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WILLIAM B. DANA.

JOHN G. FLOYD.

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THE FINANCIAL SITUATION.

There is no important change to note this week. We have entered upon the holiday season, during which it is lways expected that, aside from holiday goods, commercial affairs will assume a quiet character. This year the t sual condition is somewhat aggravated by the very many failures which are constantly occurring and the uncer taint es which the prolonged business depression brings with it. Of course low prices for goods severely try all merchants who are burdened with debt, and all factories or furnaces where unfavorable situation or old machinery or deficient capital increases the cost of their products; so one by one, under the test of endurance, the less prudent or less favored drop ont. It is a hopeful sign, therefore, that so many departments of trade are now accepting the situation and arranging for cheaper production. He wins who waits, is a good old proverb, but without meaning to the man who omits the essential of putting himself into condition to wait.

Probably the least favorable feature in the commerc a outlook is the speculation in produce, but more especially in wheat, which has resulted in the latter being piled up in stock until there are now over 35 millon bushels in sight. This is a source of decided uneasiness in many ways, since so long as the speculation continues, farmers are slow in selling their surplus crops, slow in paying

are curtailed and Europe draws its supplies from other sources, although the time for our new crop is rapidly approaching, for in six months we shall be receiving new grain from the Southern States; thus our mountain of wheat daily wears a more threatening look, and the ability to carry the load through seems more questionable. To show how little is going out under the ruling prices, we give the following statement of exports prepared from the report issued this week by the Bureau of Statistics and from similar reports for previous years.

EXPORTS OF BREADSTUFFS FOR NOVEMBER AND FOR FIVE MONTHS.

,	188	83.	18	82.	1881.		
	Nov.	5 Months.	Nov.	5 Months.	Nov.	5 Months.	
Quantities.				,			
Wheatbu.	6,764,537	34,892,469	8,825,845	67,481,659	9,707,810	51,569,664	
Flourbbls.	919,487	3,565,376	862,831	3,502,109	483,795	2,439,889	
Tot. in bush.	10,902,529	50,936,661	12,708,585	83,241,150	11,884,888	62,549,165	
Values.	\$	\$.\$	\$	\$. \$	
Wh't & flour	12,444,845	58,265,441	14,450,689	97,285,982	14,739,126	77,659,852	
Corn & meal.	1,765,201	14,109,038	596,657	2,701,994	3,019,240	20,064,476	
Rye	395,724	1,955,755	182,121	488,916	179,123	349,059	
Oats	12,090	123,011	14,460	83,704	12,008	167,142	
Barley	39,465	137,276	46,567	174,170	76,383	96,986	
Total value	14,657,325	74,590,521	15,290,494	100,734,766	18,025,880	98,337,515	

This statement shows that on the first of December we had shipped last season 834 million bushels of wheat and flour, and in the short-crop year of 1881 about 621 millions, while this year at the same time less than 51 million bushels had been exported; and yet the amount in sight is now, as we said, about 35 million bushels against 20 million bushels the first of December 1882, and less than 19 millions at the same date of 1881, and wheat is still coming into the Western cities much faster than at either date. It is possible, of course, that we may reach the end of all this without any disaster, but even if we do, in the meantime it continues a source of disturbance, at cross purposes with the spirit and needs of the day, and producing a fear of failure, and therefore uneasiness, which will continue until the stock is worked down.

These facts are having their natural influence upon the exchange market. As a consequence of the restricted grain and provision shipments the amount of commercial oills offering is of course lessened, while the large stock of grain and the uncertainty as to prices which such stock produces, is making bankers again discriminate against any but first class bills. At the same time, the usual semiannual settlements and interest payments due from us to Europe make a special demand for remittances. It is not surprising, therefore, that the market should show strength This upward tendency in for sight and cable bills. exchange is, as we stated last week, also aided by dearer money at London, the open market rate having moved up this week to 27 per cent. It is generally supposed that their debts, food values rise while wages fall, exports this rise is merely temporary, mainly due to preparations for payments incident to the first of January; but it is stated that it has a further cause now in an upward tendency in the rates at Paris and on the Continent. At all events, under the circumstances of our trade at present, and of the special demand there now is for bills and of the condition of money on the other side, it is not expected that there will be any immediate material decline in exchange. Should, however, produce begin to move freely, the condition might be quickly changed.

In Wall street matters the feature of the moment is the favorable character of the exhibits made by the annual reports now coming to hand. In another column we give an analysis of the New York Central statement for the late fiscal year. The publication of this statement enables us to place the four great trunk lines to New York side by side, and make comparisons of the results on each, the Baltimore & Ohio and Erie statement having been previously published, and the figures of the Pennsylvania being obtained for the same period by using the monthly returns of earnings and expenses and aggregating them. To properly understand the meaning of the results disclosed by these statements, it should be remembered that we are passing through a period of industrial depression, that the competition of the water route (the Erie Canal) has become a more active agency than heretofore through the abolition of canal tolls, and that the record we give in the table below (for five years) covers at least one year of extraordinary crop deficiency, all the effects of which have not yet passed away, and also a rate war of unexampled dimensions. And yet despite the adverse circumstances enumerated, these roads are able to make the following exhibit.

	1	1	1		
	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.
Pennsylvania-	\$	\$	*	. \$	\$
Gross earnings	33,333,026	40,358,679	43,884,696	47,133,715	51,084,955
Operating expenses	19,758,188	23,387,942	26,280,168	29,510,647	32,180,482
Net earnings N.Y Central & Hud. Riv.—	13,574,838	16,970,737	17,604,528	17,623,068	18,904,473
Gross earnings	28,396,583	33,175,913	32,348,398	30,628,781.	33,770,722
Operating expenses	16,123,072	17,849,894	19,464,786	19,395,974	20,750,594
Net earnings N.Y. Lake Erie & West	12,273,511	15,326,019	12,883,610	11,232,807	13,020,125
Gross earnings	15,942,023	18,693,108	20,715,605	19,975,774	*22,802,247
Operating expenses	11,174,699	11,643,925	13,256,230	13,088,093	+15,444,583
Net earnings Baltimore & Chio—	4,767,324	7,049,183	7,459,375	6,887,681	7,357,664
Gross earnings	14,193,980	18,317,740	18,463,877	18,383,875	19,739,838
Operating expenses	7,691,595	10,330,770	11,390,479	10,929,213	11,034,015
Net earnings Total of All—	6,502,385	7,986,970	7,073,398	7,451,662	8,705,823
Gross earnings	91,865,612	110,545,440	115,412,574	116,122,145	127,397,762
Operating expenses	54,747,554	63,212,531	70,391,663	72,923,927	79,409,674
Net earnings	37,118,058	47,332,909	45,020,911	43,198,218	47,988,083
* Including \$2.200 C	00 on 0000	unt of V	V Downard	ronio & (Door oid

* Including \$2,208,608 on account of N. Y. Pennsylvania & Ohio road, representing 68 per cent of that road's gross receipts since 1st of May. † Expenses of N. Y. Pennsylvania & Ohio included in full.

Taking the four lines as a whole, we find that in the four years from 1879 their gross earnings have increased no less than $35\frac{1}{2}$ million dollars, or from $91\frac{3}{4}$ millions to $127\frac{3}{8}$ millions—a gain of about 40 per cent. Net earnings during the same time have risen from 37 millions to about 48 millions, a gain of 11 million dollars, or about 30 per cent. A point that may excite some comment is the fact that while there is a large gain in net over 1878-9, there is only a small gain over 1879-80, though in the interim since the latter year gross earnings have increased 17 million dollars. The explanation is that expenses have been heavier during late years. The year 1879-80 was an exceptional one in this respect. There was a very heavy augmentation in the volume of traffic, while at the same time wages and materials still remained low. it is that the Central falls two millions behind in net on that year, and it should also be remembered that owing to its position with regard to through business, it has suffered more than any of the other lines from the adverse forces at work affecting that class of business. The Erie, too, I decline. Northern Pacific preferred was concurrently

falls a trifle below its best previous net, but the Pennsylvania and the Baltimore & Ohio exceed all previous record by a large amount. The point that we would particularly emphasize, however, is the continuous gains made in gross earnings, for this reflects a large and active volume of general trade, and shows that while the margin of profit to traders and manufacturers may be small, there is as yet little diminution in the extent of the business doing.

But probably the influence which has been most felt on the street this week is the condition of the Iowa pool. We related the facts in that dispute last week so far as they had then transpired. Early this week the reports were contradictory regarding the intentions of the managers of the roads in that pool and of the directors of the Union Pacific as to signing the tripartite agreement. Thursday was fixed for the meeting of the Union Pacific directors, so the managers in the pool adjourned their meeting until they could first learn what would be done Meanwhile the stocks of the by that company. Iowa pool roads were made speculative foot-balls, and Union Pacific was forced to the lowest price recorded since 1879, by the manipulation of operators who, it is not unlikely, were then aware what course would be taken by the directors of the com. From that point there was a more or less feverish recovery until Thursday afternoon. The direc. tors met early in the day promptly, and, so far as is known, unanimously voted to ratify the tripartite agreement, instructing the general manager to invite the cooperation of other roads not in the compact. The news of this action had a depressing effect upon the stocks of all roads interested, the street apparently taking the view that the Chicago Burlington & Quincy could not reasonably be expected to make an alliance with the Union Pacific, which it had been fighting for the past few years, and therefore that there would be more or less of a contest between it and the allied roads. Suddenly, however, toward the close of the market, there was a change of tone, Union Pacific led in a sharp advance, followed by the granger roads, and the tendency of the whole list was upward in the final dealings. But on Friday the improvement was lost again, and prices fell off all along the line.

Still another influence, and perhaps the leading feature of the stock market this week, has been the resignation of Mr. Villard from the presidency of the Oregon Railway & Navigation Co. and of the Oregon & Trans Continental Co. after the stock of the latter had fallen to the lowest point yet recorded. It is alleged that the retirement of Mr. Villard was voluntary, and indeed that is the statement made by himself. At all events, the management is now in other hands, and it remains to be seen whether his successors will be able to inspire confidence in these proper. ties again. The first step to be taken will be to make public a full statement of the financial affairs of both companies. The investigation into the condition of the Oregon & Trans-Continental is now in progress, and from the wellknown character of the gentlemen engaged in the inquiry, may, when completed, be relied upon.

The fall in the market price of Oregon & Trans Continental last week Friday and Saturday, was mainly caused by the assertion that the company was virtually bankrupt. The recovery on Monday and Tuesday was materially aided not so much by the resignation of Mr. Villard as by an unofficial statement made by him claiming to show that the Oregon & Trans Continental was then selling far. below its intrinsic worth. But with the rapid rise on these latter days the short interest was well closed out and then came a natural reaction and the subsequent

influenced by the movement in Oregon & Trans-Continental. It advanced sharply because of its oversold condition; besides, the bears, having been compelled to cover at a heavy loss in October, were rather apprehensive of another squeeze. Since then the stock has declined for reasons similar to those which influenced the fall in Oregon & Trans Continental.

Among other features of the week have been the decline in Louisville & Nashville, mainly due to speculative manipulation; the fall in the coal shares caused by reports of an unsatisfactory condition of the trade; a sharp downward movement in New York Ontario & Western stock and New York West Shore & Buffalo bonds, due, it is said, to the unloading of both by a speculator who became embarrassed by the fall in the Villards; and a drop in New York & New England caused by the discovery that there were liabilities, said to be for supplies, which were not included in the annual statement. The cut in passenger rates by roads west of Chicago does not seem as yet to have had any influence upon the stocks, although if continued it cannot fail to affect not only these but the trunk line properties.

Very little except the usual arbitrage movement has been done in securities, but the London market, while closely following ours, appears to keep a little above us for leading securities, as will be seen by the following, showing relative prices in London and New York at the opening each day.

	Dec.	17.	Dec. 18.		Dec.	Dec. 19.		20.	Dec. 21.	
			Lond'n prices.*		1					
U.S.4s,c.	122.85#	12416	123.07;	124%	155.02‡	1241/8	123:20‡	12416	123:32‡	12414
U.S.414s.	114.09	114	114:33	11416	114.42	11415	114.45	11415	114.57	11458
Erie	29.49	29!4	29.61	29)8	50.25	2938	29.40	2918	29.43	29!8
2d con.	94.67	94 .	91.07	9378	94.17	9334	84'77	93%	93 89	
Ill. Cent.	133:51	133 -	133.21	133	133*16	133	133.16	133	133.30	1333/8
N. Y. C	11:3 84	113	114.57	11416	114.60	11378	114.42	11378	114.81	11,414
Reading	28:28+	£6),6	28 52	57	28.553	57	28.431	5678	28.21+	5578
Ont.W'n		19		185		1858	17.01	17	17.87	1718
St. Paul.	95.64	15	45.45	15/6	95.98	9578	95.98	-96	96.57	9614
Can.Pac.	54.73	54	55.23	55%	55.16	55!4	55.16	551/8	£5·46	5538
Etch'ge, cables.		1/4	4.5	516	4.8	56	4.8	86	4.8	61/2

^{*}Expressed in their New York equivalent.

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

Money on call still remains in abundance. The movement into the Western and Southern distributing centres continues large and active, and the demand on this city is very heavy. The following statement made up from returns collected by us, exhibits the week's receipts and ship ments of currency and gold by the New York banks.

Week Ending Dec. 21, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency	₹836,000	*\$2,773,000	Loss \$1,937,000
Gold	13,000	90,000	Loss. 77,000
Total gold and legal tenders	\$849,000	\$2,863,000	Loss. \$2,014,000

*\$1,755,000 of this was transforred in the shape of silver certificates

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement the banks have gained \$2,200,000 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total gain to the N. Y. Clearing House banks of gold and currency for the week covered by the bank statement to be issued today.

Week Ending Dec. 21, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above 8ub-Treasury operations, net		\$2,863,000	Loss. \$2,014,000 Gain. 2,200,000
Total gold and legal tenders	\$3,049,000	\$2,833,000	Gaia. \$186,000

The Bank of England return for the week shows a gain of £31,500 bullion, which comprises a gain of

of £90,000 on the export movement out of the country. The Bank of France reports a loss of 72,500 francs gold and a gain of 1,550,000 francs silver, and the Bank of Germany since our last has gained 1,080,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding datelast year.

	Dec. 2	0, 1883.	Dec. 21, 1882.			
	Gold.	Silver.	Gold.	Silver.		
	£	£	£	£		
Bank of England	22,099,005		20,897,944			
Bank of France	38,508,141	40,356,939	38,711,852	43,704,654		
Bank of Germany	7,332,700	21,998,100	7,075,000	21,225,000		
Total this week	67,939,816	62,354,939	66,684,796	64,929,654		
Total previous week	67,898,594	62,252,277	66,421,027	64,516,692		

The Assay Office paid \$167,367 for domestic bullion through the Sub-Treasury during the week, and the Assistant Treasurer received the following from the Custom

	*	1		Consisting of—						
Date.	Duties.	1		Duties. Gold. U. S. Notes.		100000	Gold Certif.	Silver Oer- tificates.		
Dec. 14	\$405,303	15	\$8,000	\$20,000	\$301,000	\$72,000				
" 15	241,680	42	8,000	21,000	169,000	43,000				
" 17	491,284	55	6,000	19,000	378,000	83,000				
" 18	380,389	89	7,000	39,000	260,000	75,000				
" 19	245,347	.11	12,000	23,000	150,000	59,000				
" 20	236,897	22	15,000	15,000	162,000	45,000				
Total	\$2,000,502	61	\$56,000	\$137,00 0	1,423,000	\$382,000				

RAILROAD DIVIDENDS FOR EIGHT YEARS.

