048	5,564	4;735	4,341	3,014	5,342	28,044
Pt. Royal, &c.						465	465
Wilmington	873	1,247	1,133	781	1,143	991	6,168
Moreh'd C.,&e						500	500
Norfolk	4,017	7,248	5,731	5,375	6,421	5,491	34,283
West Point,&c						12,896	12,896
New York	83	2	. 99	199	68	118	569
Boston	394	637	167	309	136	274	1,917
Baltimore						497	497
Philadelp'a, &c.		9		8		52	69
Totals this week	34.727	61.481	29,164	30,060	35,335	62,078	252,845

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.

	1.2	883.	18	382.	80	ock.
Receipts to October 26.	This Week.	Since Sep. 1, 1883.	This Week.	Since Sep. 1, 1882.	1883	1882.
Galveston	29,931	198,423	31,179	198.433	96,857	66,271
Indianola,&e.	295	5,694	674	7,705	68	
New Orleans	81,934	305.626	58,551	210,504	218,899	125,578
Mobile	10,723	57,652	15,829	84,832	17,033	13,543
Florida	1,330	5,805	397	1,288	•••••	•••••
Savannah	42,838	247,459	44,302	246,892	101,278	98,776
Brunsw'k, &c	333	2,340	752	3,137	••••	
Charleston	28,044	175.670	24,589	164,340	93,187	70,243
Pt. Royal, &c.	465	2,388	423	2,636	70	528
Wilmington	6,168	34,535	4,866	31,323	15,606	12,950
M'head C., &c	500	2,100	256	1,992		
Norfolk	34,283	123,775	41,934	140,254	45,301	54,117
West Point,&c	12,896	49,502	9,846	42,216		
New York	569	1,415	2,155	5,485	114.204	51,432
Boston	1,917	4,996	3,615	15,630	3,230	1,265
Baltimore	497	1,981	164	1,523		7,020
Philadelp'a,&c.	69	4,695	2,206	8,353	3,607	17,583
Total	252,845	1,223,986	241,738	1,167,013	723,186	519,306

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.	30,229	31,853	17,780	23,760	26,367	27,727
New Orleans.	81,984	58,551	51,306	64,726	69,676	,
Mobile	10,723	15,829	9,762	16,505	15,755	7,669
Savannah	42,838	44,302	35,551	44,877	40,706	
Charl'st'n, &c	28,509	25,012	35,601	33,112	30,827	25,636
Wilm'gt'n, &c	6,668	5,122	7,492	10,430		7,902
Norfolk, &c	47,179	51,780	40,103	43,759		26,740
All others	4,715	9,289	12,992	12,661	14,657	11,373
Tot. this w'k.	252,845	241,738	210,587	254,830	215,613	157,280
Since Sept. 1.	1223.986	1167,043	1198,761	1390,296	1222,135	1005,355

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmingtonincludes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 120,329 bales, of which 45,752 were to Great Britain, 6,685 to France and 67,891 to the rest of the Continent, while the stocks as made up this evening are now 723,186 bales. Below are the exports for the week and since September 1, 1883.

Mananta	We	ek Endi Export		26,	From Se	From Sept. 1, 1883, to Oct. 26, 1833.  Exported to—			
Exports from—	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total.	
Galveston	8,949		17,272	24,221	21,923	10,516	30,193	62,632	
New Orleans	16,548		11,791	. <b>28,33</b> 8	41,903	51,022	23,039	115,964	
Mobile				• • • • • •	• • • • •			• • • • • • •	
Florida					1,500		• • • • • •	1,500	
Bavannah		6,0.6	13,831	19,917		6,056	46 126	52,312	
Charleston *			11,488	11,488		9,131	29,038	38,169	
Wilmington	4,5:5			4,575	13,255	,.		13,255	
Norfolk+			9,613	9,613	7,855		9,613	17,468	
New York	12,456	600	2,746	15,832	78,982	12,335	32,357	121,674	
Boston	1			1,993	7,179			7,179	
Biltimore	1			201	25,863	100	16,532	42,495	
Pailadelp'a,&c	1		1,150	4,150	11,315		1,250	12,565	
Total ,	45,752	6.6 6	67,891	120,329	207,775	89,190	188,148	485 113	
Total 1882	67,157	22,323	53,008	142.458	353,987	65 658	145,900	265,525	

<sup>\*</sup> 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.

	O					
Ост. 26, ат-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.
New Crleans Mobile Cnara ston Savannah Galveston Norfolk New York Other ports	24,377 2,000 2,750 2,900 19,248 12,740 4,500 4,000	23,641 None. 1,600 None. 3,758 None. None.	29,554 None, 13,050 21,000 6,109 449 2,050 1,500	3,860 None. 950 5,700 4,739 2,936 None. None.	81,432 2,060 18,350 29,600 34,154 16,125 6,550 5,500	137,467 15,033 74,837 71,678 62,703 29,176 107,714 30,867
Total 1883.	72,515	28,999	74,012	18,185	193,711	529,475
Fotal 1882 Fotal 1881	78,453 42,703	28,425 24,556	45,743 55,491	$\frac{12,321}{11,782}$	164,942 134,532	354.364 509,738

The speculation in cotton for future delivery has been dull the past week, and the course of prices has been quite variable. On Saturday last there was further depression, but in the course of Monday and Tuesday there was an advance of some importance. Liverpool became unexpectedly buoyant, the movement of the crop was less liberal and heavy rains in the Mississippi Valley had caused local floods; all these circumstances led to a demand to cover contracts. But the Southern markets responded but slightly to the advance, and it came to be understood on our Cotton Exchange that the flurry in Liverpool was due to speculative manipulation, or something of a "corner" in that market, and on Wednesday there was a slight decline. This was recovered, however, on Thursday; and this morning, with a favorable report from Manchester, there was some further advance; but the demand proved limited, prices weakened and the close was at a slight decline, but rather better than last Friday. Cotton on the spot has been quiet. The business has been limited for home consumption as well as for export. But sales of some considerable lines "in transit" serve to swell the volume of business recorded. Quotations were advanced 1-16c. on Wednesday. To-day the market was steady, middling uplands closing at 105 c.

The total sales for forward delivery for the week are 492,000 bales. For immediate delivery the total sales foot up this week 6,278 bales, including 119 for export, 2.319 for consumption, 1,870 for speculation and 1,900 in transit. Of the above, 1,200 bales were to arrive. The following are the official quotations for each day of the past week.

Oct. 20 to	U	PLANI	08.	NEW	ORLE	EANS.	7	TEXA8	
Oct. 26.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. 18 10	8516	8516	8516	8916	8916	8916	8916	8916	8916
Strict Ord	834	834	834	9	9	9	9	. 9	9
Good Ord	9916	9916	9916	91316	91316	91316	91316	91316	91316
Str. G'd Ord	91016	91516	91516	10316	10318	10316	10316	10316	10316
Low Midd'g	10316	10316	10316	10716	10716	10718	10716	10716	10716
8tr.L'w Mid		$10^{3}8$	1036	1058	105a	$10^{5}8$	$10^{5}8$	$10_{8}$	$10^{5}8$
Middling	10916	10916	10918	101316	101316	101316	101316	101318	101316
Good Mid	101316	101316	101316	$11^{1}_{16}$	111116	11116	111116	11116	111116
Str. G'd Mid	101518	101518	101516	11316	11318	11316	11316	11316	$113_{16}$
Midd'g Fair	11716	11716	11716	111116	111116	111116	1111116	1111118	1111118
Fair	12316	12318	$123_{16}$	$127_{16}$	12718	12718	12716	12716	12716
	Wed	Th.	Frt.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y.Pb	935	838	838	858	858	858	858	8.58	858
strict Ord	81316	81316		9116	9116	9116	9116	9116	9116
Good Ord	958	958	958	978	978	978	978	978	978
8tr. G'd Ord		10	10	1014		1014	1014		1014
Low Midd'g				1012		104	1013	10%	1012
Str. L'w Mid	107.0				101116		101116		101116
Middling	1050	1058	1058	1078	1078	1078	1078	1078	1078
Good Mid.									1118
Str. G'd Mid	11	11.					114		1114
Midd'g Fair									1134
Fair			124						1212
87	TAINE	D.		Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordina				71516	71516	71518	8	8	8
Strict Good (	Irdinai	у		858	858	858	81116	811110	81116
Low Middlin	g		•••••	9516	9516	9516	938	938	938
Middling			'	IU018	10318	103kg	104	104	104

### 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.

1	SAL	SALES OF SPOT AND TRANSIT.					FUTURES.	
SPOT MARI CLOSED.	H.T.	Con- sump.	Spec- ul't'n	Tran- sit.	Total.	Sales.	Deliv- eries.	
Sat Dull		205	270		475	80,100	200	
Mon . Dull		100	120		220	87,700	4449	
Tues . Steady		600	680		1,280			
Wed . Quiet at 1 16	adv:		800		1,305			
Thurs Quiet and st	eady 119	560		1,300	1,979			
Fri . Dull		349		600	949	81,900		
4	·							
Total	119	-2,319	1.870	1,900	6,208	492,000	200	

The d'aily deliveries given above are actually delivered the day previor is 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.