It has been our custom for several years past to prepare for the closing number of our Investors' Supplement a list of the dividends paid during the twelve months preceding on stocks sold at the New York, Boston, Philadelphia and Baltimore Stock Exchanges. We now have in preparation the figures for 1883, and shall publish them in detail in the Supplement of next Saturday. At the date of writing, the statement has progressed sufficiently far to enable us to show the general results, and in view of the interest attaching to the matter we devote some space to the subject to day.

The railroad situation has many peculiar and novel features just now, which make a record of dividends more than ordinarily interesting. The great shrinkage in prices of stocks that has been in progress for two years and a half, deserves mention in this connection only because it increases the public curiosity to know how far the decline is justified by a loss in the earning power of the railroads, as reflected in the payments that they have made to their stockholders. Of course some roads may divide money they have not earned; but that can be only a temporary expedient. Generally speaking, there can be no better index to the prosperity of a corporation than the return which it brings its proprietors, and in the long run that alone serves to guage actual values. For this reason, a record of dividends always merits and receives careful study by the investor.

But the period of the decline in stocks also marks a period of adverse circumstances with the railroads, of which indeed the depreciation in values was to a great extent merely the reflex. This suggestion carries one back to the severe winter of 1880-1, when nearly all our Northern and Western roads had to contend with snow and ice of unusual proportions, blocking their lines for the time being, and, what was more serious, increasing expenses to an extent one would scarcely believe possible, were it not for the actual figures showing it. This was the first unfavorable influence of prominence, and its indirect effects were no less evident in the income account of many roads than the more direct effects. For £121,500 on the movement from the interior and a loss instance, the freezing of winter wheat and of live stock

under this severe weather, involved a large and permanent loss of traffic during many subsequent months.

Next came the dreadful drouth of the summer of 1881, which not only destroyed all our cereal crops, but even burnt up cotton. What a serious loss of traffic this caused we need not stop to describe. Contemporaneously also was the great war of rates among our Eastern trunk lines, which reduced rates so as to leave hardly any profit at all on through business, making in addition to the reduction in the volume of traffic caused by the crop failure a heavy diminution in the profit on that which remained to be carried. The effects of some of these mishaps are even yet being experienced. example the failure of the corn crop, which not only diminished the tonnage of that cereal, but has also affected the supply of hogs, fed upon it, up to the present

These do not, however, cover all the adverse influences the railroads have been called upon to meet. General business depression, which for a year at least has been steadily extending, is of course a decidedly unfavorable element. But more than all this, is the very large increase in our railroad mileage, which enforces a division of the traffic among a greater number of roads, so that competition has become sharp and active. This increase in mileage has all along been a factor in the situation, but its effect has only latterly been fully felt by the completion of some of the larger of the lines undertaken during the flush times of 1880 and 1881; and what is most unfortunate, is, that this completion happens concurrently with the development of the business depression. It is, then, in these two latter particulars that the situation has been chiefly unsatisfactory to the railroads during the year 1883, and one question which our list of dividends helps to answer is, how the railroads were affected thereby. It is known that they bore up remarkably well under the snow and ice, the short crops, and the railroad war of the period between 1881 and 1882, so it remains to be seen only how they are passing through the more trying ordeals of increased competition and business stagnation.

The roads we select in this examination are representative roads from different parts of the country, and for the sake of greater convenience, as well as to indicate the distinction between different sections, we shall arrange them in groups, classified so as to bring out the characteristics of each division. We may begin with the trunkline roads, comprising some of the most active stocks sold on our Exchanges. Subjoined is a list of these and the dividends they have paid for eight years past. It should be understood that only dividends actually paid in any year form the basis of that year's total, and that it is our intention to give merely the leading roads in each section, full details being reserved for the Supplement next week.

Company.	1876.	1877.	1578.	1879.	1880.	1881.	1882.	1883.
New York Central N. Y. L. E. & W., pref	8	8	. 8	8	·s	8 .	8	8
Pennsylvania		4	2 8s.	412	7	8	*812	\$812
Lake Shore & Mich. S Michigan Central	$3^{1}4$	2	3	51 ₂	8	;10	8.	8
Canada Southern						214		2

*2 per cent of this in stock or eash, at option. †4 per cent of this in stock. ‡ Incre se due to change of dividend period. §4 per cent of this in stock or eash.

We have here the four great trunk lines running to New York, as well as the Vanderbilt Western connections. The former all maintain their last year's percentages, and paid fully as much as in the best of the eight years in the table. But it is on the Vanderbilt Western lines that we see the effects of the trunk-line war and of the other adverse influences that have been at work since

annum without interruption for four years past, but the Michigan Central and the Canada Southern have had to reduce the dividends they temporarily paid in the years of exceptional prosperity. The Michigan Central total of 5 per cent for 1883 is made up of 2 per cent paid in February last out of full year's earnings for 1882, and 3 per cent paid in August out of the earnings for the first half of 1883. The Canada Southern paid nothing out of 1882 earnings, but paid 2 per cent out of the first half year's earnings of 1883.

Taking roads to the west of these, we come to the lines running west and northwest from Chicago. This includes the section of country that has sustained the greatest development within recent years. And here we find a very satisfactory exhibit, indeed, and no signs of any retrogression. The Northwestern has advanced to 8 per cent on its preferred, and pays 7 on the common, while the St. Paul pays 7 on both classes. The Burlington & Quincy pays 8 on its heavily augmented stock, and the Rock Island distributes 7 on a capital doubled in 1880 by a 100 per cent stock dividend. The St. Paul & Omaha, which went through foreclosure a few years ago, pays 7 per cent regularly now on its preferred stock; while the St. Paul Minneapolis & Manitoba, which suffered a similar experience, pays 8 per cent. Below is the list. It will be seen that allowing for the increase in stock outstanding, this year's dividends are up to, or exceed, the heaviest ever made.

Company.	1876.	1877.	1878.	1879:	1880.	1881.	1882.	1883.
Chic. & Northwestern.			5	5	6	6	7	7
Do pref Chic. Mil. & St. Paul	212	3^{12}	7	$\frac{7}{21_2}$	7	7	731	8
Do pref	*312	312	1012		7	7	7	7
Chie. Burl. & Quincy Chie. R. J. & Pac	10	8	8	10	1914	7	7	7
Chic. St. P. M. & O., pf. St. P. Min. & Manitoba.				••••		7	7	7

* And 14 per cent in bonds. † And 20 per cent in stock. ‡ And 100 per cent in stock. § Change of dividend periods swelled the total in this

With the lines running south and southwest from Chicago and St. Louis, we meet an equally satisfactory exhibit. The Chicago & Alton divides 8 per cent regularly, and the Illinois Central has advanced to 8, after distributing, besides, 17 per cent in scrip, representing the profits of its leased line. The Missouri Pacific pays 7 per cent, and this on a stock very materially enlarged within recent years. The St. Louis & San Francisco keeps up the 7 per cent on its 1st preferred stock begun in 1881. The Wabash would appear to present an exception to the general rule of progress among the dividend payers, but the truth is it did not earn the dividend paid in 1881. Annexed are the figures for eight years past.

Company.	1876.	1877.	1878.	1879.	1880.	1881	.1882	1883.
Chicago & Alton Do pref Ill'nois Central	8	$7^{1_{2}}$ $7^{1_{2}}$ 4	7 7 6	6 7 6	$\frac{6^{1}2}{7}$	8 8 7	8 8	8 8
Missouri Pacific. St. L. & S. Fran. 1st pf. Wab, St. L. & Pac. pref.	,					6 7 6	7	7 7

* And 17 in stock.

Coming now to the lines west of the Missouri River, the Pacific roads chiefly attract our attention. As in the other cases, the results on this class of roads during 1883 do not fall behind other recent years. It is to be noted, however, that both the Central Pacific and the Union Pacific—the only two that have a record of dividends eight years back—had smaller dividends in 1883 than in 1876, when the rate was S, against 6 and 7 respectively now. One reason for this is the increase in the number of roads competing for the traffic in which these two roads had a virtual monopoly formerly. The Atchison Topeka & Santa Fe is one of these competitors, and the dividends which the company 1880. The Lake Shore has continued its 8 per cent per is enabled to pay, after having augmented its stock by a

50 per cent stock dividend and in other ways, attest its prosperity. The Oregon Railway & Navigation on the Pacific coast (in Oregon) has as yet suffered no break in its wonderful career, the company now paying 10 per cent per annum on a capital four times as large as at the inception of the enterprise. On the Denver & Rio Grande the payment of dividends was certainly premature, as has apparently also been the case with the Oregon Trans-Continental Company, so that the cessation of dividends in these stocks can not be interpreted as having any special significance upon the general subject under discussion. The dividend of 11.1 per cent on Northern Pacific preferred was paid last January (in scrip), and covered the undivided profits up to June 30, 1882. No accounting has yet been had for the last fiscal year. Subjoined is the list in full.

Company.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.
Atch. Top. & Santa Fe. Central Pacific Denver & Rio Grande	8	8			$\frac{8^{1}2}{6}$	$^{6 \ddagger}_{6}_{4^{1}_{2}}$	$\begin{array}{c} 6 \\ 6 \\ 1^{1_2} \end{array}$	6 6
Northern Pacific, pref. Oregon R'way & Nav Oregon Trans Cont				2	8†	8	8	11·1* 10 6
Union Pacific	8	8	5^{1}_{2}		6	6^{34}		7

* In scrip. † And 10 scrip. ‡ And 50 per cent in stock.

We may take next the coal carriers. There are five of these, namely the Delaware Lackawanna & Western, the Delaware & Hudson, the Lehigh Valley, the Philadelphia & Reading, and the Central of New Jersey, all of them paying full 10 per cent prior to the panic of 1873, and with the exception of the Lehigh Valley, all suspending dividends within a few years after that crisis. As yet none of this class has returned to the old figure, but all of them show continued improvement from the lowest period of depression. The Lehigh Valley and the Lackawanna pay 8 per cent now, the Delaware & Hudson 7, and the Central of New Jersey has 6 guaranteed to it, while the Philadelphia & Reading talks of paying something next January. The following is the record for eight years.

Company.	1876.	1877.	1878.	1879.	1880.	1881	1882.	1883.
Del. Lack. & Western. Delaware & Hudson Lehigh Valley Central of New Jersey.	9	51 ₂	4	4	1 ¹ ₂	61 ₄ 41 ₂ 51 ₂	8 7 -61 ₂	8 7 8

Southern roads make the least favorable showing in the dividend list. This seems strange, for in earnings and income these have certainly not remained stationary, and during the last two years they have recorded very heavy improvement. Yet we find that the Louisville & Nashville, the Richmond & Danville and the Columbia & Greenville preferred, all of which paid dividends in 1882, have paid nothing the past year. But enlarged obligations, and not diminished earnings, are responsible for these suspensions. There are some roads however in this section that exhibit gains over other recent years in the matter of dividends, among which may be mentioned the Wilmington & Weldon, the Wilmington Columbia & Augusta, and the Cincinnati New Orleans & Texas Pacific, as will appear by the following table.

Company.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1853
Cin. N. O. & Tex. Pac							112	3
Col. & Greenville pref.						6	6	
Louisville & Nashville.		112	3	4	*8	6	3	
Nash. Chat. & St. Louis	3	112	$2^{1_{2}}$	3	2 6	3	112	2
Norfolk & West'n pref.							4	
Richmond & Danville						5	7	
Wilm. Col. & Augusta							6	6
Wilmington & Weldon	7	7	3	3	3	3	6	6

* And 100 per cent in stock.

The roads in the extreme East remain to be considered. Here, as elsewhere, progress is the rule, retrogression the exception. In this section there are many roads which have a very stable business, and whose dividends remain unchanged year after year. We have selected below idea of the company's business and progress.

those whose business is subject to more or less fluctuation.

Company.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.
Boston & Albany Boston & Lowell		8	8	8	8	8	8	8* 5
Boston & Maine Boston & Providence		5	6	$\frac{6}{6^{1}2}$	7 ¹ 2	8	8	8
Fitchburg	1 10	10	10	10	10	10	10	51 ₂ ;
Old Colony	6	6	6		6	$\begin{array}{c} \ddot{6} \\ 1^{1_2} \end{array}$	612	

* And 10 in stock.

The conclusion to be drawn from all these exhibits would appear to be that business depression, increased competition because of increased mileage, and the other adverse forces that have been or are at work, have not yet made any actual impression upon the dividend list, even as they have not as yet adversely affected earnings to any great extent. Where diminution or suspension of dividends has taken place, it has been usually because of some special circumstance or circumstances. We are aware that as our list embraces only dividends actually paid, it does not cover the business of the latter part of the year 1883, out of which dividends are to be paid early in 1884. It should be stated, however, that so far as the announcements have yet been made, or the general indications go, the returns for this period are of the same favorable character as heretofore. In some cases, indeed, we note still further improvement.

NEW YORK CENTRAL'S EARNING CAPACITY.

The New York Central report for the year ended Sept. 30, 1883, meets expectations in showing a material improvement on the results of the year preceding. In that year short crops (from the season of 1881) and a war of rates disastrously affected the company's earnings and income, and left a deficiency below fixed charges and expenses of \$1,401,610. This year the effect of these influences had to a great extent passed away, and the result is a surplus of \$179,024 above all charges against income. As it has been stated in some quarters that this surplus is arrived at only after allowing for \$735,150 premium realized on the sale of bonds during the year, we wish to state that that conclusion is certainly erroneous, for while due allowance for the item is made under the head of profit and loss, it plays no part in the year's income account.

The gain in earnings and income over 1882 is the result not of any increase in traffic, but of better rates realized, which in 1881-2 touched the lowest figures ever reached. In volume the traffic actually diminished. The tonnage mileage (or number of tons moved one mile) fell from 2,394 millions to 2,200 millions, and the passenger mileage from 432 millions to 429 millions. But the rate per passenger per mile advanced from 1.80 cents to 1.98 cents, or fully 10 per cent, and the rate per ton per mile rose from 0.73 cents to 0.91 cents, or a gain of over 24 per cent. What a gain of 24 per cent in the rate received means, when a road carries 2,200 million tons of freight, our readers will readily understand. Not alone are gross earnings largely benefitted, but net earnings equally so. It is in this latter respect, indeed, that an increase in rates is most important. For instance, on the 0.73 cent rate of 1882 the profit was only 0.13 cent; on the 0.91 cent rate of this year the profit is 0.23 cent, or 75 per cent additional. Hence, it is not difficult to comprehend how the Central has increased its earnings in the face of a falling off in the volume of traffic handled. The following table will show the fiscal results of operations for twelve years past, affording at a glance a comprehensive

		,		T	,
Year ending Sept. 30.	Gross Earnings.	Operating Expenses, Interest and Rentals.	Net Income.	Dividends.	Surplus.
		\$		8	\$
1872	25,580,675	17,608,805	7.971.870	7.244.831	727,039
1873	29,126,850	19,603 793	9,523,057	7,136,790	2,386,267
1874	31,650,385	21,937,031	9,713,354	7,136,884	2,576,470
1875		21,688,023	7,339,195	7,136,679	202,516
1876	28,046,588	20,833,513	7,213,075	7,139,528	73,547
1877	26,579,085	19,635,738	6,943,347	7,140,659	*197,312
1878	28,910,551	20,872,109	8,038,445	7,139,528	898,917
1879	28,396,583	20,802,698	7,594,485	7,139,528	451,957
1880	33,175,913	22,606,693	10,569,220	7,141,513	3,427,707
1881	$32,\!348,\!396$	21,455,569	7,892,827	7,138,343	754,484
1882	30,628,781	24,881,878	5,743,903	7,145,513	*1,401,610
1883	33,770,722	26,413,566	7,327,156	7,148,132	179,024

* Deficit. These figures indicate that with the exception of the years 1873, 1874 and 1880, the margin of surplus on the year's operations has always been quite moderate, but that nevertheless enough has usually been earned to meet the 8 per cent dividends. In the past year the gross earnings were the largest the company has ever reported, but the amount remaining for the stockholders was 31 millions smaller than in 1879-80, when the earnings were not far below those of the present year. This falling off is in large part due to a heavy increase in the expense account, labor and materials having been quite low, comparatively, in 1879-80, but in part also to a considerable addition to the interest account. This latter in its bearing upon the future is really more important than the former, since it is possible, in one way or another, for expenses to decrease, but the addition to the interest charge is permanent. In the past year the call for interest was \$3,432,308; in 1879-80 it was \$2,822,879, or over \$600,000 less. The charge for rentals has varied very little during the last eight years, and indeed it is only during the last two years that the charge for interest has begun to increase, the result of course of the augmentation of the company's debt since 1879. In that year the funded debt was 393 mil. lions—now it is only a trifle less than 50 millions. This has been brought about by an extension of property and equipment. Though the Central is one of the best appointed roads in the country, it finds constant additions in these particulars an absolute necessity, in order to meet the requirements of the times. During the past year, for instance, two millions were spent in this way for improvements and additions, mainly on account of the improvements being made at Rochester and for the purchase of further motive power and equipment. The 10 millions increase in debt between 1879 and 1883 is explained to the extent of over one half by the single item of the cost of the freight cars owned by the company. In 1879 this was \$10,294,022, now it is down for \$15,406,040.

Though, as said, the company's earnings the past year were the largest in its history, that is not true of all the individual items that go to make up the same. As compared with the preceding year, there is, of course, a heavy gain in both passenger earnings and freight earnings, but when we look further back we find that the latter are by no means up to the best total previously made. The truth is, freight earnings have materially fallen off, and passenger earnings have served to make good the loss. The following table will make this apparent.

Years.	Freight Earnings.	Passenger Earnings.	Years.	Freight Earnings.	Passenger Earnings.
1871-72.	\$ 16.259.647	6,662,007	1877-78.	\$ 19,045,830	6.022.956
1872-73. 1873-74.	19,616,018	6,999,456 7,497,356	1878-79. 1879-80.	18,270,250 22,199,966	5,953,102 6,611,159
	17,899,701	$\begin{bmatrix} 7,276,847 \\ 6,762,967 \end{bmatrix}$	1880-81. 1881-82.	20,736,749. 17,672,252	6,98.038 7,816,519
1876-77.	16,424,317	6,576,816	1882-83.	20,142,433	8,526,843

Here we see that as between 1880 and 1883 freight earnings decreased two millions and passenger earnings increased in nearly the same amount. Whether these changes are the result of changes in the volume of traffic or have been caused by fluctuations in rates, the traffic statistics I the past year were the best since 1877-8, accounted for in

should show. Taking first the passenger earnings, which, like total earnings, exceed all previous record, we have the following exhibit of the number of passengers carried, of the number carried one mile, and of the rate received and the profit on the same for eleven years.

er 5	Number carried.	Passengers carried one mile.	Rate per pass. per mile	Cost per pass. per mile	Profit p. pass. p. mile.
1872-73	7,630,741	339,122,621	cts. 2.06	cls. 1:43	cls.
1873-74	9,422,629	$\begin{array}{c} 350,781,541 \\ 338,934,360 \\ \end{array}$	2·14 2·14	1.36	·78
1875-76 $1876-77$ $1877-78$	$9,281,490 \\ 8,919,438 \\ 8,927,565$	353,136,145 316,847,325 300,302,140	$ \begin{array}{c c} 1.91 \\ 2.07 \\ 2.01 \end{array} $	$egin{array}{c c} 1.19 \\ 1.14 \\ 1.27 \end{array}$.72 .93
1878-79 1879-80		290,953,253 330,802,223	2·05 1·99	1.20 1.26	·74 ·85 ·73
1880-81 1881-82	8,900,249 $10,308,979$	$\begin{array}{c} 373,768,980 \\ 432,243,282 \end{array}$	1.86	$egin{array}{c} 1.22 \ 1.15 \end{array}$	·64 ·65
1882-83	10,746,925	429,385,561	1.98	1.30	•68

It is clear from this table that the larger passenger earnings are not due to any improvement in rates. These latter show a gain indeed on the two years immediately preceding, when they were unusually depressed, for wellknown reasons, but are below the average for the last ten years. The volume of traffic, on the contrary, has undergone wonderful enlargement, and that accounts for the gain in earnings. After 1873, the passenger movement fell off, but since 1878-9 has been gaining steadily, and in the year just passed the company carried a larger number of passengers by nearly a half million than ever before. Passenger mileage (or passengers carried one mile) falls somewhat behind the year preceding, but that is due to the fact that the average distance traveled by each passenger was less, which in turn was caused by a diminution in the number of through passengers carried (for long distances.) The company, in fact, appears to have been losing through passengers, though it has been steadily gaining way passengers for many years. This latter was the case even during the last year, when the West Shore road was running, and carried off considerable of the summer passenger traffic along the Hudson River. It will be interesting to observe how the two classes compare for a series of years past, so we give below the figures as far back as we have them.

	1879-80.	1880-81.	1881-82.	1882-83.
Number of through passen- gers carried. Number of way passengers	123,023	164,561	207,496	163,584
carried	8,147,831	8.735,689	10,101,483	10,578,341
Total	8,270,857	8,960,249	10,308,979	10,746,925

These figures tell us what great progress the company has made in its way or local traffic—a very encouraging feature of course—and at the same time show that the through traffic, though not coming up to that of 1881-2, is, with that exception, larger than in any year given.

As to the decrease in freight earnings compared with 1879-80 or 1880-81 it might be supposed that this was attributable to lower rates, since the tendency of traffic rates for a long time has been downward. It will therefore surprise many to find that rates were materially higher than in either of those years, but that the tonnage movement shows a large falling off. The following are the figures.

Tax	Tons moved.	Tons moved one " mile.*	Rate per ton per mile.	ton per	Profit per ton p. mile.
			cts.	cts.	cts.
1872-73	5,522,724	1,246,650,063	1.57	1.03	.54
1873-74	6,114,678	1,391,560,707	1.46	.98	.48
1874-75	6,001,954	1,404,008,029	1.27	.90	'37
1875-76	6,803,680	1,674,447,055	1.05	.71	•34
1876-77	6.351,356	1,619,948,685	1.01	·69	.32
1877-78	7.695,413	2,042,755,132	-91	• •59	•32
1878-79	9.015.753	2,295 827,387	.79	-54	.25
1879-80	10,533,038	2,525,139,145	.87	.54	•33
1880-81	11,591,379	2.646,814,098	.78	56	22
1881-82	11,330,393	2,394,799,310	.73	.60	.13
1882-83	10.892,440	2,200,896,780	91	:68	• •23

*Not including company freight.

From this we observe that the earnings per ton per mile in

great part, no doubt, by the fact that an increased proportion of the traffic is local, on which better rates are realized than on through traffic, and also by the fact that such freight as has been diverted to rival routes, either water or rail, has been of the lower class, leaving the road a larger proportionate amount of the better class, on which of course rates are higher. The increase in the proportion of local traffic might be brought about either by a direct increase in its volume, or a falling off in the volume of through traffic. In reality, both agencies have contributed to this end. As through traffic fell off, too, the effect upon tonnage mileage (that is, tons carried one mile) should be more marked than upon the actual movement in tons, since this traffic is carried the whole length of the company's line, and any loss in it would require a very much greater gain in local traffic to offset it. Hence it is that while the actual number of tons of freight moved in the past year was 359,000 tons greater than in 1879-80, the number of tons moved one mile was 324 million tons less. As it is very important to know the relation that these two kinds of traffic bear to each other, we give below the movement of each—both eastbound and west bound—for eleven years past. It should be said that the figures prior to 1881 we have taken from Poor's Manual, as our own records are incomplete on that point.

:	Thro	nigh Freig	pet.	Way Freight.			
Years.	East.	West.	Total.	East.	West.	Total.	
1873	Tons.				Tons.		
18741 18751	,166,993	25,173	1,417,166	2,664,639	2,032,823		
18761 18771	,338,341	329,536	1,667,927	2,899,087	2,006,854 $2,236,666 $ $3,033,078 $	5,135,753	
$ \begin{array}{c} 1878 \dots 1 \\ 1879 \dots 2 \end{array} $,883,249	248,402	2,131,651	3,277,844	2,285,918	4,679.888 $5,563,762$	
$ \begin{array}{ccccccccccccccccccccccccccccccccccc$,077,626	357,473	2,435,099	4,702,998	2,734,647 3,394,941	8,097,939	
18821 18831	,523,907	582,800	2,106,707	5,297,040	3.613,424 $3.926,646$ $3.539.355$	9,098,294 $9,223,686$ $9,079,120$	

This exhibit will appear surprising. It shows a smaller through tonnage than in any year since 1877, and a falling off of nearly 650,000 tons from the best previous year. For five years past the movement—especially the east-bound has been steadily declining. What is the reason? Is the Central—supposed to be without a rival in facilities for handling traffic—gradually succumbing to the encroach. ments of competing lines? We think not. It will be noticed that the first marked falling off occurred in the fiscal year 1881.2. We know that the short crops of the previous season were in great part responsible for this. But why was not the loss made good in the late fiscal year? The answer is, doubtless, free canals did not permit it, and it is a sufficient answer. The Lackawanna, it is true, obtained quite a little west bound business, chiefly of the bulky kind, paying poor rates, but the main reason for the large falling off in through business it is clear should be ascribed to the abolition of canal tolls. While through traffic, however, has been falling off, local traffic has been increasing. The east-bound movement was larger than ever before, and shows a gain of three million tons on ten years ago. The west-bound movement also shows a heavy increase, but falls about 10 per cent behind the very large total of the year preceding. It is possible that a part of this loss in the last year is due to the competition of new lines, but to a certain extent no doubt also it is to be attributed to the prevailing depression in business, which is more marked in the East than in the West. support of this view, we may state that the tonnage of what is classed as "merchandise" and "manufactures" aggregated only 3,074,472 tons in 1883, against 3,504,400 tons in 1882.

Properly interpreted, then, these figures do not present!

anything especially discouraging. They do not show that the Central has entered upon its decay, as a hasty and thoughtless examination might lead some to suppose. There is a falling off in through traffic, not, however, because new lines are depriving the road of this traffic, but simply because free canals are diverting more of it to the water route. On the other hand, we find a gain in local traffic—that most desirable and most profitable of a road's business—and a continued heavy movement of passengers, under which the past year's earnings exceeded those of all previous years.

Monetary Commercial English News

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

EXCHANGE	EATLO	ONDON-Dec. 7.	EXCHANGE ON LONDON.				
On- Time.		Raie.	Latest Dale.	Time.	Rate.		
Amsterdam .	Short.	12:134 @12:214	Dec. 6	Short.	12.09		
Amsterdam.	3 mos.	12.414 @12.434					
Berlin	",	20.58 @20.62	Dec. 6	Short.	20.3712		
Frankfort	. 66	20.58 @20.62	Dec. 6	. • •	20.39		
Tamburg	66	20.57 @20.61	Dec. 6		20.39		
Vienna	4.6	12.183 @ 12.2114	Dec. 6	3 mos.	12.06		
Antwerp	. "	20.45 @20.50		Short.	20.2212		
st. Petersb'g	66	2234 @2278	Dec. 5	3 mos.	211532		
Paris	Checks	25.1712@25.2212		Checks			
aris	3 mos.	25.3834 #25.4334		3 mos.	25.21		
denoa	4.4	25.4712@25.524					
fadrid	66	4614 24638	Dec. 6	3 mos.	47.20		
Lisbon	4.6	511516@52116	Dec. 4		521516		
Alexandria		10.00 10	Dec. 5	**6	96		
Constant'ple			1				
New York			Dec. 7	tel.trsf.	4.8434		
Bombay		18.71cd.		tel.trsf.			
Calcutta	"."	18. 7½d.		tel.trsf.			
Iong Kong.		20. 20.		4 mos.	38. 834d.		
haughai			Dec. 6		5s. 212d.		

[From our own correspondent.]

London, Saturday, Dec. S, 1883.

As is usual when the year approaches its termination, the money market has been hardening during the week, and the rates of discount have advanced fully one-half per cent. It is regarded as quite probable that in the course of a few days there will be scarcely any difference between the official and open market rates of discount; but this must not be construed as indicating that any essential change in money has taken place. On the contrary, the position of the market has not altered materially, and the present firmness is due to one cause, viz.—the preparations which are usually made in view of the end of the year. There is just now more competition for money, and the discount houses have thought it prudent to retrace their recent steps, and have raised their rates of interest for deposits to the extent of ½ per cent. It was probably unwise to reduce the rates, for it was known that the usual demand for money would arise as we approached the new year, but the difficulty of finding employment for surplus funds was so great, and the rates of discount and the interest on loans for short periods were so low, that no alternative course seemed open to the Directors of those establishments. We may naturally expect that the money market will be firm in tone during the few remaining days of the year, but the demand is just now a very transient one, and early in the new year a return of considerable ease may be looked forward to. The features which should give encouragement to general business remain, and it now remains to be seen if they will exercise any beneficial effect upon general business.

The return of the Bank of England is scarcely so favorable, the proportion of reserve to liabilities having declined about one per cent, viz.—from 43.20 to 42.27 per cent. Large additions have been made to the Government balance, the total of "public deposits" being £7,142,284, against only £4,523,947 last year. There is a falling off in the supply of bullion, and an increase of the note circulation, the result being that the total reserve shows a reduction of £539,234. The reserve of the Bank is now £12,497,085, against £10,962,610, while the supply of gold amounts to £21,948,205, compared with £20,879,-270 in 1882. The total of "other securities" at the Bank, notwithstanding the hardening of the money market, has declined to the extent of about £300,000. It is now only £19,480,025, against £22,472,411, being a reduction of about £3,000,000.