-									
Sales since Sep.1, 834	Total sales this week. Average price, week.	Friday, Oct. 26— Variable. 81.900 Prices paid (range) 10.56.211.68 Closing	Thursday, Oct. 25— Sales, total	Wednesd'y,Oct. 24— Sales, total	Tuesday, Oct. 23— Sales, total	Monday, Oct. 22—Sales, total.       Firmer.       Aver10.51   Aver10.61   Aver10.61   Aver10.74   Aver10.74   Aver10.74   Aver10.74   Aver11.28   Aver11.	Saturday, Oct. 20— Sales, total		md
5,084,400	492,000	Variable. 81,900 10.56.211.68 Easier.	Firmer. 68,10) 10.55@11.47 Dull.	Drooping. 85.800 10.52@11.62 Steady.	Buoyant. 88,400 10 49 \$\tilde{\pi} 11.55 Firm.	Firmer. 87,700 10.45 ø 11.58 Dull.	Easier. 80,100 10.46@11.54 Steady.	Total Sales.	Range and
336,400.	8,100 10.54	Aver10 59 1,000 10.56 \$10.65 10.56 -10.57	Aver10.57 Aver 1,300 10.55 @10.59 10.55 10.5710.59 10.58	Aver10.53 800 10.52@10.53 16.53—10.55	Aver10.55 1,800 10.50@10.57 10.56—10.58	Aver10.51 600 10.51@10.52 10.46-10.48	Aver10-49 Aver 2,600 10-49 \$\tilde{p}_{10}\$ 10-53 10-46 16-46 -10-47 10-46	October.	
359,300	18.800 10:54	Aver10.61 4.200 10.57.2063 10.56-10.57	Aver10.57 4.000 10.55@10.66 10.58 -10.59	Aver10.55 800 10.54@10.57 10.55—10.56	Aver10.53 3,400 10.49@10.55 10.57—10.58	Aver10.51 5,650 10.48 \$\tilde{\pi}\$10.55 10.47	Aver10·49 800 10·46@10·51 10·46—10·47	November.	
- 556,300	10.64 10.64	Aver10 59 Aver10 61 Aver10 71 Aver10 83 Aver 1,000 4,200 9,600 31.300 16, 10.56 \$\tilde{a}\$10.65 10.57 \$\tilde{a}\$10.66 \$\tilde{a}\$10.73 10.79 \$\tilde{a}\$10.95 \$\tilde{a}\$ 10.56 -10.57 10.56 -10.57 10.66 10.79 -10.80 10.94 -	$\begin{array}{c} \text{Aver}10.57 \text{ Aver}10.57 \text{ Aver}10.67 \text{ Aver}10.82 \text{ Aver}10.55 \text{ aver}10.82 \text{ Aver}10.55 \text{ aver}10.82 \text{ aver}10.55 \text{ aver}10.82 \text{ aver}10.55 \text{ aver}10.82 $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Aver10.51       Aver10.51       Aver10.61       Aver10.74       Aver10.74<	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	December.	e e
1,747,300	183,000 10.78	Aver10.83 31.300 10.79@10.87 10.79—10.80	Aver10.82 25.900 10.78\alpha 10.81 10.81-10.82	Aver10·79 29,700 10·76@10·81 10·78—10·79	Aver10.77 34,900 10.74.010.81 10.8110.82	Aver10.74 31,600 10.71.910.78 	Aver10·71 26.600 10·65 æ 10·78 10·69—	January.	DAILY Ph
720,400	83,800 10.93	Aver10.97 16,600 10.95 a 10.99 10.94 — 10.95	Aver10.97 14,600 10.93.2010.99 10.96-10.97	Aver10:93 16.000 10:91@10:95 10:91——	Aver10.92 12,×00 10.89 #10.96 10.96—10.97	Aver. 10:90 10:000 10:86 <i>x</i> 10:93 10:86-10:87	Aver10.87 13.800 10.81@10.92 10.84—10.85	February.	PRICES AND
542,200	75,300 11.07	10.97 Aver11.11 Aver11.23 600 5,100 6,300 10.99 11.05 311.13 11.20 311.26 10.95 11.07 -11.08 11.20	Aver11·10 10,500 11·07@11·13 11·10-11·11	Aver. 11.08 17.700 11.05 a 11.09 11.08 — —	Aver11.07 11.700 11.03.211.10 11.10-11.11	Aver 11.01 Aver 13.500 11.01 #11.05 11.13 11.12	Aver 11 02 16,400 10.98 ø11 07 10.98-10.99	March.	SALES OF
284,500	32,000 11·19	Aver11.23 6,300 11.20 & 11.26 11.20	Aver10.23 4,400 11.15 \( \pi 11.25 \) 11.22	Aver11·19 7,700 11·17@11·21 11·18—11·19	Aver11·19 3,000 11·15 \(\pi\) 11·21—11·22	Aver11.16 5,100 11.13 \alpha 11.18 11.12 - 11.13	Aver11.12 5.500 11.10 æ11.18 11.09-11.10	April.	FUTURES
268,900	25,800 11:31	Aver11.35 4,700 11.31@11.36 11.31—11.32	Aver11:35 2,900 11:31@11:35 11:33—11:34	Aver11:30 5,400 11:28@11:31 11:30—11:31	Aver11:30 3.700 11:26@11:32 11:32—11:33	Aver11:28 2.300 11:26 #11:30 11:22-11:24	Aver11.26 6.800 11.22 a 11.30 11.21—11.22	May.	FOR EACH
104,800	9,300 11·41	$\begin{array}{c}11 \cdot 11 \\ 5,100 \\ \hline 5,100 \\ \hline 201 \cdot 13 \cdot 11 \cdot 20 \cdot 20 \cdot 11 \cdot 20 \cdot 11 \cdot 31 \cdot 31 \cdot 31 \cdot 31 \cdot 31 \cdot 31 \cdot 3$	Aver11.46 1,100 11.42 ø 11.47 11.44 – 11.45	Aver11.41 2,500 11.39@11.43 11.41-11.42	Aver11.39 1,300 11.37@11.42 11.42-11.44	Aver11:39 2.300 11:38 #11:40 11:34-11:35	Aver11:37 400 11:36@11:40 11:32—11:33	June.	HONTH.
71,600	7,200 11.51	Aver11.35 Aver11.47 Aver11.58 Aver11.68 4.700 1.200 1.700 200 11.31@11.36 11.44@11.48 11.57@11.58 — @11.68 11.31—11.32 11.42—11.43 11.52—11.53 11.60—11.62	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Aver11.51 100 11.51 11.52 11.52	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Aver11.50 1,300 11.49.211.50 11.45-11.46	Aver11.45 2,300 11.44.011.48 11.42-11.44	July.	
15,400	1,000 11.59			Aver11.62 200 - \$11.62 11.60-11.62		Aver11.58 300 - a11.58 11.53-11.55		August.	
1,100	1:	Aver	Aver	Aver	Aver	Aver	Aver	September.	

\*Includes sales in September, 1883, for September, 76,200.
Transferable Orders—Saturday, 10.50c; Monday, 10.50c.; Tuesday, 10.60c.; Wednesday, 10.55c.; Thursday, 10.60c.; Friday, 10.60c.
Short Notices for October—Saturday, 10.51@10.49c; Monday, 10.52@ 10.50c.; Wednesday, 10.53c.; Thursday, 10.55c.

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:

1.01 pd. to exch. 100 Oct. s. n. 29th

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 affoat, 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. 26), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1982.	1881.	1880.
Stock at Liverpoolbales.	470,000			360,000
Stock at London	43,000			
Stock at London	43,000	75,200	40,200	40,100
Total Great Britain stock	513,000	500 000	272 000	100 100
				400,100
Stock at Hamburg	2,600	3,500		
Stock at Bremen	35,300	29,500		24,500
Stock at Amsterdam	32,000	6,700		10,400
Stock at Rotterdam	1,500	1,300	1,360	1,570
Stock at Antwerp	5,100	1,000	2,300	981
Stock at Havre	96,000	111,000	134,000	58,200
Stock at Marseilles	7.000	2,300		7.640
Stock at Barcelona	35,000	27,000		32,800
Stock at Genoa	7,000	9,700		8.000
Stock at Trieste	10,000	4,706	5,500	4,500
Total centinental stocks	221 500	106 700	000 900	150 001
Total continental stocks	231,500	196,706	282,360	152,291
Total European stocks	744.500	719,900	855,560	552,391
ndia cotton affoat for Europe.	105,000		102,000	63,000
Amer'n cotton affeat for Eur'pe	-282,000			420,000
Egypt, Brazil, &c., afit for E'r'pe	39,000			29,000
Stock in United States ports	723,186	519,306	644.270	641,083
Stock in U. S. interior towns	195,723	117,912	218,150	179,676
United States exports to-day	27,000	23,400	16,100	11.000
Total visible supply2	2.116.409	1.838,518	2,114,080	1.896,150
Of the above, the totals of Ameri	can and o	ther descri	ptions are	as follows
American—				
Liverpool stock	253,000	161,000	416,000	228,000
Continental stocks.	128,000	78,000		
			223,000	69,000
American afloat for Europe	282,000	316,000	253,000	420,000
United States stock	723,186	519,306	644,270	641,033
United States interior stocks	195,723	117,912	218,150	179,676
United States exports to-day	27,000	23,400	16,100	11,000
	202.000			
Total American	1,608,909	1,215,618	1,675,520	1,548,759
East Indian, Brazil, &c				
Liverpool stock	217.000	287,000		132 <b>,000</b>
London stock	43,000	75,200	40,200	40,100
Continental stocks	103,500	118,700	154,360	83,291
India affoat for Europe	105,000	128,000	102,000	63,000
Egypt, Brazil, &c., afloat	39,000	14,000	25,000	29,000
				, , , , , ,
Total East India, &c	507,500	622,900	438,560	347,391
Total American1	,608,909		1,675,520	
Total visible supply2	,116,409	1,833,518	2,114,030	1,896.150
Price Mid. Upl., Liverpool	6d.	638d.	67 <sub>16</sub> d.	6344.