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:

	te.	Open market rates.						!Interest allowed for deposits by		
Frate.		Bank Bills		ls.	T	rade Bil	rade Bills.		Disc't H'ses	
	Ban	Three Months	Four Months	Six Months	Three Months	Four Months	Siv Months	Joint Stock Banks.	At 7 to 14 Call. Days.	
Nov. 2 " 16 " 23 " 30 Dec. 7	3 3 3 3 3 3	214@ — 2 @21/8 2 @ —		23400 -	214@3 214@3 214@3 214@3 214@3 214@3	214@3 234@3 214@3 214@3 214@3 214@3 3 @314	3 @31/4 3 @31/4 3 @31/4 3 @31/4 3 @31/4	2 2 2	134 2 -2 134 2 -2 134 2 -2 134 2 -2 134 134-134 132 134-134 2 214-214	

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, &c., &c.

	1883. £	1882. £	1891. £	1880. £
Circulation	25,201,120			26,029,470
Public deposits	7,142,284		4,905,614	6,209,917
Other deposits	22,225,124	22,438,100	22,855,804	24,371,173
Governm't securities	15,193,798	11,381,002	13,243,961	14,365,019
Other securities	19,480,025	22,472,411	21,315,031	20,136,119
Res've of notes&coin	12,497,085	10,962,610	11,089,657	13,982,775
Coin and bullion in				
both departments.	21,948,205	$20,\!879,\!270$	20,785,007	25,012,245
Proport'n of reserve				
to liabilities	42.27	40.25	395_{8}	-45.25
Bank rate	3 p. c.	5 p. c.	5 p. c.	3 p. c.
Consols.	100½xd		9938	9878
Eng. wheat.av.price	40s. 2d.	41s. 5d.	44s. 11d.	
Mid. Upland cotton.	515 ₁₆ d.			658d.
No, 40 Mule twist	93 ₄ d.	10d.		
Clear'g-house return.1	36,331,000	145,329,000	119,755,000	151,020,000

In reference to the state of the bullion market Messrs. Pixley & Abell remark:

Gold.—A few small orders for the East have been filled by the arrivals of the week, and the withdrawals from the Bank consists only of sovereigns, which, to the value of £100,000, have been taken for Egypt and South America; £35,000, also in coin, from Australia, has been sent in. We have received since our last £28,870 from the River Plate, £8,800 from Australia, £10.500 from the Cape, £10,830 from New Zealand; total £59,000. The "Dart" has taken £10,000 to the Brazils and the P. & O. steamer £50.000 to Alexandria and £30,000 to Bombay.

Silver.—The Indian exchanges have improved since our last, and this fact, coupled with the impression that nothing will be done regarding the Bland bill in the Senate of the United Sates during the approaching session has made our market firmer, and transactions have taken place at rates varying from 50½d. to 50½d. per oz. standard. The arrivals comprise £33.0.0 from Chili, £30,000 from New York, £36,600 from River Plate; total. £:9,600. The "Mozelle" has taken £17,000 to the West Indies, and the P. & O, steamers £50,000 to India.

Mexican Dollars have also improved in value, and for a few small pay

Mexican Dollars have also improved in value, and for a few small parcels that have come to hand better prices have been obtained, ranging from 49 5₁₆d. to 49⁹14 d. per oz., this last being the quotation of to-day. The P. & O. steamer has taken £152,200 to China and the Straits.

The quotations for bullion are reported as below:

1	Price o	f Gold.		Price of Silver	
	Dec. 6.	Nov. 29:		Dec. 6.	Nov. 29.
Bar gold, fineoz. Bar gold, contain'g 20 dwts. silveroz. Span. doubloons.oz. 8.Am.doubloons.oz. U. S. gold coinoz. Ger. gold coinoz.	77 101/2 73 91/2 73 81/2	8. d. 77 9)4 77 1034 73 955 73 855 76 356	Bar silver, fineoz. Barsilver, containing 5 grs. goldoz. Cake silveroz. Mexican dolsoz. Chilian dolsoz.	51 3-16 5434 49 9-16	50% 50% 543% 49 6-16

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

		To and	from all Co	antries.	To and from United States.		
	GOLD.	1831.	1882.	1883.	1881.	1882.	1883.
Gre	eat Britain's	£	£ 007	£ 700	£	£	£
Impo	orts in Nov	9,560,544	13,954,630	398,530 7,359,699	1,248 19,558	6,099,783	520 8,222
Expo	orts in Nov orts in 11 mos.	1,144,110 14,812,002	433,780 11,355,648	756,035 6,342,405	7,264,913	35,000 71,439	142,200 527,765
Imno	SILVER.	513,412	682,327	723,457	187,200	69,612	200,286
Impo	orts in 11 mos.	6,341,727	8,136,547	8,594,901	2,433,778	1,750,636	2,667,688
	orts in Nov orts in 11 mos.	557,572 6,611,596		8,488,820	50,013	$25.00 \\ 28,120$	48,650

The shipments of silver to India have been-

	1881.	1882.	1883.
In November	£338,800	£367,408	£107,800
In 11 months	$\dots 3,081,512$	5,653,695	5,778,122
While the arrivals	of gold from A	ustralasia have a	mounted to—
	1881.	1882.	1883.
In November	£142,974	£258,099	£81,232
In 11 months		2,792,522	2,098,726

The Bank rate of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows:

Rates of Interest at	Dec. 6.		Nov. 29.		Nov. 92.		Nov. 15.	
	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank, Rate.	Open Market	Bank Rate.	Open Market
Paris	3	256	3	21/2	3	234	3	256
Berlin	4	3	4	31/4	4	314	4	316
Frankfort	-	31/8	_	33%	_	338	_	334
Hamburg	-	3	_	31/8		336	_	316
Amsterdam	31/2	318	31/2	314	31/2	314	316	3!4
Brussels	316	314	31/6	314	31%	336	316	314
Madrid	5	5	5	5	5	5	5	5
Vienna	4	4	4	4	4	4	4	4
St. Petersburg	в	614	6	6	6	6	6	6

Russia having been unsuccessful in obtaining a loan in any of the Western markets of Europe, has resolved upon an internal loan to meet its necessities. The operation has been very successful, and in Berlin the applications have been very numerous. The amount is 50 million roubles in gold, and the rate of interest is 6 per cent per annum, payable half-yearly. The Rente will be first issued at 98 per 100 roubles. If, however, the loan has proved to be a success, the price Russia is paying for monetary assistance is very much heavier than it was a few years ago.

Messrs. Speyer Brothers invite subscriptions for \$1,500,000 5 per cent Chicago Milwaukee & St. Paul Railroad bonds, being a first mortgage on the Chicago & Pacific Western Division. The price of issue is £97 per cent, or £194 per bond of \$1,000. Both principal and interest are payable in New York in United States gold coin.

The weather has become quite wintry, and there has been an early fall of snow. There seem to be indications of a severe winter, but these facts have had very little influence on the trade. The supplies here are so large that millers are by no means anxious buyers, and decline to pay higher prices, notwithstanding that Russian ports are closed to navigation. Our foreign supplies will, no doubt, become more restricted, or rather less liberal, and some reduction in stocks is regarded. therefore, as probable; but there are large quantities of produce to deal with, and no doubt a hand-to-mouth policy on the part of buyers is, for some little time to come, the correct policy to adopt. There is no apprehension about failure of supplies, and hence millers are contented to purchase only for immediate wants. The very decided change of temperature since last week is a very satisfactory feature. The weather is not only more healthy for the general community, but a wholesome check has been given to vegetation, which was coming forward very prematurely.

The following are the quantities of wheat, flour and Indian corn estimated to be affoat to the United Kingdom:

	At present.	Lust week.	Last year.	1881.
Wheatqrs.	1,773,000	1,708,000	1.970,000	2.671.000
Flor	239,000	176,000	216,000	101.000
Indian corn	205,000	165,000	59,000	236,000

The extent of the sales of home-grown wheat, barley and oats in the principal markets of England and Wales during the first fourteen weeks of the season, compared with the three previous seasons, is shown in the following statement:

1	5.4	LES.	*	
1	1883.	1882.	1881.	1880.
	Wheatqrs. 933,184	694,550	670,503	601,759
١	Barley	818,234	614,368	720,251
	Oats	71,511	84,412	54,255
1	AVERAGE PRICES FOR	THE SEASON	(Fer qr.).	
1	1883.	1882.	1881.	1880.
ŀ	s. d.	s. d.	s. d.	. s. d.
١	Wheat 40 10	41 4	48 0	42 5
1	Barley 33 5	34 11	34 8	34 5
1	Oats 20 1	20 9	21 0	21 10

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

Wheat.....ewt.13,479,300 12,125,540 11,622,100 10,431,000 The following statement shows the extent of the imports of cereal produce into the United Kingdom during the first fourteen weeks of the season, the average price of home-grown wheat for the season, the visible supply of wheat in the United States, and the estimated quantity wheat and flour afloat to the United Kingdom, compared with previous years:

17	IPORTS.		A .
1983.	1882.	1881.	1880.
Wheatewt.18,735,695	20,755,462	18,021,841	18,902,171
Barley 6,816,195	5,083,137	4,085,110	4,938,490
Oats 3,745,269	3,741,254	3,153,138	3,754,803
Peas 397,917	493,384	658,593	963,368
Beans 746,310	386,670	467.027	595,730
Indian corn	3,177,509	7,9 9,854	11,342,806
Flour 3,991,544	4.059,476	2,875,137	3,505,953
SUPPLIES AVAILABLE FOR C	CONSUMPTION-	-FOURTEEN V	VEEKS.

	1883.	1882.	1831.	1880.
	Imports of wheat.cwt.18,735,695	20,755,462	18,021,841	18,902,171
	Imports of flour 3,991,544	4,059,476	2,875,137	3,505,953
	Sales of home-grown			
	produce13,749,300	12,125,540	11,622,100	10,431,000
	Total36,206,539	36,940,478	32,519,078	32,839,124
	Av'ge price of English			
	wheat for season.qrs. 40s. 10d.	41s. 4d.	48s. 0d.	42s. 5d.
	Visible supply of wheat			
	in the U.Sbush.34,400,000	21,200,000	20,600,000	24,600,000
3	Supply of whaat and			
	flour affoat to U. K.	and the second William or	K N	
	grs 1,884,000	2,148,000	2,719,000	

Annexed is a return showing the quantities of wheat and flour imported into the United Kingdom during the first three months of the season, viz.—for September to November, inclusive, compared with the three previous years:

-				
	1883.	1892.	1881.	1880.
From-	Cwt.	Civt.	Cwt.	Cwt.
Russia	4,505,341	2,519,243	1,469,615	304,622
United States	5,313,341	11,492,752	9,040,530	9,985,907
Brit. N. America	510,895	1,516,435	1,589, 38	1,816,435
Germany	284,113	379,258	626,441	72,799
France	4,614	6,721	4,786	1,235
Chili	471,959	564,601	212,589	375,209
Turkéy & Roumania	296,640	275,286	20,434	6,405
Egypt	285,806	2,787	226,213	268,194
British India	4,123,633	1,507,283	2,233,903	956,099
Australia	1,153,129	€01,096	753,445	1,775,815
Other countries	291,964	99,540	27,654	34,463
Total	17 221 763	19 065 007	160 5111	15 500 100
Total		18,965,007 FLOUR.	16,2 5,141	15,598,183
Germany	451,665	694,031	451,490	299,190
France	41,133	43,458	74,636	78,230
United States	2,499,750	2,291,258	1,542,410	1,769,507
Brit. N. America	259,832	161,660	149,588	278,292
Other countries	506,022	628,858	420,851	634,684
Total	3,758,402	3,729,325	2,611,975	3,059,901

Annexed is a return showing the estimated value of our imports of cereal produce into the United Kingdom during the first three months of the season, compared with previous seasons:

	1883.	1882.	1881.	1880.
Wheat	£8,218,533	£9,591,672	£9,343,378	£8,133,117
Barley	2,315,295	1,772,658	1,672,921	1,914,074
Oats	1,128,517	1,126,763	954,570	1,078,983
Peas		181,455	247,665	358,211
Beans		121,454	161,562	214,461
Indian corn	2,229.020	1,072,317	2,286,897	2,966,467
Flour	2,755,023	3,000,997	2,230,387	2,470,151

Total.... £17,029,532 £16,867,316 £16,897,320 £17,135,464
The falling off in the value of our imports of wheat during
the three months has, therefore, been considerable, being
£1,370,000. There is also a small reduction in flour, but there
is a large increase in our disbursements for barley and Indian
corn, especially as regards the latter.

London, Saturday, Dec. 1, 1883.

The position of affairs during the past week has somewhat improved, and there is a more hopeful feeling apparent. It cannot, indeed, be asserted that there has been any return of animation in business, but there is a little more stir, and there is some probability of the year closing with indications of a better future. We have had a very long period of depression in nearly every department of business, and at the present time the cotton trade is in as indifferent a state as it could possibly be. Other departments of our commerce show a tendency to improvement, but the cotton market has now to contend against the failure of the crops in several parts of India, in consequence of which greater difficulty will be experienced in moving goods, the supplies of which are already excessive.

The fortnightly settlement in shares and foreign stocks has been arranged this week. It was of very moderate dimensions; but three failures have taken place. The tone of business on the Stock Exchange during the week has decidedly improved, and although there has been no material increase in the volume of transactions, prices have improved to a moderate extent. This has been prominently the case with regard to Turkish and Egyptian government securities, the value of which has advanced considerably. There is less anxiety about the future of Egypt, owing chiefly to some political liberal speeches delivered to the constituencies this week; but at the same time there is nothing fresh from Cairo, and the great battle is as much a matter of obscurity as ever. Nothing is heard either of Hicks Pasha and his army, or of the Mahdi and his forces, and some are inclined to believe that the advantage gained has not been so very great, or it would have been followed up before now. If, however, there has been a defeat of the Egyptian troops, it will not probably be without its advantages. The Egyptian Government is far from being in a position to make war, more especially as the advantages to be gained by success are very doubtful. If Egypt has enemies on her frontiers, the best policy to be pursued would be to make a strong frontier, and watch; but to carry on a campaign in the desert, with all its attendant difficulties and miseries, is as Quixotic an adventure as could well be imagined. Egypt's internal affairs require much attention, and, even with peace, a long time will have to elapse before the country can arrive at a condition of actual prosperity. To effect that object the exertions of the Khedive's Government should be devoted, and with earnestness, indications of which are still wanting.

The Continental exchanges are still adverse to us, and there is a moderate demand for gold for exportation. The German money markets have, however, become somewhat easier, and at Paris the rate of discount in the open market has slightly declined. Money is, nevertheless, dearer on the Continent than it is in London. In this market the inquiry has been improv-

ing, and the rates of discount have had an upward tendency, the quotation for three months' bills being 2 to $2\frac{1}{2}$ per cent, while the quotation for short loans has advanced to $1\frac{1}{2}$ to $1\frac{3}{4}$ per cent.