The imports into Continental ports this week have been 41,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 277,891 bales as compared with the same date of 1882, an increase of 2,329 bales, as compared with the corresponding date of 1881 and an increase of 220,259 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:

Total, all	Total, new towns	Petersburg, Va. Louisville, Ky. Little Rock, Ark. Brenham, Tex. Houston, Tex.	Total, old towns.  Newberry, S. C	Griffin, Ga Atlanta, Ga Rome, Ga Charlotte, N. C St. Louis, Mo Cincinnati, O	Dallas, Tex Dallas, Tex Palestine Tex Shreveport, La Vicksburg, Miss. Columbus, Miss. Eufaula. Ala	Augusta, Ga Columbus, Ga Macon, Ga Montgom'ry, Ala. Selma, Ala Memphis, Tenn.	Towns.	
145,330	40,058	1,556 2,382 1,618		2,222 10,154 6,102 3,017 10,892 4,823	1,700 371 4,089 5,558 1,773	8,313 4,883 3,673 7,091 4,351 22,181	This week.	Мове
798,126	243,749	2,534 4,783 12,185 15,951 192,500	554,377 4,043	13,524 68,187 25,756 14,173 45,686 29,666	25,083 14,139 2,307 25,083 14,972	52,514 30,389 28,192 48,087 29,151 76,027	Receipts.  Since Sept.1,'83.	Movement to Oc
101,314	36,293	2,‡36 774 1,056 1,587 1,033 28,935	75,021 470	1,764 7,529 4,497 3,017 8,352 4,994	1,102 1,100 2,365 4,693 4,898	7,284 3,609 2,958 2,698 16,339	Shipm'ts This week.	October 26.
236,986	41,263	250 4,118 3,868 3,470 28,883	195,723 21	2,467 21,862 11,154 3,500 19,061 2,180	2,791 3,600 112,048 6,836 3,329	11,731 11,385 8,660 18,227 11,604 41,891	Stock Oct. 26.	1883.
146,061	38,375	1,845 1,706 28,829	1,600	2,000 6,506 3,676 2,474 15,885 5,149	1,010 1,726 520 4,860 1,968	9,118 7,079 3,545 8,652 6,133 22,014	This week.	Move
743,101	258,923	2,146 2,146 1,590 5,520 16,201 213,353	484,181	5,161 36,230 13,910 14,659 54,339	2,870 6,995 1,840 24,498 12,082 7,003	57,243 55,863 23,747 54,681 34,953 61,448	Receipts.  Since Sept.1,'82.	Movement to October 27,
131,786	42,481	1,635 1,372 34,069	89,305	1,760 4,467 2,678 2,724 14,849 5,233	1,568 5,470 3,184 1,450	8,153 2,683 2,783 6,364 12,456	Shipm'ts This week.	tober 27,
139.317	21,405	1,275 158 518 1,303 1,487 16,638	117,912	1,268 1,268 13,364 4,596 750 13,058 1,595	817 817 817 817 817 817 817 817 817 817	8.367 10.601 6,416 6.429 4.562 32,456	Stock Oct. 27.	1882.

The above totals show that the old interior stocks have increased during the week 30,251 bales, and are to-night 77,811

<sup>15</sup> pd. to exch. 100 Jan. for Feb.
15 pd. to exch. 100 Jan. for Feb.
15 pd. to exch. 100 Jan. for Feb. for regular. :10 pd. to exch. 100 Nov. for Dec.

bales more than at the same period last year. The receipts at the same towns have been 2.417 bales less than the same week last year, and since September 1 the receipts at all the towns are 55,022 bales more than for the same time in 1882.

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

Week ending	CLOSING QUOTATIONS FOR MIDDLING COTTON ON-											
October 26.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.						
Galveston	1018	1018	1018	1018	1018	1018						
New Orleans.	10516	10516	10516	10516	10516	1038						
Mobile	1018	1018	1018	1048	1018	1048						
Savannah	10	91516	91516	91516	91516	91516						
Charleston	1018	1018	1018	1048 2318	1018@14	1018@14						
Wilmington	10	10	10	10116	10116	1018						
Norfolk	$10^{18}$	1018	1018	10316	10316	10816						
Boston	1034	103	1034	1034	1034	1078						
Baltimore	1038	1038	1038	1038	$10^{38}$	1038@12						
Philadelphia.	1078	1078	1078	1078	1078	1078						
Augusta	931	934	934	5 934	934	934						
Memphis	1018	1018	1018	1048	1018	1018						
st. Louis	1018	1018	1048	1018	1018	1018						
Cincinnati	104	1014	104	104	1014	1014						
Louisville	1014	1014	1014	1014	1014	1014						

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

RECEIPTS FROM PLANTATIONS.

Week Recei		ts at the	Ports.	St'k at 1	Interior	Towns.	Rec'pts from Plant'na			
ending-	1881.	1882.	1853.	1881.	1882.	1883.	1881.	1882.	1883,	
Aug. 10	13,062	4,811	9.706	48,273	21,093	53,206	8,894	1,438	5,020	
" 17	20,538	6,356	10,305	45,371	16,535	52,016	17,636			
" 24	35,078	12,352	11,365	40,492	14,327	50,526	30,199	10,144	1	
" 31	46,722	23,032	22,971	46,422	15,526	50,309	52,852	24,231	22,75	
Sept. 7	72,612	28,688	33,308	57,410	18,519	53,576	83,600	29,681	37,72	
" 14	94,052	49,512	64,348	75.452	19,115	58,989	112,694	52,108	69,76	
	112,293	77,223	96,819	103,779	29,885	75,179	140,620	88,093	113,009	
. 29	134,756	136,479	125,032	124,526	46,622	105,778	155,503	153,116	155,63	
	174,810	179,883	165,461	155,559			205,843			
			225,897		95,675	164,515	232.05	224,949	256.276	
19	192,531	242,329	257,276	223,785	125,039	202,970	224,755	271,893	285 331	
" 26	210,537	241,738	252,845	251,532	139,317	233,986	233,334	256.016	28 1.561	

The above statement shows—1. That the total receipts from the plantations since September 1, in 1883, were 1,411,816 bales; in 1882 were 1,289,875 bales; in 1881 were 1,404,868 bales.

2.—That, although the receipts at the out-ports the past week were 252,845 bales, the actual movement from plantations was 286,861 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 256,016 bales and for 1881 they were 233,334 bales.

AMOUNT OF COTTON IN SIGHT OCTOBER 26.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to October 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1883.	1882.	1881.	1880.
Receipts at the ports to Oct. 26 Interior stocks on Oct. 26 in	1,223,986	1,167,043	1,198,761	1,394,296
excess of September 1	187,830	122,832	206,107	170,737
Tot. receipts from plantat'ns Net overland to October 1 Southern consumpt'n to Oct. 1.	19.235	$1,289,875 \\ 17,680 \\ 28,000$	30,896	18,092
Total in sight October 26	1,461,051	1,335,555	1,455,764	1,594,125

It will be seen by the above that the increase in amount in signt to-night, as compared with last year, is 125,496 bales, and as compared with 1881 is 5,287 bales. The decrease from 1880 is 133,074

WEATHER REPORTS BY TELEGRAPH.—There have been rains in most districts during the week, but generally the rainfall has been light. The temperature has been lower in many sections, but no hard frosts are reported. Picking has made excellent progress, except at one or two points in Texas, where the rain has caused a slight interruption.

Galveston, Texas.—We have had rain on four days of the week, the first good rain for six months. The rainfall reached five inches and one hundredth. The thermometer has ranged from 59 to 86, averaging 71.

Indianola, Texas.—It has been showery on three days of the week, the rainfall reaching one inch and thirty-two hundredths. Picking progresses finely. The thermometer has averaged 69, ranging from 52 to 86.

Dallas, Texas.—It has rained splendidly on three days of the week, the rainfall reaching one inch and ninety-six hundredths. We have had a light but harmless frost. Average thermometer 61, highest 83 and lowest 38,

Brenham, Texas.—We have had showers on four days of the week, the rainfall reaching eighty-six hundredths of an inch. Picking is making good progress. The thermometer: has averaged 66, the highest being 84 and the lowest 48.

Palestine, Texas.—It has rained hard on five days of the week, the rainfall reaching three inches and forty-six hundredths. Picking has been interfered with by the rain. The thermometer has ranged from 41 to 88, averaging 65.

Huntsville, Texas.-We have had rain on five days of the week, the rainfall reaching one inch and nineteen hundredths. Good progress is being made in picking. The thermometerhas averaged 65, ranging from 43 to 86.

Weatherford, Texas.—It has been showery on two days: of the week, the rainfall reaching fifty-two hundredths of any inch. Picking makes good headway. Average thermometer 61, highest 81, lowest 40.

Belton, Texas.-We have had showers on three days of the week, the rainfall reaching eighty hundredths of an inch. Piking is progressing finely. The thermometer has averaged: 62, the highest being 83, and the lowest 41.

Luling, Texas -It has rained hard on three days of the week, the rainfall reaching three inches and sixty-three hundreaths. The rain has interfered to some extent with picking. The thermometer has ranged from 44 to 88, averaging 62.

New Orleans, Louisiana.—It has rained on four days of the week, the rainfall reaching thirty-nine hundredths of an

inch. The thermometer has averaged 72.

Shreveport, Louisiana.—The weather has been cool and generally cloudy during the week, the rainfall reaching thirty hundredths of an inch. Light frost was reported on Thursday morning. The thermometer has ranged from 42 to 80.

Vicksburg, Mississippi.—It has rained severely on one day of the week, and has been showery on four days, and the remainder of the week has been cloudy. The rainfall reached one inch and eighty hundredths. The thermometer has averaged 63, ranging from 53 to 82.

Meridian, Mississippi.—Telegram not received.
Columbus, Mississippi.—It has rained on two days of the week, the rainfall reaching two inches and five hundredths. The thermometer has averaged 61, the highest being 74 and the lowest 52.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—We have had light rains on three days of the week, and it is now raining. The rainfall reached sixty-four hundredths of an inch. The picking season up to the present time has been one of the best on record, and the marketing of the crop has also progressed well. Over onehalf of the cotton in the Memphis district has been gathered. The frost predicted for this morning (Friday) by the Signal Service did not occur. The thermometer has averaged 55, ranging from 45 to 69.

Nashville, Tennessee .- We have had rain on four days of the week, the rainfall reaching one inch and forty-six hundredths. Planters are marketing their crop freely. The

thermometer has ranged from 45 to 67, averaging 55.

Mobile, Alabama.—We have had showers on two days of the week, the rainfall reaching twenty-one hundredths of an inch. Picking is making good progress; about all the crophas now been secured. The thermometer has averaged 69, the highest being 85 and the lowest 59.

Montgomery, Alabana.—We had rain (the first in nearly four months) on four days during the early part of the week, and the latter portion has been clear and pleasant. The rainfall reached one inch and eighty-five hundredths. The weather has been turning colder since last night, and there are indications of frost. About all the crop has now been secured, and is being marketed rapidly. Average thermometer 64, highest 79 and lowest 51.

Selma, Alabama.—It has rained on two days of the week, the rainfall reaching ninety-four hundredths of an inch. We had a slight frost last night. 63, ranging from 40 to 78.

Madison, Florida.-Telegram not received.

Macon, Georgia.-We have had rain on three days of the week, and it is still cloudy. The crop will be about fifteen per cent below last year's. The thermometer has averaged 66, the highest being 84 and the lowest 52.

Columbus, Georgia.-It has rained slightly on three days of the week, the rainfall reaching fifty-three hundredths of an inch. Average thermometer 68, highest 78 and lowest 55.

Savannah, Georgia.-It has rained very lightly on three days, and the remainder of the week has been cloudy. The rainfall reached five hundredths of an inch. The thermometer has averaged 64, ranging from 54 to 76.

Augusta, Georgia.—We have had rain on four days of the week, and the remainder of the week has been pleasant. The rainfall reached one inch and fifty-two hundredths. Planters are marketing their crop freely. The thermometer has ranged from 55 to 80, averaging 63.

Atlanta, Georgia. - elegram not received. Charleston, South Carolina.-We have had rain on one day of the week, the rainfall reaching eight hundredths of an inch. Average thermometer 61, highest 77 and lowest 53.

Colambia, South Carolina.-It has rained on two days of the week, the runfall reaching one inch and fifty-seven hundredths. The thermometer has averaged 58, ranging from 53 to 62. . - 1 .... /

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock October 25, 1883, and October 26, 1882.

•	Oct. 2	5, '83.	Oct. 26, '82.		
New Orleans Below high-water mark Memphis Above low-water mark Nashville Above low-water mark Shreveport Above low-water mark Vicksburg Above low-water mark	$\frac{12}{6}$	Inch. 5 4 6 7		Inch. 0 1 6 7	

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

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have re-arranged 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 25.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

-	Shipments this week.			Shipm	ents since	Receipts.			
Year	Great Brit'n.	Conti- nent	Total.	Great Britain	Conti- nent.	Total.	This Week.	Since Jan. 1.	
1883 1882	3,000	4,000	7,000	762,000	806,000 612,000 556,000	1,264,000 1,374,000 870,000	6,000	1,592,000 1,644,000 1,197,000	
1881 1880		6,000			500,000				

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 110,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipme	nts for the	e week.	Shipments since January 1.					
	Great Britain.	Conti- nent.	Total.	Great Britain.	Continent.	Total.			
Calcutta—									
1883				86,200	10,800	97,000			
1882	100		100	100.300	32,000	138,300			
Madras-						,			
1883	1.000		1,000	.22,000	1.000	23,000			
1882	1.000		1,000	67,700	5,000	72,700			
All others-	2,000								
1883	2,000	1,000	3,000	38,000	10,000	48,000			
1882	100		100	46,200	26,700	72,900			
						<u> </u>			
Total all—									
1883	3,000	1,000	4.000	146,200	21,800	163,000			
1882	1,200		1,200	220,200	63,700	283,500			

The above totals for the week show that the movement from the ports other than Bombay is 2,800 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.

	883.	. 18	882.	1881.		
Shipments to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay All other ports.		1,264,000 168,000		1,374,000 283,900	8 000 1,300	870,000 196,800
Total	13,000	1,432,000	8,200	1,657,900	9,300.	1.066,800

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 25.	1883.	1882.	1881.
Receipts (cantars*)— This week Since Sept. 1	110,000 292,000	75.000 81.700	150,000 472,550
	This Since week. Sept. 1.	This Since week. Sept. 1.	This Since week. Sept. 1
Exports (bales)— To Liverpool To Continent	9.000 22.000 2,000 6.009		$\begin{array}{c c} 9.000 & 20.500 \\ 1.770 & 4.560 \end{array}$
Total Europe	11,000 28,000	4,500 7,000	10,770 25,060

\* A captar is 98 lbs.

This statement shows that the receipts for the week ending Oct. 25 were 110,000 cantars, and the shipments to all Europewere 11,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is firm, with a har lening tendency. We give the prices of to-day below, and leave previous weeks' prices for comparison.

22				18	383.		-	1882.							
-	32s Cop. Twist.			8 <sup>1</sup> 4 lbs. Shirtings.			Oott'n Mid. Upl/s	32s Cop. Iwist.		8 <sup>1</sup> 4 lbs. Shirlings.			Cott' Mid. Uplds		
" 21 " 28 Oct. 5	8316 7	9	5 5 5	<b>d.</b> 666666666666666666666666666666666666	8. 77 77 77 77 77 77 77 77 77 77 77 77 77	d 0 0 0 0 0 0 1 <sup>1</sup> <sub>2</sub> 1 <sup>1</sup> <sub>2</sub>	618	938 938 9518 938	00000000	$97_{8}$ $97_{8}$ $93_{4}$	6666666	4 12 4 12 4 12 4 12 1 12 1 12	@7 @7	d. 0 10 <sup>1</sup> 2 10 <sup>1</sup> 2 10 <sup>1</sup> 2 10 <sup>1</sup> 2 9 8	7116

East India Crop.—Messrs. Wallace & Co., under date of Bombay, Sept. 18, speak as follows with regard to the crop: "The weather continues very favorable for the growing crop. There has scarcely been any rain in Bombay, and the break has extended to all cotton-growing districts just when it was wanted. Some more rain at the end of this month will be required in the Oomrawuttee district to mature the plants, and if there should be rain then, which is likely, a large yield may be expected from that district. It is rather early yet to speak with any certainty as to the Broach and Dhollerah crops. So far, the weather has been very favorable, but the ultimate out-turn of these crops depends upon heavy dews for the former, and rain for the latter, in December."

JUTE BUTTS, BAGGING, ETC.—The market for bagging is very firm, owing to the higher figures asked for butts, and sellers are showing no anxiety to sell, except at full rates. The inquiry has been fair, and orders are being filled at 9c. for 1½ lbs., 9¾c. for 1¾ lbs., 10¼c. for for 2 lbs. and 11¼c. for standard grades. Butts have been quite active, and the market is in good shape. There have been some large sales since our last, about 10,000 bales being placed, mostly paper grades, at 2½@2½c., though 4,000 bales bagging are reported. Prices are very firm at the close, dealers quoting 2 7-16@2½c. for paper grades and 2½@2¾c. for bagging quality.