This week's Bank return is of a more favorable character, and the proportion of reserve to liabilities has improved from 42 75 to 43 25 per cent. At this period last year it was 41 73 per The supply of bullion has slightly increased, and as. during the week, nearly £200,000 had been withdrawn from the establishment for exportation, it is evident that a considerable amount of coin has been returned from Scotland and the provinces. There is also a decrease of £277,720 in the note circulation, and the improvement in the total reserve amounts to The result is that the stock of bullion is now £316,132. £22,100,609, against £20,721,309, and the reserve of notes and coin £13,036,319, against £11,009,297 last year. The position of the Bank is unquestionably a good one, but its strength is not excessive, and any permanent revival of business, which, it is hoped, will take place next year, would speedily produce an effect, and probably raise the Bank rate to a point more indicative of prosperity.

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, No. 40 mule twist, fair 2d quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
Circulation	24,811,290	25,462,010	25,539,790	26,219,025
Public deposits	6,313,812	4,062,288		5,379,710
Other deposits	23,683,475	22,109,491	24,877,610	24,441,013
Governm't securities.	14,989,202	10,381,057	13,244,014	14,865,019
Other securities	19,782,699	22,618,380	22,942,266	18,105,045
Res've of notes & coin	13,636,319	11,009,299	10,798,913	14,722,561
Coin and bullion in			, ,	, ,
both departments	22,100,609	20,721,309	20,588,703	25,941,586
Proportion of reserve				
to liabilities	43.25	41.73	3634	49
Bank rate	3 p. c.	5 p. c.	5 p. c.	21 ₂ p. c.
Consols	1015_{8}	102	994	9918xd.
Eng. wheat, av. price	40s. 5d.	40s. 11d.	45s. 4d.	448. 5d.
Mid. Upland cotton	515;6d.	69 ₁₆ d.	658d.	634d.
No. 40 mule twist	958d.	10d.	105sd.	1012d.
Clearing-House ret'n.		95.041,000	133,845,000	91,932,000

In reference to the state of the bullion market, Messrs. Pixley & Abell observe:

Gold.—The demand for gold during the week has not been so active and the orders received were almost met by the arrivals. The transactions at the Bank, inwards and outwards, nearly balance, and the Continental inquiries are now slack. The Cape steamers have brought £10.620, the Central American have brought £62,000, the P. & O. steamers have brought £25.940, and the W. I. steamer has brought £43,040; total, £146,600. The "Assam" has taken £15,000 to Bombay.

Silver.—A slight decline to 50½d. has occurred this week, and the market remains tolerably steady at this rate. The Indian exchanges were weak at the close of last, and the beginning of this, week, but exhibit a little firmness to-day. We have received since our last £37,200 from New York and £39,240 from the West Indies; total, £76,440. The P. & O. steamer has taken £20,000 to Bombay.

Mexican Dollars.—The "Medway" brought about £188,000 from the

Mexican Dollars.—The "Medway" brought about £188,000 from the West indies. The greater part of these had been sold to arrive, and the balance was placed at 495₁₆d. per oz., our quotation of last week.

There were 707 failures in England and Wales during the last four weeks, of which 145 were in the grocery and provision trades. In the corresponding weeks of last year 846 failures were recorded, and in 1881 as many as 948. The improvement has been pretty general, and, in several instances, considerable. The failures in Scotland have been more numerous—in Ireland, about the same. The following particulars are for four weeks:

, ,	1883.	1882.	1881.
Building trades	70	117	98
Chemists and druggists	13	4	. 8
Coal and mining trades	10	13	26
Corn and cattle.	17	6	18
Drapery trades	60	66	64
Earthenware trades	6	8	2
Farmers.	34	41	90
Furniture and upholstery trades	13	14	20
Grocery and provision trades	145	162	165
Hardware and metal trades	20	25	23
Iron and steel trades		29	27
Jewelery and fancy trades	28	27	26
Leather and coach trades	31	53	51
Merchants, brokers and agents	63	101	9.1
Printing and stationery trades	10	20	26
Wine, spirit and beer trades	75	88	91
Miscellaneous		69	119
Totals for England and Wales	707	846	948
Scotland	80	71	59
Ireland	15	17	15
		. ——	
Totals for the United Kingdom	862	934	1,022

The imports of wheat are now falling off, owing to the stoppage of supplies from Russian ports; but the stocks in granary here are still very large, and the trade is without signs of improvement. In fact, much depression prevails, and difficulty is experienced in maintaining even the present exceedingly moderate range of values. A good deal of rain has fallen during the week, but no serious complaints are heard of from the agricultural districts. The temperature has been remarkably high for the period of the year. In Russia the trade for cerea's is reported as being in an unsound state, owing to the low prices at which sales have been made. There is, it is understood, a large quantity of wheat to come forward in the spring.

Owing to the cessation of important shipments from Russian ports, the arrivals of wheat into the United Kingdom have become less important, last week's receipts having amounted to only 831,609 cwt., being the smallest importation this season. The largest importation since harvest was for the week ended September 8, during which period we received as much as 1,775,826 cwt. The largest import of flour was in the week ended October 20, viz., 377,249 cwt., and the smallest in that ended November 24, viz, 146,529 cwt. Up to the present time the imports of wheat and flour have been in excess of our requirements, notwithstanding that they exhibit a small decrease compared with 1882; but last season's imports were unprecedentedly large, and being larger than were required, a heavy supply has been brought into the season now current. It is to this fact, chiefly, that the dulness pervading the trade must be attributed. The British markets are heavily weighted, both with wheat and flour, but as the ports of Russia are now closed for the season, and as America is very cautious in making fresh shipments, some important reduction in stocks in this country is very probable. The trade has for some few years past been greatly influenced by the rapid increase in the American flour trade. That trade has now become one of great and established importance, and is having a serious influence upon the milling interests of the United Kingdom. The imports of wheat and flour during the past thirteen weeks of this, and the previous 15, seasons were as follows. It will be seen that, while in 1868 we imported wheat and flour to the extent of only 8,703,674 cwt., the receipts this season have been 21,415,050 cwt., being an increase of 12,711,576 cwt.

	Wheat.	Flour.		Wheat. (cwt.)	Flour.
	-(cvt.)	(cwt.)		(cut.)	(cwt.)
1 883	17,754,615	3,660,405	1875	18,453,057	1,672,234
	19,820,825	3,731,502	1874	11,615,119	1,274,392
	17,139,390	2,861,433	1873	11,494,189	1,100,683
	17,460,805	3,190,752	1872	14,822,557	1,629,138
	$19,\!406,\!529$	2,973.764	1871	13,241,494	917,871
	13,326,531	1,707,950	1870	8,712,394	1,175,367
1877	15,807,446	1,794,121	1869	12,316,745	1,747,588
1876	9,407,005	1,565,666	1868	7,669,673	•933,801

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

*	SA	LES.		*
Wheatqrs. 859 Barley1,094	0.564	1882. 639,885 717,394 64,139	$\begin{array}{c} 1881, \\ 623,371 \\ 530,841 \\ 78,186 \end{array}$	1880. $557,473$ $632,428$ $48,935$
	AVERAG	E PRICES.		
Wheatper qr. Barley Oats	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$egin{array}{c} s. & d. \\ 41 & 11 \\ 34 & 11 \\ 20 & 9 \\ \end{array}$	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} s. & d. \\ 42 & 3 \\ 34 & 6 \\ 22 & 0 \end{array}$

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

Wheat.....cwt. 12,418,230 1882. 1881. 1880. 9,663,400

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first thirteen weeks of the season, the average price of English wheat, the visible supply of wheat in the United States and the estimated quantity of wheat and flour afloat to the United Kingdom, compared with previous seasons:

IMPORTS.

		TO THE LES		
	1883.	1882.	1881.	1880.
Wheat	ewt17,754,645	19,820,825	17,139,390	
Barley	6,268,775	4,456,786	3.859.468	4,441,854
Oats	3.423.775	3,551,298	2,956,405	3,574,647
Peas	346.831	367,588	589,576	843,059
Beans	697.470	350,112	446,316	475,286
Indian corn	7.427.808	3,104,838	7,682,935	10,985,548
Flour	3,660,005	3,731,502	2,864,488	3,190,752
SUPPLIES AV	ALABLE FOR HOME	E CONSUMPTION		
	1883.	1882.	1881.	1880.
Imports of whea	t.ewt.17.754.645	19,820,825	17,139,390	17,460,805
Imports of flour	3,660,005	3,731,502	2,846,488	3,190,752
Sales of home-	grown	0,.01,502	2,040,103	0,100,102
produce	12,418,230	12,044,700	10,805,100	9,663,400
Total	33,832,880	35,597,027	30,799,978	20 211 077
Av'ge price of E	nglish	00,001,021	30,700,378	30,314,957
wheat for seaso	on.grs. 40s. 11d.	41s. 11d.	48s. 4d.	ε 42s. 3d.
Visible supply of	wheat		203. 20.	4-5. 50.
in the U.S	bush.31,400,000	20,200,000	20,600,000	24:202.000
Supply of whea	t and		,,	-1,-0.,000
flour affoat to				
qrs	1,897,000	2,061,000	2,555,000	1,973,000
				, ,

The Messrs. Lesseps' visit to this country has had practical results, a memorandum of agreement between the British ship-owners and Messrs. Lesseps, as representatives of the Suez

Canal Company, having been settled. The agreement contains twelve clauses, of which the following are the more important: To prevent delay in the transit of ships through the canal, the company will either enlarge it, or make another; seven new English directors are to be nominated, and a revision of the statutes to be at once proposed, so as to give them voting power; the establishment in London of a consulting committee, consisting of the ten English directors; also for the opening of a London office, where dues shall be payable; an increase in the number of English-speaking officials; the abolition of pilotage dues from the 1st of July, 1884; a progressive reduction in the ordinary transit dues, contingent on a certain scale of profits being maintained; and that all expenses resulting from ground ings and accidents in the canal shall be defrayed by the company, except in cases of collision, due to the fault of the ships captains.

A decree of the French Government, dated November 27, abrogates that of the 10th of February, 1881, interdicting the importation of salted pork from the United States.

Euglish Market Reports-Per Cable.

The daily closing quotations for securities, &c., at London and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending December 21:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per ozd.	301316	5078	5078	507s	5078	507 ₈
Consols for money	10018	10018	10018	100516	10018	100516
Consols for account	10038	1004	10014	100716	10038	100716
Fr'ch rentes (in Paris) fr.	75.90	x74.50		75.05	75.2712	75:30
U. S. 4428 of 1891	11712	11719	11714	11734	11734	11734
J. 8. 4s of 1907	12612	12612	12634	126 12	1263	1263
Canadian Pacific	5814	5634	57	574	5678	5714
Chic. Mil. & St. Paul	9831	98	99	99	9910	99
Erie, common stock	3058	3038	3042	3014	3014	3014
Illinois Central	137_{-4}	$137^{1}4$	13742	13712	13712	13713
N. Y. Ontario & West'n.	2218					20. 3
Pennsylvania	604	60	6038	6038	6038	6038
Philadelphia & Reading.	$29\frac{1}{4}$	2918	2938	2938	2918	29
New York Central	1184	11714	11814	118	1177s	11842
Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	8. d.	8. d.	s. d.	s. d.
Flour (ex. State)100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 7	8 7	8 7	8 7	8 7	8 7
Spring, No. 2, old "	8 4	8 4	8 4	8 4	8 4	8 4
Spring, No. 2, n"	8 4	8 4	8 4 8 4	8 4 8 4	8 4 8 4	$8\overline{4}$
Winter, South, n "	9 8	.9 8	9 8	9 8	$\tilde{9}$ $\tilde{8}$.	$\overset{\circ}{9}$ $\overset{\bullet}{8}$
Winter, West., n "	8 8	8 8	8 7	8 7	8 7	8 7
Cal., No. 1 "	9 1	9 1	9 0	9 0	9 0	$\tilde{9}$ $\dot{0}$
Cal., No. 2 "	8 8	8 8	8 6	8 6	8 6	8 6
Corn, mix., new"	56^{1}_{2}	5 6	5 6	$\tilde{5}$ $\tilde{6}$	5 6	5 5
	63 or	63 0		62 0	62 0	62 0
Bacon, long clear, new	40 0	40 0	10 - 0	10 0	10 0	10 0
Beef, pr. mess, new, \$tc.	75 0	75 0	75 0	75 0	75 0	75 0
Lard. prime West. B cwt.	45 6			45 6	45 6	46 0
Cheese, Am. choice	$62 \mid 6 \mid$	62 - 6 - 1	62 - 6 -	62 6	62 6	62 6

Commercial and Priscellaneous News

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

3,088—The Merchants' National Bank of Muskegon, Michigan. Capital, \$100,000. John Torrent, President; William B. Mc. Laughlin, Cashier.

3,089—The First National Bank of Bedford, Pennsylvania. Capital, \$50,000. Edward F. Kerr, President; Latimer B. Doty, Cashier.

3,090—The Concordia National Bank, Kansas. Capital, \$50,000. C. W. McDonald, President, No Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise. The total imports were \$8,788,770, against \$9,344,504 the preceding week, and \$10,303,529 two weeks previous. The exports for the week ended Dec. 1s amounted to \$7,334,122, against \$7,878,880 last week and \$5,162,712 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Dec. 13 and for the week ending (for general merchandise) Dec. 14; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods en'l mer'dise	\$1,532,504 5,875,881		\$2,530,400 9,295,139	\$2.118,073 6,665,697
Total	\$7,408,385	\$8,179,501	\$11,825,539	\$8,783,770
	\$116,448,963 341,504,994	\$107,084,749 314,500,081	\$127,369,351 352,983,523	\$118,107,206 325,004,908
Total 50weeks.	\$457,953,957	\$421,584,930	\$480,352,874	\$443,112,114

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Dec. 18, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.										
	1880.	1881.	1882.	1883.						
For the week Prev. reported		\$10,176,412 355,865,335		\$7.334,122 335,304,720						
Total 50 weeks.	\$398,139,461	\$366,041,747	\$333,544,607	\$312,638,842						

The following table shows the exports and imports of specie at the port of New York for the week ending Dec. 15, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881: EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exp	oorts.	Imports.		
Gota.	Week.	Since Jan.1.	Week.	Since Jan.1.	
Great Britain France. Germany West Indies Mexico	\$	\$16,300 20,555	\$ 283,994	\$4,547,162 1,592,829 3,519,511 4,533,062 84,388	
South AmericaAll other countries	8,800 4,386	$305,803 \\ 341,221$	5,800	226,915 122,983	
Tetal 1883	\$13,186	\$683,879 33,837,454 441,066	\$289,794 415,889 571,456	\$14,626,850 4,084,110 53,005,533	
Silver. Great Britain France German West Indies Mexico South America All other countries	46,455	\$13,755,486 498,276 5,400 46,652 13,773 65,029	\$ 29,958 2,680	\$ 1,666 248,372 1,031,975 4,328,583 154,766 15,704	
Total 1883 Total 1882 Total 1881		\$14,384,616 10,860,445	\$32,638 144,280 13,575	\$5,781,066 3,069,705 2,753,953	

Of the above imports for the week in 1883, \$123,080 were American gold coin and \$14,833 American silver coin. Of the exports during the same time \$13,186 were American gold coin.

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.

		1883.		1882.			
Months.	Dry Goods.	General Merchan- dise.	Total.	Dry Goods.	General Merchan- dise.	Total.	
	*	*	\$	*	*	*	
January	13,345,312	27,915,300	41,260,612	12,326,440	29,545,834	41,872,274	
February	13,730,717	26,749,010	40,479,727	16,604,077	25,386,583	41,990,660	
March	12,328,374	29,854,387	42,182,761	11,597,678	34,231,634	45,879,312	
April	7,948,036	29,142,398	37,090,434	9,874,527	33,520,451	43,394,978	
May	7,426,303	29,213,457	36,639,760	7,733,005	37,649,218	45,382,223	
June	6,963,886	36,114,695	43,078,581	8,267,202	32,115,454	40,382,656	
July	13,645,297	25,267,518	38,912,815	11,373,040	33,915,940	45,288,980	
August	11,520,643	30,925,006	42,145,619	15,642,196	30,486,947	46,129,143	
September.	10,798,870	24,302,726	35,101,596	11,800,266	32,271,360	44,071,626	
October	10,198 973	29,825,978	40,024,951	8,953,324	32,303,113	41,256,437	
November:.	6.547,903	31,854,171	38,412,074	8,904,034	26,531,434	35,435,468	
Total	111,454,314	321.174 646	435.628.960	123,075,789	348 007 968	471 083 757	

EXPORTS F	ROM NEW	YORK.	CUSTON	IS RECEIPT	s.
	Total Me	rchandise.		At Net	v York.
Months.	1883.	1882.	Months.	1883.	1882.
	\$.	*		*	
January	28,891,932	27,845,940	January	12,574,838	13,387,516
February	23,423,360	25,735,057	February	12,191,603	13,585,053
March	32,094,694	25,572,484	March	12,438,301	13,999,139
April	28,101,404	25,794,331	April	9,194,388	11,906,105
May	27,237,663	25,335,470		8,148,813	11,981,893
June	27,857,611	27,459,233	June	13,624,534	11,428,930
July	25,805,455	29,874,674	Jaly	14,621,008	13,730,753
August	34,417,712	33,336,779	August	13,288,893	16,433,261
September	27,618,151	32,355,548	September	12,044,786	14,690,363
October	29,197,165	28,177,847	October	11,609,693	13,095,876
November	28,422,662	30,354,787	November	8,924,058	9,938,680
Total	321,070,809	311,845,150	Total	128,660,915	144,227,569

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:

	_			Bal	lan	ces.		
Date.	Receipts.	Paymenis.	Paymenis.		Coin.			Ourrency.
-	\$	*	_	*	-1			
Dec. 15	*15,916,946 7	5 *16,263,349 8	37	115,461,158 4	17	7.586.722 59		
" 17	1,571.598 9			116,128,299 (7.090.549 22		
" 18	1,598,657 5			115,261,639 2		6,971,690 01		
" 19	1,198,618 5	2 780,344 1	12	115,634,248 7	73	7,017,354 93		
" 20				116,796,752 5		6,858,414 37		
" 21	987,120 4	0 1,115,756 (1	116,775,065	3.1	6,751,465 66		
Total	23.622.008 7	5 23,489,758 8	18		- -			

* \$15.000,000 of above was a transfer from one account on the book to another.

Includes \$217,000 gold certificates taken out of cash. Includes \$1,500,000 gold certificates put into cash.

Toledo Cincinnati & St. Louis. - A dispatch from Boston, December 15, said: 'In accordance with the request embodied in the circular suggesting a plan for straightening out the affairs of the Toledo Cincinnati & St. Louis Railroad Company, the Toledo Cincinnati & St. Louis and the main line

bondholders held a meeting in this city to-day and chose committees to represent their respective interests in the general committee of all the divisions. The general committee, of which those appointed this noon form a part, will appoint a sub-committee of three, who will have full power to act for all interests. The bonds are to be consolidated and the bond-holders of each division are to receive the new bonds in proportion to the respective value of the several divisions constituting The Southeastern and Dayton division bondholders meet next Tuesday, the Cincinnati and Northern division on Thursday, and the Ironton division on Friday, to appoint their respective committees."

Trunk Line Pool.—The conference between the Trunk Line Standing Committee and the committee of the Chicago roads running eastward, held in New York this week, resulted in the adoption of the following resolution, which was given out by Commissioner Fink:

Whenever, in the judgment of the Commissioner, the authorized through freight rates are not strictly adhered to, or are evaded to an extent requiring action thereon, he shall give prompt notice of a reduction in the rates on the articles or classes upon which rates are not maintained to the basis of the lowest reduced rates. This resolution to take effect on Monday, Dec. 24, 1883. He shall make and announce similar reductions, under resolution four, passed by the Joint Executive Committee March 11, 1881. Notice is hereby given to all roads, members of the committee, or those exchanging traffic with them, that the above resolution will be acted upon strictly and promptly.

The difference between the old and the new regulations of the pool is explained to be that the new make the general reduction to the basis of the cut mandatory upon the Commis-

sioner, while before it was optional.

The Tribune remarks . "The Commissioner, contrary to rumor, has not yet made any recommendation of what percentage should be allotted in the trunk line pool to the Delaware Lackawanna & Western Railroad. He is hardly likely to do so before the decision of the arbitrators on the appeals taken by the five old trunk lines. Railroad men expect considerable discussion when the question comes up as to the pool proportions of the two new trunk lines. Unless the arbitrators modify Mr. Fink's recommendations for the old roads considerably, a very bitter feeling will be created. He reduced the previous percentage of the Pennsylvania system in both the Chicago and the trunk line pool, and gave the Erie a percentage which it emphatically regards as not equitable."

Union Canal-Phila. & Reading.—The Phila. North American reports: "It is understood that the Reading Railroad Company is preparing to foreclose the mortgage on the Union Canal, extending from Middletown to Reading. The mortgage is for \$3,000,000 and fell due on the 1st of November last. The Reading holds about \$1,897,000 of the bonds, which it bought some years ago at 19, for the sake of controlling a navigation line between the Schuylkill and the Susquehanna canals."

Union Pacific and the Tripartite Pool.—The directors of the Union Pacific Railway Company on Thursday unanimously approved the agreement with the Chicago Rock Island & Pacific and the Chicago Milwaukee & St. Paul companies. All the members of the board, including the five Government directors, were present at the meeting with the single exception of Elisha Atkins of Boston. The contract was read, and after some discussion on one or two of its provisions, was ratified without a dissenting vote. One of the clauses of the agreement makes the admission of a provision of the clauses of the agreement makes the admission of a provision of the clauses of the agreement makes the admission of a provision of the clauses of the agreement makes the admission of a provision of the clauses of the agreement makes the admission of the clauses of the agreement makes the admission of the clauses of the agreement makes the admission of the clauses of the c ment makes the admission of a new member of the alliance dependent on the unanimous consent of the other companies. It provides that Burlington & Quincy, Northwest and Wabash can become parties to the contract by agreeing to its terms. It also specifies that if Burlington & Quincy and Northwest join in the contract, they will be required to pool that part of their competitive business which they may gather in Nebraska west of the Missouri River. It authorizes General Manager Clark to receive the assent of other companies to the conditions of the contract. The Wabash and Missouri Pacific companies immediately applied for admission to the pool. President Keep of the Northwestern said: "We have done nothing in this matter, simply because we do not know what the contract is. I cannot say therefore what the company will do. I understand that the company will be invited to join the alliance, but I am not sufficiently informed about the terms of the contract to venture an opinion as to the action of the company." Nothing has been heard from the Chicago Burlington & Quincy officers.

-The Ontario Silver Mining Co., of Utah, has declared its 90th dividend of \$75,000, for November, payable at office of Messrs. Lounsbery & Haggin, 15 Broad Street, on the 31st inst.

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

Bonds.
\$1,000 B'klyn Water Loan
7s, due 1904.......140 & int.
\$4,000 B'klyn Water Loan
7s, due 1910.....143 & int.
\$1,000 Dry Dock E. B'way
& Battery RR., 1st mort.,
7s, due 1893.......118 & int.
\$10,000 Houston West Street
& Payonia Ferry RR., 1st Bonds.

& Pavonia Ferry RR., 1st mort., 7s, due 1894.1134 & int. \$2,000 New York Mutual Gas Light Co., 6s, 5-20...

1044 & int. Shares, 40 Safe Deposit Co. of N. Y.120 150 Harlem Gas Light Co....11534

14 Gallatin National Bank. 18712

Shares.

27 Manhattan Gas Light Co.260 21 Metropolitan Gas Light
Co. of Brooklyn.
25 Broadway & 7th Av. RR.

Co., common.....

for FRASER

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	Whe Paya	27.72				Olosec lusiv	
Railroads.				,				
Boston Revere Beach & Lynn	\$3	Jan.	1	Dec.	23	to		
Central of Georgia		Jan.	7					
Central of Georgia	1 34	Feb.	ī	Dec.	29	to	Jan.	25
Ch. St. P. Minn. & Om. pref. (quar.)	134	Jan.	21	Jan.	1	to	Jan.	22
New York New Haven & Hart	õ	Jan.	2					
Northern Central	1	Jan.	15	Jan.	1	to		
Norwich & Worcester	\$5	Jan.	10	Jan.	1	to		
Richmond Fredericksburg & Pot.	212	Jan.						
St. Louis Jack. & Ch. pref. & com.	\$5 ~	Feb.	1	Jan.	1	to		
Banks.	40	:			-			
Bank of America	5	Jan.	2	Dec.	22	to	Jan	. 6
Bank of New York	612	Jan.		Dec.				
Bowery National	5	Jan.						
Central National.	4	Jan.	2	Dec.	23	to	Jan.	. 8
Hanover National	$\hat{3}^{1}_{2}$	Jan.		Dec.				
Importers' & Traders' National	7 "	Jan.		Dec.				
Mercantile National	3	Jan.	2	Dec.	22	to	Jan	. 1
Merchants' National	312	Jan.	2	Dec.	21	to	Jan.	1
Merchants' National	3	Jan.	` 2	Dec. Dec.	23	to	Jan.	1
Metropolitan National	3 5	Jan.	'7	Dec.	19	to	Jan.	7
National Bank of Commerce	4	Jan.	7					
National Butchers' & Drovers'	$ar{4}$	Jan.	2	Dec.	20	to	Jan.	. 1
National Citizens'	312	Jan.	2		7			
National Park	5	Jan.	2	Dec.	21	to	Jan.	4
National Shoe & Leather	4	Jan.		Dec.				
Ninth National	$\tilde{3}_{2}$	Jan.		Dec.				
Oriental	5	Jan.						
Insurance.		1002						
Hamilton Fire	5	Jan.	2	Dec.	21	to	Jan.	1
Miscellaneous.	_		_	- 50.				
Brooklyn Trust	5	Jan.	2	Dec.	27	to	Jan.	2
Wells, Fargo & Co		Jan.		Jan.				
Wells, Pargo & Co	1 =	,0		own.				

NEW YORK, FRIDAY, DEC. 21, 1883-5 P. M.

The Money Market and Financial Situation.—There has been little change in the general commercial and financial situation during the week. The unsatisfactory state of the iron trade is indicated by the shutting down of some more mills in various sections of the country, and by the reduction of wages inaugurated by others. In the lumber and leather trades, and in the different lines of manufacture, there also continues to be much cause for complaint as to the narrow margin of profit left producers, and among jobbers and mercantile classes generally, quietness is the prevailing feature.

In connection with the general movement of products at the West, there has been an improvement in some particulars, not unaccompanied, however, by certain less encouraging features. The large movement of grain and live stock has given all the Western railroads a heavy business, and distributed money throughout the country, so that there has been some improvement in mercantile collections, which has brought funds into the Western city banks and relieved the money markets at Chicago and other Western cities. But at the same time a large amount of speculative capital has gone into these products and is holding them in store, the accumulation of grain at Chicago being now larger than ever before, and the visible supply of wheat in the United States being likewise the largest ever known. This is particularly unfortunate, because it comes at a time when the stock of breadstuffs abroad is also in excess of former periods.

The general features of the commercial situation as above indicated do not afford the prospect of satisfactory employment for the large amount of idle funds now in the market. Notwithstanding the large earnings of the railroads, threats of rate-cutting and of violent competition deter capital from investments in their securities. Not only is this true as regards dividend-paying stocks, but in the last week or two it has even acted to check investments in railroad bonds. The result, therefore, is that the amount of capital seeking temporary employment continues to increase.

The market during the week has been superabundantly supplied with money on call, the rates having scarcely varied from 2 and 2½ per cent during the whole time. A part of this is presumed to be money that is being held in bank for the payment of interest and dividends next month, and therefore available only for temporary use on call. Nevertheless the rates for time loans are still extremely easy, and money is to be had on collaterals for sixty days and even four months at 4 and 5½ per cent. The rates for mercantile discounts remain also unchanged at 5 and 5½ for 60 days and four months on first-class double-name paper and 6 and 6½ for single name paper.

The Bank of England gained £31,500 in specie in the last week. The reserve of notes and specie in the banking department was, however, reduced in the same time from 437% per cent last week to 43 1-16 per cent. The Bank rate of discount remained unchanged at 3 per cent, though the latest advices indicated a hardening of interest rates in the open market. The Bank of France lost 72,500 francs in gold during the week, but gained 1,550,000 francs in silver. The Imperial Bank of Germany gained 1,080,000 marks. British consols, as compared with a week ago, are ½ higher for both money and the account.

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. Dec. 15.	Differ'nces fr'm previous week.		1882. Dec. 16.	1881. Dec. 17.
Loans and dis. Specie Circulation Net deposits.	57,633,900 15,380,200 318,558,500	Dec. Dec. Dec.	191,200 32,200 389,700	57,856,500 18,059,100 288,412,300	20,127,800 284,927,600
Legal tenders. Legal reserve. Reserve held.		Dec.	\$97,325 483,400	20,326,500 \$72,103.075 78,183,000	\$71,231,900
Surplus	\$5,256,575	Inc.	\$ 585,825	\$6,079,925	lef. \$271,260

Exchange.—The market for sterling has been somewhat unsettled, and, owing to some increase for demand bills, the posted rates for these have been advanced 1c. on the £ to 4 86, while the sixty day bills have been advanced only ½ cent to 4 83. The demand for short-date bills is presumed to be incident to the settlements for the end of the year. The rates for actual business on Friday, the 21st, were as follows, viz.: Sixty days, 4 82@4 82¼; demand, 4 85@4 85¼; cables, 4 85½@4 85¾. Commercial bills were selling at 4 80½@4 81.

United States Bonds.—The tone of the Government bond market keeps steadily gaining in firmness and strength, and the long-date issues all command higher prices. The rise for the week on both the 4s and the 4½s is ½@3%.