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

Monthly		Year Beginning September 1.										
Receipts.	1883	1882.	1881.	1880.	1879.	1878.						
Sept'mb'r		326,656	429,777	458,478	333,643	288,848						
P rc'tage o	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	453,478	333,613	288,848
Oct. 1	33,583	s.	19,0.2	35,186	20,785	23,599
" 2	23,863	30,981	8.	31,901	21,495	23,283
" 3	23,430	25,177	36,637	s.	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	S.	22,862
" 6	27,124	36,417	23,395	25,374	37,355	s.
" 7	8.	21,231	43,051	25,164	25,809	25,800
" 8	48,669	s.	33,710	44,049	21,335	24,369
" 9	29,785	49,519	8.	30,585	23,504	24,966
" 10	28,847	27,156	$42,\!489$	s.	35,621	22,539
" 11	35,015	29,132	24,539	33,937	21,819	27,622
" 12	59,157	32.664	26,969	37,697	8.	25,343
" 13	32,929	46,454	26,244	34,515	41,177	s.
" 14	s.	33.345	36,405	33,770	27,876	
" 15	58.919	s.	26,144	39,~51	26,622	29,014
" 16	31,531	55,598	s	44,63.	23,825	27,764
"17	38,163	31,685	43,315	ಚ.	40.395	20,549
" 18		31,156	21,811	38.729	34,763	31,161
" 19		39,117	23,252		and the second second	22,510
" 20		51,125	33.861	35,650,	43,101	S.
" 21	1	30,955	41.145	31,901	32,554	• 31,634
. 22		S.	30,995	18.36	25,507	1000
" 23		49,132	S.	35,715	.35,566	
. " 24		33,572	42,651	ಕ.	42,970	25,275
25		36,559	26,415	50,187	26,134	
26		40,620	33,2+1	35,115	8.	22,759
Total	1,223.986	1,116,143	1,121,529	1,265,481	1,002,916	870,831
Percentag	ge of total pts Oct. 20	18.51	23.76	21:40	20.05	19.58

This statement shows that the receipts since Sept. 1 up to to-night are now 107,843 bales more than they were to the same day of the month in 1882 and 102,457 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 26 in each of the years named.

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 15,832 bales, against 21,214 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.

		Week e	ending-		1	Same
Exported to—	Oct. 4.	Oct. 11.	Oct. 18.	Oct. 25.	since Sept. 1.	period previ'us year.
LiverpoolOther British ports	8,779 200	9,569	$10,408 \\ 3,100$			114,430 1,026
TOTAL TO GREAT BRITAIN	8,979	9,569	13,508	12,486	76,982	115,456
HavreOther French ports	727		1,674	600	12,335	12,317
TOTAL FRENCH	727		1,674	600	12,335	12,317
Bremen and Hanover Hamburg Other ports	1,161 1,498 2,350	1,250 $700$ $1,600$	200 2,702 2,581	740 1,106 900	7,325 12,180 8,806	11,534 6,853
TOTAL TO NORTH. EUROPE	5,009	3,550	5,483	2,746	.28,311	28,492
Spain, Op'rto, Gibralt'r, &c			549	•••••	2,893 1,153	1,494 305
TOTAL SPAIN, &c			549		4,046	1,799
GRAND TOTAL	14,715	13,119	21,214	15,832	121,674	$\frac{158,064}{1}$

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	New York.		Bo.	ston.	Philad	lelphia.	Baltimore.		
from—	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept.1.	This week.	Since Sept. 1.	
N. Orl'ans Texas Savannah		64.874 $44,312$ $54,922$		9,568	963	3,679			
Mobile Florida 8. Car'lina	.153				744	•••••	•••••	9.050	
N.Car'lina Virginia North. pts	14,412				2,273		933	2,882	
<b>F</b> enn., &c. Foreign	569	693	1,005	3,220	161		400	871	
				38,208			- 1		
Last year.	43,025	237,435	10,373	46,506	5,216	21,794	12,290	52,315	

Shipping News.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 99,430 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:			
		To	tal bales.
NEW YORK-To Liverpool, per steamers City of	Berli	1 050	)
City of Montreal, 1.858England, 730	Olio	() C	).
Oregon, 1.673 Payanta 3 256			10 110
10 Hull, Der Steamer Olivanto 2 037			0 000
TO HIGHTE, DET STEHMET CHIERCE GOO			4.4747
10 Dreinen, per steamers Donau, 500 - Flhe	0.10		710
19 Hamburg per steamer Lessing, 1 106			1 100
TO Amsterdam, Der Stehmer Schiedem 550			550
10 Antwerp, per steamer Swuzerland 350			950
MEN OKLEANS-10 LIVERDOOL her steamers Educ	11/10 7	200	
Jamaican, 3,464. Mediator, 3,080.			8.314
TO TIGNIC, DET SICHIBETS HANTE, A. I.I. NOPED	orn 5	051	. 13,062
To Bremen, per steamer Altmore, 4,351		• . • . •	4,351
To Antwerp, per steamer Hayre, 140.		· · · · · · ·	140
To Vera Cruz, per steamer City of Mexico, 693		· · · · · · · ·	693
CHARLESTON-To Barcelona, per steamer Primate,	4,800	• • • • • • •	4.800
SAVANNAH—To Bremen, per steamer Asia, 4,800.	• • • • • • •	•••••	4,800
To Amsterdam, per steamer Elpis, 5,417.	•••••	•••••	5,417
To Barcelona, per steamer Norfolk, 5,801 GALVESTON—To Liverpeol, per steamers Australi			5,801
Efficient 3 ego	ian, o,	939	
Efficient, 3.660.  To Cork, for orders, per barks E. D. Bigelow, 2	000	••••••	9,599
1,825	,000	smai	,
To Bremen, per steamer Weser, 4,525.	• • • • •	• • • • • • •	3,825
To Vera Cruz, per steamer Whitney, 500	• • • • • • •	· · · · • • ·	4,525
Wilmington-To Liverpool, per steamer Lykus, 3,	e50	• • • • • • • •	500
DALTIMORE-10 Liverboot, per steamers Casais	111 1)	070	,
To Bremen, per steamer America, 1,204	•••••	• . • . • . • . •	4,661
JO Amsterdam, her stehner hison, 600			COO
130 STON-10 LIVEPHOOL DAY STOOMS Later			
500Norseman, 415	0	Tesouri	1,685
50). Norseman, 415. Philadelphia—To Liverpool, per steamer Lord Cl	ive. 1	661	1,661
ASSES *	, 1,	901	1,001
Total			

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

Louin, alo a	10 TOTTO							
	. (	ork. fo	23		Amsler	٠-		2 1
3 S		orders,		Bremen	dam d	3		
	Lirer-	and		d Ham-		Baree-	Veru	
	pool.	Hull:	Harre	. burg.		lonu.	Cruz.	Total.
New York.		2,037	600	1.546	900		•••••	15.832
N. Orleans.	8,341		13,062	4,351	- 140		693	26,590
Charleston.						4,800		4.800
Sayannah				4.50	5,417	5,801		16.018
Galveston	9.599	3,825		4,525		•••••	560	18.449
Wilmington	3,650							3,650
Norfolk	4,280	• • • • • •	<b></b>		• • • • • • •			4.280
Baltimore	4.661			1,204	600			6.465
Boston	1.685						•••••	1,685
Philadelp'a	.1,661							1.661
Mak-1	11000					-		
Total	44329	5,862	13,662	16,726	7,057	10,601	1.193	99.430

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. 23—Steamer Louise II., 3,952.

For Bremen—Oct. 20—Steamers Empress, 5,102; Hesper, 4,270.

For Reval—Oct. 20—Steamer Maritana, 4,500.

For Genoa—Oct. 20—Steamer Spearman, 3,400.

NEW ORLEANS—For Liverpool—Oct. 20—Steamer Duke of Argyll, 7,050

...Oct. 22—Steamer Athabasca, 6,630...Oct. 24—Steamer Venezuelan, 3,192.

For Bremen—Oct. 20—Steamer Handel, 1,522.—Oct. 22—Ship Virgor Bremen—Oct. 2

For Bremen-Oct. 20-Steamer Handel, 1,522...Oct. 22-Ship Virginia, 99. For Hamburg-Oct. 20-Steamer Handel, 100.

For Hamburg—Oct. 20—Steamer Handel, 100.
For Reval—Oct. 19—Steamer Wellfield, 5,220....Oct. 25—Steamer Algitha; 4,850.

SAVANNAH—For Havre—Oct. 24—Steamer Clintonia, 6,086.
For Reval—Oct. 19—Steamer Endymion, 7,231.

CHARLESTON—For Bremen—Oct. 25—Steamer Princess, 5,700.

For Cottonborg—Oct. 24—Royk Luif. 1,586.

For Gottenberg – Oct. 24—Bark Leif, 1,586.
For Gottenberg – Oct. 24—Bark Leif, 1,586.
For Genoa—Oct. 20—Steamer Cornucopia, 4,202.
NORFOLK—For Reval—Oct. 24—Steamer Viola, 6,200.
For Barcelona—Oct. 20—Steamer Aurora, 3,413.
Boston—For Liverpool—Oct. 19—Steamer Samaria, 224....Oct. 22—Steamers Bavarian, 360; Palestine, —.....Oct. 23—Steamer BALTIMORE-For Liverpool-Oct. 22-Steamer Thanemore, 201.

For Bremen—Oct. 25—Steamer Onio,——.

PHILADELPHIA—For Liverpool—Oct. 19—Steamer British Princess, 2,000

....Oct. 23—Steamer Illinois, 1,000.

For Antwerp—Oct. 23—Steamer Vaderland, 1,150.

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

ENDYMION, steamer (Br.), before reported as having eaught fire at Venus Point, Ga., while loading cotton, and arrived at Savannah after the fire was extinguished, cleared at Savannah, October 19, for Reval. A quantity of the cotton, damaged by fire and water, was sold at Savannah, October 19, as follows: 17 bales at \$42 per bale, 37 bales at \$40 per bale and a lot of loose cotton (about 8 bales), for \$392 50.