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

	Interest Periods.	- Transport	Dec. 17.	Tec. 18.	Dec. 19.	Dec. 20.	Dec. 21.
4128, 1891reg.							
4148, 1891coup. 48, 1907reg.	QJan.	*123	*12318	12314	12318	*12318	*12314
4s, 1907 coup. 3s, option U.Sreg.	QFeb.	*1014	*10112	10112	10138	*10138	10138
6s, cur'cy, '95reg. 6s, cur'cy, '96reg.	J. & J.	*12912	*12912	*12934	*12934	×12934	*130
6s, cur'cy, '97reg. 6s, cur'cy, '98reg.	J. & J.	*13342	*13312	*13334	*13334	*13334	*134
6s, cur'cy. '99reg.	J. & J.	*13442	*13412	*1343	1343;	13434	*135

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

State and Railroad Bonds.—The movement of capital for investment in railroad bonds, which has been something of a feature for several months past, has evidently received a check in the last two weeks as the result of the unsatisfactory situation among the railroads. There is trouble in nearly all the railroad pools, arising out of increasing competition and the recent extension of new lines into the territories of those already in existence, and this not only depresses stocks, but seems also now to make capitalists more cautious about investments inbonds of roads so affected. There has been a comparatively small business during the week, but prices of a majority of the issues sold show declines which in some cases are important. The principal changes for the week have been as follows, viz: Declined—New York West Shore & Buffalo, 5s \$3\frac{1}{4}\$ per cent; Oregon Watertown & Ogdensburg consols 3 per cent; Oregon Short 1 per cent; Chesporks & Ohio Character 62. Navigation firsts 1 per cent; Chesapeake & Ohio Currency 6s 2; Texas & Pacific—Rio Grande Division—hrsts 114; Burlington & Quincy debenture 5s 1; Denver & Rio Grande consols ½; Chicago & Northwestern debentures 5g; Texas & Pacific land grant incomes 1; Erie second consols 1; and East Tennessee Advanced—Fort Worth & Denver City 6s 1/4: North. Pacific firsts 16; Chesapeake & Ohio firsts (Series B) 1/2; New York Chicago & St. Louis firsts unchanged.

State bonds continue dull. The sales during the week in-

State bonds continue dull. The sales during the week included Tennessee compromise at 44; do. 6s old at 38½; Georgia 7s gold at 112; and Louisiana consols at 75; District of

Columbia 3-65s sold at 1111/2@11234.

Railroad and Miscellaneous Stocks.—The stock market has been unsettled and generally depressed throughout the week by the very unsatisfactory condition of affairs in the Iowa and Colorado pools, arising out of the triple alliance formed by the Union Pacific, the Rock Island and the St. Paul in opposition to the Northwestern and the Burlington & Quincy. The three first-mentioned roads have bound themselv year contract and propose to admit the other lines only on condition that they will make certain concessions which it is not certain that they will agree to. The resignation of Mr. Villard from the presidency of the Oregon & Trans-Continental and Oregon Railway & Navigation companies, and the appointment of a committee to examine and report on the financial condition of the former, have also been among the events of the week which have caused large fluctuations in prices, particularly in the Northern Pacific group of stocks. A belief that the condition of the Oregon & Trans-Continental will be shown to be more favorable than is commonly believed, has helped to sustain that stock in the last few days. New York & New England stock has been affected by reports that the condition of the company was not as good as has been reported, and that its floating debt had been understated. The most important changes in the week have been as follows: Advanced—Denver & Rio Grande 3_4 ; Illinois Central 3_6 ; Lake Shore 5_6 ; Michigan Central 7_6 ; Northwestern 1^1_4 ; Northern Pacific 1. and do. preferred 2^3_4 . Declined—Canadian Pacific 176; Lackawanna 14; Louisville & Nashville 56; Missouri Pacific 36; New York & New England 536; Jersey Central 14; Oregon Railway & Navigation 214; Oregon & Trans-Continental 14; Pacific Mail 36; Ontario & Western, 256; Reading 56; St. Paul & Omaha Pfd. 36; Manitoba 114; Texas & Pacific 1; Wabash 136; and Union Pacific 2 per cent

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NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING DEC. 21, AND SINCE JAN. 1, 1853.

STOCKS.			GHEST AN	D LOWES	ST PRICES	3.	Sales of	Range Since	Jan. 1, 1883.		Full
	Saturday, Dec. 15.	Monday, Dec. 17.	Tuesday, Dec. 18.	Wednesday Dec. 19.	Thursday, Dec. 20.	Friday, Dec. 21.	the Week (Shares).	Lowest.		Year	-
RAILROADS. Atchison Topeka & Santa Fe Boston & N. Y. Air-L., pref Burlington Ced. Rapids & No	83 83	82 82			82 82	200. 21.	100	78½ Feb. 17		84 60	9519
Canadian Pacific	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	537_8 561_4 537_8 543_4 843_4 85	55^{1}_{4} 55^{3}_{4} 54^{3}_{4} 55 85 85	$54\frac{5}{8}$ $55\frac{1}{4}$ $54\frac{1}{2}$ $54\frac{1}{2}$ $84\frac{5}{4}$	$54\frac{1}{2}$ $55\frac{1}{4}$ $53\frac{7}{8}$ $54\frac{1}{2}$		$300 \\ 38.440 \\ 7,470$	75 Sept.24 487 Oct. 20 471 Oct. 17	86 Nov. 13 65 2 May 3	67	80 h 85 h
Central Pacific. Chesapeake & Ohio Do lst pref	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 65^{3}8 & 66^{3}8 \\ *14 & 16 \\ *25 & 27 \end{array}$	$\begin{array}{ccc} 65^{7}_{8} & 66^{1}_{4} \\ *14 & 15^{1}_{2} \\ *25 & 27 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	66 6638		3,350 7,572 300	68 ¹ 4 Jan. 8 61 Oct. 16 13 Oct. 17	90 Oct. 18 88 Jan. 5 233 Jan. 20	63 ¹ 4 82 ³ 8 19 ¹ 0	73 974 974 27
Do 2d. pref Chicago & Alton Chicago Burlington & Quincy Chicago Burlington & Quincy	$\begin{bmatrix} *17 & \cdots & \\ 1323_4 & 1323_4 \\ 1201_5 & 121 \end{bmatrix}$	$^{*17}_{134} ^{1}_{4} ^{1}_{134} ^{1}_{4} \\ ^{1}_{20} ^{1}_{2} ^{1}_{21} ^{3}_{4} \\$	1214 1224	$\begin{array}{ccc} 17 & 17 \\ *133 & 134 \\ 121 \cdot _8 & 121 \cdot _5 \end{array}$	17 17	*16 18	100 300 110	23 Aug. 14 1434 Oct. 18 128 Aug. 15	35½ Jan. 20 27 Jan. 22 137¼ Jan. 22	$ \begin{array}{c c} 27 \\ 21 \\ 127 \\ \end{array} $	41 4 29
Chicago Milwaŭkee & St. Paul Do pref Chicago & Northwestern Do pref	$116\frac{1}{2}116\frac{1}{2}$	11718119	1184 1194	$95\frac{5}{8}$ $96\frac{1}{4}$ *116 $\frac{1}{2}$ 117 $\frac{1}{2}$ 118 $\frac{1}{9}$ 119 $\frac{1}{9}$	953 963 *116 117 1183 1193	$94\frac{3}{8}$ $96\frac{1}{2}$	1,020	927 ₈ Oct. 17	1293 ₈ Apr. 13 1081 ₂ Jan. 20	1201_{2}^{2} 961_{2} 1141_{2}	$141 \\ 1284$
Chicago Rock Island & Pacific Chicago St. Louis & Pittsburg	118 11834 *1212 14	*12 13 ¹ 2	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$143 \atop 118 \atop 18 \atop 18 \atop 12 \atop 13 \atop 2$	14270 144	$1423_{4} 1431_{4} 1183_{4} 1183_{4}$	3,950 1 4,361 1	34 Oct. 17 17 ¹ 2 Aug. 13	140 ¹ 8 Apr. 13 157 Apr. 13 127 ¹ 4 Jan. 5	$\begin{array}{c c} 124 & 1 \\ 136 & 1 \end{array}$	1503 175 1404
Do pref. Chicago St. Paul Minn. & Om. Do pref. Cleveland Col. Cinn. & Ind	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	*35 40 34 343 ₄ 951 ₄ 96 68 683 ₄ *	$\begin{array}{cccc} *35 & 36 \frac{1}{2} \\ 34 \frac{7}{6} & 35 \\ 96 & 96 \frac{5}{8} \end{array}$	*35 37 35 35 96 96	$\begin{array}{cccc} *35 & 36 \\ 34 {}^{3}_{4} & 35 {}^{1}_{2} \\ 96 {}^{1}_{4} & 96 {}^{1}_{2} \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	4,350	10½ Aug. 31 33 Oct. 17 30 Oct. 17	22 Apr. 21 5734 May 16 55 Jan. 18	2934	581
Cleveland & Pittsburg, guar Columbus Chic. & Ind. Cent Delaware Lackawanna & West.				138 138	*6734 69		866	24 ¹ 2 Aug. 13	113 ¹ 4 Jan. 5 84 Jan. 5 142 Jan. 26	$egin{array}{c} 97^{1}_{2} \ 65^{1}_{2} \ 133 \end{array} 1$	17 923 40
Denver & Rio Grande East Tennessee Va. & Ga Do pref.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{bmatrix} 24 {}^{1}\!_{2} & 26 {}^{1}\!_{2} \\ 7 & 7 \end{bmatrix}$	$\begin{array}{cccc} 25 & 253_4 \\ 6^{1}2 & 6^{1}2 \\ *13 & 13^{1}4 \end{array}$	$\begin{array}{c} 117 & 117 \stackrel{1}{\downarrow}_2 \\ 25 \stackrel{1}{\downarrow}_2 & 26 \stackrel{1}{\downarrow}_2 \\ 6 \stackrel{1}{\downarrow}_2 & 6 \stackrel{1}{\downarrow}_2 \\ 132 & 6 \stackrel{1}{\downarrow}_2 \end{array}$	$\begin{array}{c} 116\frac{1}{4}117\frac{1}{2} \\ 25\frac{3}{8} & 26\frac{1}{4} \\ 6\frac{1}{2} & 6\frac{1}{2} \end{array}$	$\begin{array}{c} 116^{3}8 \ 117^{4}8 \\ 25^{4}2 \ 26 \\ 6^{3}8 \ 6^{4}2 \end{array}$	$\begin{array}{c c} 201,210 \\ 47,365 \\ 1,920 \end{array}$	11 \(\text{Oct. } 17 \) 21 \(\text{Aug. } 21 \)	01 2 May 311	$\frac{1164}{384}$	7458
Evansville & Terre Haute Green Bay Winona & St. Paul Hannibal & St. Joseph	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		51 51 4	$12\vec{i_4} 12\vec{i_8}$ *5 $5\vec{i_2}$	*1212 13 2	1238 1212	$egin{array}{c} 2,000 \\ 250 \\ 100 \\ \end{array}$	11 ¹ 4 Oct. 17 45 Aug. 28 5 Feb. 9	11 ¹ 4 Apr. 13 23 Apr. 14 75 Jan. 29 10 ⁷ 8 Apr. 12	$\begin{bmatrix} 15^{1}_{2} \\ 68 \end{bmatrix}$	16 26 86 34 16
Do pref Harlem	*51		*50 55	*50 55	*40 55		60 1	72 Jan 3	46 ³ 4 Jan. 17 97 ³ 4 May 5 00 Jan. 29 82 ¹ 2 Apr. 5	45 1	10 11 4 08
Do leased line Indiana Bloom'n & Western Lake Erie & Western	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	20 2012	2012 2012	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2014 2014	$\frac{1333 \cdot 1333 \cdot }{201_4 \cdot 201_4}$	535 12	7 Feb. 17	48 June 14111 844 Dec. 7	2734 18	921 ₃ 501 ₃
Lake Shore Long Island Louisiana & Missouri River	9734 9858	9814 9978 *68 70	*20 $^{21}_{2}$ $^{100}_{3}$ $^{67}_{4}$ $^{67}_{4}$	$\begin{array}{cccc} 21 & 21 & \\ 99 & 4 & 99 & \\ 68 & 68 & \\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	- 2002 1002-	$ \begin{array}{c c} 1,900 & 5 \\ 115,990 & 6 \end{array} $	3½ Oct. 16 234 Oct. 18 1	33 4 Jan. 18 14 % Jan. 18	$\begin{array}{c c} 23^{1} & 4 \\ 98 & 12 \end{array}$	19 1 ₉ 15 20 1 _e
Louisville & Nashville Louisville New Albany & Chic Manhattan Elevated	44 ¹ 2 45 ⁵ 8 *43 47			44 2 46 2	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$44^{5}8, 45^{1}2$	122,835	3 Sept.18 058 Aug. 27	25 Nov. 21 58 2 Jan. 20	$egin{array}{c c} 147_8 & 2 \ 46^4_2 & 10 \end{array}$	35 24 3034
Do 1st pref	*86 90 *	86 90	86 90 8 41 45	41 45	*86 90	*43 47 *86 90 *42 45	8	8 Aug. 14 8 0 Aug. 18	537 ₈ Feb. 9 00 Jan. 18	$\begin{array}{c c} 40 & 6 \\ 82 & 9 \end{array}$	8 018 1812
Memphis & Charleston		90 93 4	$\begin{bmatrix} 34 & 35 \\ 90 & 94 \end{bmatrix}$ *	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		*90 9212	$ \begin{array}{c cccc} 10 & 1 \\ 2,000 & 3 \\ 5 & 7 \end{array} $	2 to Oct. 18 4 Dec. 18	303 ₈ June 30 355 Jan. 8	$\begin{vmatrix} 15 & 3 \\ 424 & 8 \end{vmatrix}$	6 7 23 3
Do pref. Minneapolis & St. Louis	*38½ 39 19 19 *	19	40			907 ₈ 907 ₈ *38 40	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 June 11 1 5 Oct. 19 4	10 ¹ 8 Jan. 19 18 Jan. 4 18 Jan. 20	$\begin{bmatrix} 77 & 10 \\ 13 & 2 \end{bmatrix}$	5
Missouri Kansas & Texas Missouri Pacitic	$\begin{array}{cccc} 37\frac{1}{2} & 37\frac{1}{2} \\ 22\frac{1}{2} & 23\frac{1}{2} \\ 93\frac{3}{8} & 95 \end{array}$	$\begin{bmatrix} 37 & 37 \\ 23 \frac{1}{8} & 23 \frac{5}{8} \\ 93 \frac{1}{4} & 95 \end{bmatrix}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 15 & 15 & 15 & 15 & 15 & 15 & 15 & 15 &$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	13.647 1	5 Dec. 21 6 9 Oct. 17 3	0 ³ 4 Jan. 18 1 8 ¹ 2 Jan. 18 5 4 ⁷ 6 Jan. 18 6		63 4
Morris & Essex Nashville Chattanogra & St. L	$1223_4 \ 1223_4 \ 13$	22 12 122 12 *1	$\begin{bmatrix} 10 & 11^{1_{2}} \\ 22 & 124 \\ 54 & 58 \end{bmatrix}$	24 124 j		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	554 120	O Cet. 17 10 O Cet. 16 1 O Feb. 15 12	678 Apr. 9 8 912 Jan. 5 1 914 June 11 11	3658 115	2 12 5 34
New York Central & Hudson. ‡ New York Chic. & St. Louis. Do pref. New York Elevated.	19^{12} 19^{18}	*812 914	812 812	$13\frac{7}{8}\frac{114}{8}\frac{1}{8}\frac{1}{8}$		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\frac{35,286}{1,400}$	12 May 17 6 23 Oct. 18 12 7 Aug. 13 1 34 Oct. 17 3	9 l ₈ Mar. 10 12 5 l ₂ Jan. 5 1	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	734
	*85% 87 *	8612	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\frac{863_8}{294_8} \cdot \frac{864_2}{294_2}$.	29 2938	08 86 8634	600 8	Aug. 23 10 34 Oct. 19 8	5 Feb. 16 10 9 12 Mar. 5	0 109	
New York & New England New York New Haven & Hart. New York Ontario & Westorn	17634 17634		19 23 1	7 180 11	$\frac{18}{77}$ $\frac{19}{180}$ *1	$\begin{bmatrix} 79 & 79 \\ 181_2 & 191_2 \\ 77 & 180 \end{bmatrix}$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Aug. 13 8	3 Jan. 5 6	5 60	314)19
Norfolk & Western	*5 6 2 *16 17			5 5	*434 512	$egin{array}{cccc} 163_4 & 174_4 & 5\\ *43_4 & 54_2 & 155_8 & 17 & 15$	$egin{array}{c c} 20,530 & 15 \ \hline 100 & 4 \ 155 & 14 \ \hline \end{array}$	⁵ ₈ Dec. 19 29 ⁷ ₈ Oct. 15 8 Oct. 16 2		0 12 31	78
Do pref	50 5234 4	$\begin{bmatrix} 24 & 27^{1}_{8} & 2\\ 19^{3}_{4} & 59 & 5 \end{bmatrix}$	$133_4 433_4 *4$ $253_4 275_8 2$	$3^{1_4} \cdot \cdot 1_{5^{1_2} 26^{1_4}}$	26 - 273 = 2		$egin{array}{c ccc} 50 & 10 \\ 1,600 & 32 \\ 39,048 & 23 \\ \hline 50,048 & 23 \\ \hline \end{array}$	Apr. 26 18 Aug. 14 49 18 Oct. 17 5	3 Jan. 8 1 34 Jan. 20 4 3 s June 14 2	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	
Onio Southern	25 12 26 2	24 4 25 8 2	$\begin{bmatrix} 3^{1}_{4} & 3^{1}_{4} \\ 24^{-1}_{4} & 24^{1}_{4} \end{bmatrix} = 2$	3 314	278 3	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c c} 3,490 & 2 \\ 5,530 & 23 \end{array}$	7 ₈ Dec. 20 36	14 Apr. 13 1 34 Apr. 13 2		58
Philadelphia & Reading	$14\frac{1}{2}$ $15\frac{1}{4}$ *1 $56\frac{1}{2}$ $57\frac{1}{8}$ 5	4 2 15 4 *1	$\frac{4}{14}$ $\frac{15}{12}$ 1	4 2 14 2	$143_4 \ 143_4 $	15 15	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	¹ 4 Dec. 15 89 Aug. 30 28	34 Apr. 24 11 3 Jan. 19 60 3 Jan. 18 23 40 June 15 46	98	34
Rich. & Allegh, stick trust ctfs.			412 412	58	34 4 134 4			4 Sept.24 138	Jan. 16 130 2 Apr. 16 13	3 40	_
St. Louis Alton & Terre Haute Do pref			$5^{5}8 \cdot 16^{1}8 \cdot 1$	5^{3}_{4} 15^{7}_{8} 1	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{ccc} 28 & 28 \frac{1}{2} \\ 5 \frac{5}{8} & 15 \frac{5}{8} \\ 5 & 49 \end{array}$	$ \begin{array}{c cccc} 2,100 & 21 \\ 2,665 & 14 \\ 35 \end{array} $	Feb. 16 39 Aug. 11 23 Oct. 16 85	June 2 23 Apr. 4 17	263	lg 2
St. Louis & San Francisco Do pref. Do 1st pref.	$egin{array}{cccccccccccccccccccccccccccccccccccc$	4 44 *4:	3 45 *4	3 45 *4	25 27 *2 13 45 *4	2 45	$ \begin{array}{c c} & 100 \\ & 100 \\ & 110 \\ \end{array} $ $ \begin{array}{c c} & 80 \\ & 20 \\ & 41 \\ \end{array} $	Oct. 4 103 Oct. 17 36 Aug. 14 59	Apr. 11 55 ¹ 4 May 31 31 ¹ 2 June 2 43	94	¹ 2 ⁷ 8
St. Paul & Duluth Do pref St. Paul Minneau, & Manitoha			9 10014 99				87 33 90	Nov. 12 97	⁷ ₈ Jan. 9 26 ³ ₄ June 16 68	3 ₄ 106 423 99	1 ₂ 3 ₄
Wabash St. Louis & Pacific	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$0^{3}8 21 20 \\ 1^{3}4 76^{7}8 75$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 0 & 203_8 & 166_4 & 794_2 & 506_4 \end{array}$	$6,261 \mid 19 \ 6,935 \mid 73^{\circ}$	4 Nov. 28 169 Oct. 17 43 8 Dec. 17 104	Jan. 18 34 Jan. 1- 98	55 14 1198	4
American Tel. & Cable Co.	6:	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{bmatrix} 17_8 & 327_2 \\ 3 & 63 \end{bmatrix}$	214 3212 3			2,350 291		¹ 4 Jan. 18 23 ¹ 2 Jan. 1 45 ¹ 8 June 15 65	7 _e 71°	
Colorado Coal & Iron	$15\frac{1}{4}$ $15\frac{1}{2}$ $105\frac{1}{2}$ 105	3 1612 16	5 2 16 2 16	174 *1	5 16 12 10.		$1,215 \mid 1181 \\ 1,215 \mid 14$	14 Dec. 3 140 Oct. 13 39 Oct. 17 112	¹ ₂ Aug. 30 125 ¹ ₈ Apr. 16 25 ¹ ₈ Apr. 14 102	132 537	
Oregon Improvement Co	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	7 68 69	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	67	58	$\begin{bmatrix} & 130 \\ 8 & 58 \end{bmatrix}$	$\begin{array}{c c} & 15 \\ & 24 \\ & 55 \\ & 290 \\ & 58 \\ \end{array}$	Aug. 31 25 Mar. 13 125 Dec. 21 91	Jan. 17 19 July 20 37	76 301	
Pullman Palace Car. *12	$\begin{vmatrix} 2 & 424 & 41 \end{vmatrix}$	$1\frac{1}{4}$ $42\frac{1}{2}$ 42 $1\frac{1}{2}$ $120\frac{1}{2}$ *120	2^{1}_{4} 42^{1}_{4} 41 12^{1}_{2} 121^{1}_{2} 120	$\begin{bmatrix} 3_4 & 42 & 4 \\ 1_8 & 120 & 18 \end{bmatrix}$	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$13_4 42 = 0$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Oct. 17 150 Aug. 14 443 Feb. 23 134	June 14 128	483	
Western Union Telegraph.	$\begin{bmatrix} 30 & *28 \\ 8 & 785_8 & 77 \end{bmatrix}$	$\begin{bmatrix} 31 \\ 78 \end{bmatrix} * \begin{bmatrix} *25 \\ 783_4 \end{bmatrix} * \begin{bmatrix} 78 \end{bmatrix}$	$\begin{vmatrix} 32 & *28 \\ 1_4 & 79 & 78 \end{vmatrix}$	30 *23 1 ₂ 783 ₄ ‡70	$\begin{bmatrix} 5^{1}_{2} & 6 \\ 5 & 30 \\ 6^{1}_{2} & 78^{3}_{4} \end{bmatrix} \frac{\dots}{76}$		$\begin{vmatrix} 5 \\ 30 \\ 713 \end{vmatrix}$		2 Mar. 3 8 2 Mar. 6 40 4 June 14 76	1	4
Umiled States	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	18 51.8 81	$^{1}_{\mathbf{1_{2}}} ^{1}_{\mathbf{1_{2}}} ^{1}_{\mathbf{1_{2}}} ^{1}_{\mathbf{1_{2}}} ^{1}_{\mathbf{1_{2}}} ^{1}_{\mathbf{1_{2}}} ^{1}_{\mathbf{1_{3}}} ^{1}_{1_$	14 9014 91		91^{1}_{2}	20 1264 333 88	May 5 135 Mar. 16 941 May 17 65	Jan. 5 133 4 June 9 90	974	2
INACTIVE STOCKS.	5 117 *115	116 115	12 115 12 *113		116 116	5 116	105 113	Oct. 26 128	2 Jan. 6 62 June 21 125 Oct. 5 126	132 135	i
Chicago & Alton, pref. Columbia & Greenville							10	Nov. 15 174	June 18 14 Oct. 5 130	30 146 104	
Rome Watertown & Ordenst	0 80 78	78					$\begin{array}{c c} 150 & 78 \\ 99 \end{array}$	Aug. 27 92 July 31 107	Mar. 12 82	9612	
United Co's of New Jersey Virginia Midland				20	34 2034		$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Oct. 30 34 Nov. 15 27 5 Jan. 23 197	Mar. 8 20 June 19 15 Nov. 21 183	40 31 188 ¹ 2	
Maryland Coal	012 13	3 ₄ 223 ₄ 12 *11	13	*10	12 *10	13	$ \begin{array}{c cccc} 200 & 20 \\ 100 & 8 \\ & 10 \end{array} $	Jan. 9 313 Nov. 14 19 Nov. 24 17	Jan. 19 155 Jan. 15 13	8 1934 26	
		*9	*260	*9			18	Oct. 12 14 Feb. 10 354 Nov. 12 2803		40	