TIMSAH, steamer (Br.), from Galveston, at Havre. The steamer Timsah while lying alongside the quay in the Basin de la Barre dock, October 4, began to till, and assistance was at once obtained to aid m preventing the water gaining the upper hold. 250 bales of damaged cotton were advertised for sale on October 12.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	1164	1164	1164	1164	1164	1164
Do saild.					•	0.1
Havre, steamc.	716*	716*	716*	716*	716*	716*
Do sailc.					•••	10
Bremen, steamc.	716*	716*	7184	716	716	716*
Do sailc.			••••			10
Hamburg, steam.c.	384	38*	38+	38+	38*	38*
Do saile.						
Amst'd'm, steam.c.	$\mathbf{1_{2}}^{*}$	12*	12*	12*	124	12*
Do sail $c$ .						
Reval, steamd.	$9_{32}@5_{16}$ *	932@516	832@516*	939 2516*	932 2518*	99970510*
Do sailc.						32 0 10
Barcelona, steam.c.	1516*	1516*	1516*	1516*	1516*	1516*
Genoa, steamc.	58*	58*	58+	58*	58*	58*
Trieste, steamc.	34*	37*	31*	34*	34*	34*
Antwerp, steamc.	384	38*	38.*	38*	38*	38*

\* Compressed.

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

			i i	(
	° Oct. 5.	Oct. 12	Oct. 19.	Oct. 26.
Sales of the weekbales.				
Of which exporters took Of which speculators took	5,800	.,		4,300 2,100
Sales American	56,000 11,000		41,000	48,000
Forwarded	3,700 616,000		6,400	4,600
Of which American—Estim'd Total import of the week	353,000	. 311,000	277,000	$470.000 \\ 253.000$
Of which American	$25,500 \ 23,000$	$27,500 \\ 18,000$	$21,000 \\ 11,500$	40,00 <b>0</b> 29,5 <b>00</b>
Amount affoat	$76,000 \\ 29,000$	83,000 30,000	130,000 76,000	148,000 88,000

The tone of the Liverpool market for spots and futures each day of the week ending Oct. 26, and the daily closing prices of spot cotton, have been as follows.

			1			
Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, } 12:30 P.M.	Dull.	Mod. inq. freely supplied.	Steady.	Firm.	Good demand freely met	Firm.
Mid Upl'ds Mid.Orl'ns	$\frac{515}{61}_{16}$	$\begin{array}{c} 5^{15}16 \\ 6^{1}16 \end{array}$	$\substack{ 5^{15}16 \\ 6^{1}16 }$	$\begin{array}{c} 5^{15}{}_{16} \\ 6^{1}{}_{16} \end{array}$	6 618	$\substack{6\\6^{1}_{2}}$
Sales Spec.&exp.	7,000 1,000	1,000	1,000	$15,000 \\ 1,000$	15,000 1,000	$14,000 \\ 1,000$
Futures. Market, (12:30 P.M.)	Steady.	Firm.	Very qui't	Steady.	In buyers'	Strong.
Market. ( 5 P. M. (	Steady.	Easy.	Steady.	Barely steady.	Steady.	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

The prices are given in pence and 61ths, thus: 5 62 means 5 62-61d. and 6 03 means 6 3-64d.

3 7 5

	Sat., Oct. 20.			M	Mon., Oct. 22.				Tues., Oct. 23.			
-	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
October	5 55	5 57	5 5 5	5 57	5 58	5 61	5 56	5 59	5 60	6 00	5 60	5 63
OctNov	5 55	5 55	5 55	5 55	5 58	56	5 5 5	5 58	56)	5 62	5 60	5 62
NovDec	5 53	5 55	5 53	5 55	554	5 56	5 5 4	5 56	5 56	5 59	5 56	5 59
DecJan	5 53	5 55	5 5 3	5 55	551	5 5 7	5 54	5 56.	5 5ศ	5 56	5 56	5 56
JanFeb	5 55	5 57	5 55	5 53	5 5 5	5 58	5 55	5 57	5 57	5 60	5 57	5 60
FebMarch	5 58	553	553	5 58	5 58	5 61	5 58	5 60	5 60	5 6 2	5 60	5 62
MarApr	5 61	5 63	5 61	5 63	5 62	60)	5 62	5 63	5 63	o 02	5 63	6 02
April-May	6 02	6 02	6 02	6 02	6 01	604	6 01	6 03	8 05	6 06	6 05	6 06
May-June	6 04	6 05	6 04	6 05	3 04	6 05	6 04	6 05	6 06	6 08	6 06	6.08
June-July							••••		,			
uly-Aug												
AugSept												

•	Wednes., Oct. 24.			The	Thurs., Oct. 25.				Fri., Oct. 26.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	a.	d.	d.	d.	d.	$\overline{d}$ .	d.c
October	6 00	6 00	56)	561	5 62	5 62	5 60	5 62	5 63	6 00	561	5 63
OctNov	5 63	6 02	5 59	5 60	5 61	5 61	5 60	5 69	5 62	5 63	5 62	5 62
NovDéc	5 59	5 59	5 56	5 57	553	5 58	557	5 57	5 59	5 60	553	5 59
DecJan	5 39	5 59	5 57	557	5 57	5 57	5 57	5 57				
JanFeb	5 61	561	5 58	5 59	5 59	5 69	5 59	5 0	561	5 62	58	5 60
FebMarch	6 00	6 00	5 60	5 62	5 62	5 62	561	5 62	563	6 00	5 85	5 63
MarApr	6 03	6 03	R 00	6 01	6 02	6 02	6 01	6 01	6 03	603	602	6 05
April-May	6 05	6 05	6+3	6 03	6 0 5	6 0 5	e 01	3 05	6 06	603	6 06	6 08
May-June	6 09	6 09	6 06	6 06	6 03	6 08	6 08	6 08	6 19	6 10	6 10	610
June-July												
July-Aug									6 16	6 16	614	6 14
AugSept		••••			••••				• • • •	••••	••••	••••
	,			- (.	, ,	(	,	- 1	,		,	

#### BREADSTUFFS.

FRIDAY, P. M., Oct. 26, 1883.

Flour at one time was more active, and the tone of the market showed not a little improvement, new spring patents, as well as choice winter patents, being held with the most confidence. Large sales of city-mill grades, however, have been made at some decline, and winter wheat seconds have not been well sustained. Within a few days, in fact, the entire market has become dull and more or less depressed for all kinds, notwithstanding that the supply, either of spring or winter wheat grades, is large for this time of the year. To-day trade was dull and prices were weak.

Wheat has declined for future delivery, but the fluctuations have been frequent, and there is no marked reduction in the quotations. Yesterday, indeed, there was an advance of one cent, owing largely to a decrease in the receipts at Chicago, an active market there and stormy weather at the West, though a decrease of 880,000 bushels in the quantity on passage to European ports likewise had a stimulating effect. The speculative transactions here have not only increased, but the foreign trade has also improved. There has been less activity in spring wheat, however, and white has continued so scarce as to be nearly nominal in value. To-day, in sympathy with a weaker market in Chicago, prices here declined slightly. No. 2 red sold on the spot at \$1.12 in elevator and at \$1.06%@ \$1.07% for November, \$1.091% \$1.09% for December, \$1.1114@ \$1.1112% for January and \$1.1314@\$1.135% for February.

Indian coin has been fairly active for export, but quiet on speculation both here and at the West. A slight advance has taken place, owing to some decrease in the receipts at the West, stormy weather there, and not only a diminution of 1,168,737 bushels in the American visible supply, but a decrease of 1,000,000 bushels in the quantity affoat for Europe. To-day there was a small advance attended with fair transactions. No. 2 mixed sold on the spot at 56c. in elevator, No. 3 mixed at 55c. and No. 2 white at 56½@57½:; choice old Southern white affoat has sold at as high as 63c. No. 2 mixed sold for future delivery to-day at 55¾@55½c. for October, 56@56½c. for November, 57¼@57½c. for December and 56½ @57¼c. for January.

Rye has been quiet but steady. Barley has been fairly active and steady; No. 1 Canada has sold at SSc. and Western at 72½c. Malt has been dull. Oats have been moderately active at a slight rise. To-day, however, the market was quiet and a fraction lower; No. 2 mixed sold at 33½@33¼c for October, 34¼@34½c for November, 35¾@35½c. for December, 36½@37c. for January and 39¾c. for May.

The following are closing quotations:

FL.	OUR.	
No. 2 spring \$\\ \text{bbl.} \\$2 25\\ \text{2} \] 3 00	City shipping extras. \$5 10@	5 75
No. 2 winter		6 65
Spring wheat extras 3 75 a 4 25	South'n skip'g extras. 4 25 &	4 75
Minn. clear and stra't 4 25@ 6 25	,	3 90
Winter shipp'g extras. 370 a 410 Winter clear and	Western, &c 3 00 2	3 30
	Brandywine, &c 3 35 @	3 40
	Buckwheat flour, B	0 -0
Patents, winter 5 50 2 7 00		4 25
GR	AIN.	
Wheat—	Corn-	
Spring, per bush. 93 @1 18	Western white 56 @	$57\frac{1}{2}$
Spring No. 2 1 03 @1 04	Rye-Western63 @	$65^{1}_{2}$
Red winter, No. 2 1 12 21 13	State & Canada 70 @	71
Red winter 96 @1 10 White 90 @1 17	Oats-Mixed 33 @ White 37 @	35 44
White No. 1 90 @1 17	White	314
Corn—West. mixed 52 @ 56	No. 2 white 3778 2	38
West. mix. No. 2 2 56	Barley -No. 1 Canada@	88
White Southern 60 2 62	No. 2 Canada 84 @	85
Yellow Southern. 56 @ 58	Buckwheat 90 @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. 20 and since Aug. 1 for each of the last three years:

Receipts at-	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls:196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48lbs	Bush.56 lbs
Chicago	71,356	603,176	1,407,630	828,335	309,392	129,754
Milwaukee	110,110	182,736	23,920	44,800	273,848	8,275
Toledo	3,045	415,056	61,022	27,500	3,000	19,435
Detroit	3,419	232,089	53,455	°44,897	18,534	
Cleveland	- 2,327	50,619	2,700	10,500	105	1,198
St. Louis	23,777	136,208	98,610	133,476	50,080	14,651
Peoria	1,050	5,550	207,260	271,345	40,100	30,470
Duluth	45,000	518,161	2,000		•••••	••• ••
Tot. wk. '83	260,081	2,143,595	1,856,047	1,330,853	695,059	203,783
Same wk. '82	269,833	2,184,134	645,663	909,273	685,416	118,073
Same wk. '81	203,551	929,306	1,787,205	698,343	456,871	134,294
SinceAug.1-						
1883	2,174,653	30,701,113	33,543,868	19,604,905	4,169,472	3,350,301
1882	2,105,507	32,874,156	14,536,535	15,191,095	3,339,833	1,291,557
1881	2,140,705	18,394,790	42,616,545	10,017,714	3,177,089	2,025,754

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Oct. 20, 1883, inclusive, for four years, show as follows:

Flourbbls.	1882-83. 7,267,863	1881-82. 6,363,494	1880-81. $7,194,165$	1879-80. 4,071,862
Wheat bush. Corn	38,371,502 91,366,401 41,131,167 6,528,552 5,091,795	45,495,520 55,976,090 29,934,935 3,410,138 2,413,461	43,183,813 95,441,750 29,857,295 3,395,794 1,837,363	70,823,280 $111,715,027$ $25,803,196$ $3,140,642$ $2,432,861$

Total grain .... 182,489,417 137,230,194 173,721,015 203,415,009

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

	1883. Week	1882. Week	1881. Week	1880. Week
Flourbbls.	Oct. 20. 113,095	Oct. 21. 160,474	$egin{array}{c} Oct.\ 22.\ 119,857 \end{array}$	Oct. 23. 117,438
Wheat	368,587	588,698 174,839	258,350 $1.108,431$	261,205
Corn	$521,544 \\ 913,798 \\ 386,651$	553,240 $250.485$	549,623 $134.838$	$\begin{array}{r} 470,686 \\ 938,322 \\ 120,430 \end{array}$
Rye.	36,210	73,546	94,799	88.758
Total 2	,226,790	1,610,808	2,146,064	1,874,401

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

Week         Flour, obls.         Wheat, bush.         Oorn, bush.         Oals, bush.         Barley, bush.         Rye, bush.           Oct. 20 237,704         1,818,304         1,667,555 1,110,139         455,402         229,210           Oct. 13.236,715         1,727,893         2,465,160 1.441,223         460,550         199,272           Oct. 6.210,334         1,293,046         2,283,597 1,460,366         344,325         188,879           Sept. 29.201,955         1,763,029         2,671,182 1,316,861         275,047         325,934           Tot., 4 w.886,708         6,612,272         9.037,494 5,358,539 1,535,324         943,295           4 w'ks'82.950,889         7,233,105         3,829,254 3,019,589         961,056         361,241						
Oct. 20 237,704       1,818,304       1,667,555 1,110,139       455,402       229,210         Oct. 13.236,715       1,727,893       2,165,160 1,441,223       460,559       199,272         Oct. 6.210,334       1,293,046       2,283,597 1,460,366       344,325       188,879         Sept. 29.201,955       1,763,029       2,671,182 1,346,861       275,047       325,934         Tot., 4 w.886,708       6,612,272       9.037,494 5,358,539 1,535,324       943,295						
Oet. 13.236,715       1,727,893       2,465,160 1.441,223 460,550 199,272         Oet. 6.210,334       1,293,046 2,283,597 1,460,366 344,325 188,879         Sept. 29.201,955       1,763,029 2,671,182 1,346,861 275,047 325,934         Tot., 4 w.886,708       6,612,272 9.037,494 5,358,539 1,535,324 943,295						
Oct.       6.210,334       1,293,046       2,283,597 1,460,366       344,325       188,879         Sept. 29.201,955       1,763,029       2,671,182 1,346,861       275,047       325,934         Tot., 4 w.886,708       6,612,272       9.037,494 5,358,539 1,535,324       943,295	Oct. 20 237,704	1.818.304	1.667,555	1,110,139	455,402	229,210
Sept. 29.201,955 1,763,029 2,671,182 1,346,861 <sub>6</sub> 275,047 325,934 Tot., 4 w.886,708 6,612,272 9.037,494 5,358,539 1,535,324 943,295	Oct. 13.236,715	1,727,893	2,165,160	1,441,223	460,550	199,272
Tot., 4 w. 886,708 6,612,272 9.037,494 5,358,539 1,535,324 943,295	Oct. 6.210,334	1,293,046	2,283,597 1	1,460,366	344,325	188,879
	Sept. 29.201,955	1,763,029	2,671,182	1,346,851	275,017	325,934
		<del></del>				
4w'ks'82.950,839 7,233,105 3,829,254 3,019,589 964,056 361,241	Tot., 4 w.886,708	6,612,272	9.037,491	5,358,539 1	,535,324	943,295
	4w'ks'82.950,839	7,233,105	3,829,254	3,019,589	961,056	361,241

The receipts of flour and grain at the seaboard ports for the week ended Oct. 20 follow:

	Flour.	Wheat.	Corn,	Oats.	Barley,	Rye.
At-	obls.	bush.	bush.	bush.	bush.	bush.
New York	142,885	779,600	1,369,148	670,900	94,700	123,600
Boston	86,502	4,400	215,010	141.805	2,255	500
Portland	685		10,30)	5,500		
Montreal	20,084	51,930	122,857	11,707	2,433	8,453
Philadelphia	23,024	104,7: G	59,500	127,500	40,890	
Baltimore	21,881	245,507	43,770	35,650		2,120
New Orleans	21,349	51,917	173,077	31,823		50

Total week... 316,410 1,238,101 1,993,672 1,024,885 140,278 136,023 Cor. week '82.. 337,586 2,791,865 217,215 410,483 404,875 67,855

The total receipts at the same ports for the period from Dec. 25, 1882, to Oct. 20, 1883, compare as follows for four years:

Flourbbls	1882-93. 10,833,278	1881-82. 9,505,012	1880-81. 10,356,525	1879-80. $8.425,304$
Wneatbush		68,572,524 $26,486,698$	79,519,946	104.413.97 <b>8</b> 120.459.04 <b>0</b>
CornOats	25,536,752	23,432,041 $3110.340$	23.300,877 2.892.043	19,270,583 2,677,218
Rye		1,263,196	1,410,523	1,887,112
			107 004 301	212 7 17 000

Total grain .... 158,895,733 122,861,799 197,201,621 248,707,929

The exports from the several seaboard ports for week ending
Oct. 20, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	69,769	306.081	418.114	974	110,252	1,237
Boston	41,560		124,205		,	_,,
Portland.						•••••
Montreal.	18,827	103.621	151.975	761	22,957	57,414
Philadel	6,018		25,250	701	22,007	
				000	•••••	• • • • • • •
Baltim're	3,043	307,510	17,742	600		
N.Orl'ns	475	56,834	85,146		••••	•••••
Total w'k.	139,698	822,828	852,432	2,335	133,209	58,651
1882	156.375	1,637,900	101.745	6,581	78.081	22,387

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

	Flo	ur.	Wh	eat.	Corn.			
Exports for week to—	1883. Week, Oct. 20.	Week, Week,		1882. Week, Oct. 21.	1883. Week, Oct. 20.	1882. Week, Oct. 21.		
Un.King.	Bbls. 94,280	Bbls. 103,811	Bush. 437,948	Bush. 943,312	Bush. 692,518	Bush. 89,531		
Contin'nt S.& C.Am W. Indies	5.205 $8,541$ $16,927$	3,417 $11,528$ $19,546$	379,871	666,302 4,488	$ \begin{array}{c} 152,699 \\ 1,915 \\ 4,945 \end{array} $	2,228 3,886		
Brit. Col's Oth.c'nt's		16.584 1,489		23,798	355	4,500 1,600		
Total	139,698	156,375	822,828	1,637,900	852,432	101,745		

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.

	Flo	ur.	Wh	eat.	Corn.				
Exports since Sept. 1, to—	1883. Sept. 1 to Oct. 20.	1382. Sept. 1 to Oct. 21.	1883. Sept. 1 to Oct. 20.	1882. Sept. 1 to Oct. 21.	1883. Sept. 1 to Oct. 20.	1882. Sept. 1 to Oct. 21.			
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.			
Un. Kingdom	846,377	922,732	5,207,744	11,997,869	6,693,090	682,301			
Continent	36,127	116,934	3,743,742	10,730,434	1.696,380	153,105			
S. & C. Am	89,301	112,893	375	26,302	254,571	68,577			
West Indies.	142,849	148,272	16,583	8,684	96,254	72.904			
Brit. Col'nies	119,029	116,280			16,342	17,619			
Oth. countr's	3,320	6,811		110,994	100,791	5,440			
Total	1,237,003	1,423,922	8,938,444	22,874,283	8,857,423	997,946			

The visible supply of grain, comprising the stocks in granaly at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Oct. 20, 1883, was as follows:

	7171	~			
	Wheat,	Corn,	Oats,	Barley,	Rye,
In store at—	bush.	bush.	bush.	bush.	bush.
New York	8,657,249	3.179.430	2,406,712	12,122	441.324
Do. afloat (est.)	88,000	396,000		,	31,000
Albany	3,700	27,100		13,000	21,100
Buffalo		678,619		17.448	93.963
Ohicago	7,427,784	2,063,445		80,242	822,698
Milwaukee	1,073,223	12,088		341,067	23,837
Duluth	1,310,710	22,551	,	011,007	20,007
Toledo	1,785,672	132,248	88.816		41,072
Detroit	460,716	50,924		316	2,048
Oswego	40,000	200,000	,,	190,000	
8t. Louis	1,905,793	151,241	64,221	59,543	132,863
Cincinnati(13)	165,230	50.554	70,489	31,429	
Boston	2.479	175,396	21,664		70,377
Toronto	37.181			2,928	
Montreal		25 004	3.700	122,572	635
Dhile delahir	89,895	35,824	.,	24,339	29,167
Philadelphia	753,674	247.637	131,114		
Peoria	7,394	42,319	123.794	1,536	62,445
Indianapolis	255.200	28,100	75,700	•••••	19 000
Kansas City	412.240	32,040	21,491		44,042
Baltimore	2,375,694	95.723	2,979	******	7.413
Down Mississippi.		3,210	49,179		
On rail	427,630		1,088.116	386.651	69.422
On lake	1,215,141	1.464.096	196.341	68.751	193,000
On canal	812,687	1,556,085	265,903	257.117	206,567
	, , , , , ,	_,			200,501

Tot. Oct. 20. 83. 30,308,426 11,263.344 5,219,038 1,609,091 2.311,273
Tot. Oct. 13, '93. 29,869,699 12,431.981 5.404,196 1.141,733 2.200,351
Tot. Oct. 21, '82. 14.825,811 3.837,443 4,313,500 2,068,135 813,719
Tot. Oct. 22, '81. 20.857,536 27.970,474 4,653,278 2,523,603 1,201,865
Tot. Oct. 23, '80. 21,750,566 17,322,861 4,916,355 2,702,178 869,592

### THE DRY GOODS TRADE.

FRIDAY. P. M., Oct. 26, 1883.

The market for dry goods has been exceptionally quiet the past week, and its main features are unchanged. The demand for consumption has shown some improvement all over the country, but retailers' stocks are still large enough to meet the immediate wants of their customers, and there has consequently been a limited call for re-assortments at jobbers' hands. Business was very light in commission and importing circles, and a strictly moderate trade was done by manufacturers of clothing, shirts, cloaks, suits, &c. In spite of the quiet tone that has pervaded the market, the future is regarded hopefully by the best-posted merchants, and a more active demand for seasonable goods is looked for as soon as the weather becomes cold enough to give an impetus to the retail trade. The most staple fabrics of home and foreign manufacture are steadily held, and, though some goods have naturally accumulated because of the late lull in the demand, there is no reason to believe that stocks are redundant as a rule.

Domestic Cotton Goods.—The exports of domestics for the week were 1,851 packages, including 674 to Great Britain, 532

to China, 229 to Argentine Republic, 129 to United States of Colombia, and smaller parcels to other countries. There was a fair demand for white goods, as Victoria and India lawns, nainsooks, lace stripes and checks, fancy piques, &c., resulting in considerable orders for future delivery, but most descriptions of brown, bleached and colored cottons ruled very quiet in first hands, selections having been almost wholly of a hand-to-mouth character. Agents' prices remain unchanged, but some large lots of brown sheetings were sold by jobbers at relatively low figures, in order to stimulate trade. Print cloths were in light demand at last week's quotations, and stocks have slightly accumulated at the manufacturing centres. Prints were dull in agents' hands, and the jobbing trade was by no means active, but prices are nominally unchanged.

Domestic Woolen Goods —There was a moderate business in spring cassimeres and worsted suitings by the clothing trade, but operations were conducted with a degree of caution bordering upon timidity. Heavy clothing woolens were taken by the same class of buyers to a limited amount, and in relatively small lots. Overcoatings ruled quiet, and satinets and Kentucky jeans were in meagre d-mand, while a fair distribution of ladies' cloth, tricots, sackings, heavy Jersey cloths and stockinettes was made in moderate-sized parcels. Flannels were somewhat less active, but very steady in price, and blankets were lightly dealt in by package buyers. Worsted and allwool dress fabrics were quieter in first hands as regards new business, yet current sales, coupled with deliveries on account of back orders, reached a fair amount, and stocks are in such good shape that prices are firmly maintained. In shawls, carpets, hosiery and knit underwear there was a steady but strictly moderate business at unchanged prices.

Foreign Dry Goods.—There was a light re-assorting demand for imported goods by retailers, but transactions were very moderate in the aggregate. Silks were noticeably quiet in private hands, and sold poorly when offered at auction, but there was a steady call for small lots of velvets, plushes and velveteens. Dress goods were mostly quiet, and there was only a limited inquiry for house-keeping linens, white goods, laces, embroideries and hosiery. Prices of the most staple fabrics remain fairly steady, but it is a buyer's market for such goods as are subject to the mutations of fashion.

### Importations of Dry Goods.

The importations of dry goods at this port for the week ending Oct. 25, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

Total at the pert	Total Ent'd for consumpt.	Miscellaneous	Silk	Wool Cotton	Manufactures of-	Total on market	Ent dioreonsumpt.	Total	MIRCHIADEOUS	Flax	Silk	Cotton	Wanufactures of—	W	Total	miscenaneous	Flax	Bilk	Cotton	Wool Wool			ENTERED FOR CONSUMPTION
5,712	1,974 3,738	573	) X	15'5 15'5	_ 8	5,521	3,.38		616	377	. 167	169	4	THURA	3,733	604	824	859	759	609	Pkgs.	Oct. 2	OR CONS
1,820,611	443,681 1,376,930	35,865	131,309	141,866	NIEKED FO	5,521 1,812.699	1,376,930	435,76	41,919	64,633	114.809	50.651	100	WITHDRAWN FROM	3,738 1,376,930	129,745	168,167	565,032	12:00:00:00:00:00:00:00:00:00:00:00:00:00	272	Value.	Oct. 26, 1882.	SUMPTION
446,507	136,931 309.576	19,778 78,032	8,125	19,071	OK WAREH	451,621	309,576	142,045	86,279	19,5×2	7,800	11,119	1	WAREHOU	309,576	80,213	71,73	48,614	62.396	10 11 10	Pkgs.	Since Jan	FOR THE
114.171.755	22 208, 563 91,963,192	1	5.451,045		ENIERED FOR WAREHOUSE DURING	112,898,786	1					3 315 337		WAREHOUSE AND THROWN INTO THE	91.963.192	7,726,787		32.116.65		÷€	Value.	m 1, 1882.	WEEK AND 81
8,029	2.475 5,551	- r:	355 555		SAME	į.	5,834	1.751	515	:		457		TNI NWC	5,554		1:35:1		1,161		Pkas.	Oct. 2	NCE JAN
8,029 2,171,280	578,422 1,892 858	76.885 40.077	214,601	155,616	PERIOD.	7.305 2.367,697	1,892,858	174.839	53,069	69.567	167 703	145.339		O THE MAI	5,554 1,892,854	146,415	257.17.0	110001	415,590	4.	Value.	Weet: Ending Oct. 25, 1883.	AND SINCE JANUARY 1, 1
468,532 106 067	184.521 284.011	110,255	131.08	25.325		459.830	284.011	175 8 9	100,161	91 3137	15,932	25 039		MARKET,	284 011	69,231	68 301	60 300	45 88		Phas.	Since J.	1883 AND 1862
106 067 148	28,359,732 77,707,416	3,411,586 2,698,110	965 050 +	9,710,874		106.751,939	77,707,115	202 210 00	2,359,381	20.016.001	4.514.068	9740185			77.707.416	6.124.412	23.3/1.4/4	034.2.9	18.221,902	œ.	Value.	Since J.m. 1, 1883.	302.

### Insurance.

OFFICE OF THE

### ATLANTIC

### Mutual Insurance Co.,

NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882: Premiums on Marine Risksfrom

1st January, 1882, to 31st De-Premiums on Policies not marked

off 1st January, 1882...... 1,516,844 85 Total Marine Premiums..... \$5,929,538 43

Premiums marked off from 1st January, 1882, to 31st December, 1882..... \$4,390,305 90

Losses paid during the same 

Returns of Premions and Expenses.....

\$823,304 50

The Company has the following Assets, viz.: United States and State of New York Stock, City, Bank and other Stocks..... \$3,071,558 00 Loans secured by Stocks and otherwise..... 1,575,500 00 Real Estate and Claim's due the

Company, estimated ...... remium Notes and Bills Re-Cash in Bank.....

531,118 15

364,923 85

Amount......\$13,171,675 02

SIX PER CENT INTEREST on the outstand ing certificates of profits will be paid to the holders thereof, or their legal representatives. on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of Feb ruary next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FOLTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December. 1882, for which certificates will be issued on and after Tuesday, the First of May nor L.

By order of the Board,

J. H. CHAPMAN. Secretary.

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JULY, 1883.

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