^{*} These are the prices bid and asked; no sale was made at the Board. † Ex-privilege. ‡ Lowest price is ex-dividend. § 11534 cash "under the rul

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

					6 4 1	,		1			
SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask
Class C, 4s, 1906	19 19 102 ¹ / ₂ 103 105 105 112	14½ 103 108 108 114 75¼	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, loan, 1891 6s, loan, 1892 6s, loan, 1893	116 107 108 109 111 114 120 110 110 110 113 115 117 30		N. Carolina—Continued— No Carolina RR., J.&J† Do A.&O† Do 7 coup's off, J.&J. Do 7 coup's off, A.&O. Funding act, 1866-1900 Do 1868-1893 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 W'n. & Tar R. Consol. 4s, 1910 Small. Ohio— 6s, 1886 Rhode Island— 6s, coupon, 1893-99	160 160 130 130 10 10 16 16 3 4 4 82 82 81	12 12 12 12 6 6 4 6 6 6 84	non-fundable, 1888, 1893 Rrown consol'n 6s, 1893 Tennessee—6s, old, 1892-8-1900 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 8mall bonds Registered.	38 ¹ 4 38 ¹ 2 43 43 55 58 60 39 55 9 112 ³ 4 112 ³ 4	39 44

Louisiana— 7s, consol., 1914 75 75-4 7s, small	6s, loan, 1893 N. Carolina—6s, old, J.&J. 6s, old, A.& O	30	6s, 1886 Rhode Island— 6s, coupon, 1893-99	10612	Funding 5s, 1899
	R	AILROAL	BONDS.	.11: (Do legisterou 112 4
Railroad Bonds.	Del. L. & W.—Contin'd— 78 of 1871, 1901		Mich. Cent.—Con.7s,1902 Consolidated 5s, 1902	*123 ⁱ 2 124 ⁱ 2 104 ⁱ 2	Penn. RR.—Continued— St.L.V.&T.H.—1st,g.,7s 1161 ₂ 118
(Stock Exchange Prices.)	N V Lack & W —1st. 68	124 12434 12078	6s, 1909	*101	2d, 7s, 1898
Alleg'y Cen.—18t, 08, 1522	Del. & Hud. Can.—1st, 7s 7s, 1891 1st, ext., 7s, 1891	115 116	Registered, 5s, 1931 Jack.Lan. & Sag.—6s.'91 Mil. & No.—1st, 6s, 1910.	97	Pitts. B.& B.—1st,6s,1911 * 90 Rome W.&Og.—1st,7s,'91 107 Con. 1st, ex. 5s, 1922 67 ³ 4 68 ³ 4
Sinking fund, 68, 1911. Atl. & Pac.—1st, 68, 1910 Balt.& O.—1st,68, Prk. Br. 112	Coup., 7s, 1894	127	Mil.L.S.&W1st,6s,1921 Minn.&St.L1st.7s,1927	100 12 101 121	Roch & Pitt.—1st,6s,1921 107 9124 92
Bost. Hartf. & E.—181, 78	Alb. & Susq.—18t, 78	104	Iowa Ext.—1st, 7s, 1909 2d, 7s, 1891	105	Rich. & Al.—1st, 7s, 1920 67 68 Rich. & Danv.—Cons.g.,6s 9734 98 Debenture 6s, 1927 6112
Bur.C.Rap. & No.—18t,58 100 2 101 Minn & St. L.—1st.78,gu *125	1st.cons., guar.7s, 1906 1st.cons., 6s, 1906 Rens. & Sar.—1st.coup.		S'thw.Ext.—1st,7s,1910 Pac.Ext.—1st, 6s, 1921. Mo.K.&T.—Gen.,6s, 1920	$\begin{array}{c c} 110 & 110 {}^{1}_{2} \\ 101 & 101 {}^{1}_{2} \\ 81 & 81 {}^{1}_{4} \end{array}$	Atl.&Ch.—1st, p., 78., '97 108
C.Rap.Ia.F.&N1st,6s 102 90	1st, reg., 1921 Denv.& Rio Gr.—1st.1900	*133	Cons. 7s, 1904-5-6 Cons. 2d, income, 1911.	$108^{3}_{8} 108^{1}_{2} \ 67^{1}_{4} 67^{1}_{2}$	Scioto Val.—1st. cons., 7s. St. L. & Iron Mt.—1st, 7s. *115
Buf. N.Y. & Phil.—18t, 68 160 Can. So.—1st, int. g'ar. 58 9734 98	1st consol., 7s, 1910 Denv.So.P.&Pac.—1st,7s.	$95^{1} \cdot 2 \cdot 96^{1} \cdot 4$	H. & Cent. Mo.—1st.'90 Mobile & Ohio.—New. 6s.	103^{1_2} 105^{1_2} 104^{1_2}	2d, 7s, 1897
2d, 5s, 1913	Den. & Riog. West1st,6s Det. Mac. & Marq.—1st,6s Land grant, 3 ¹ 2s, S. A.	90	Collat. Trust, 6s, 1892 Morgan's La. & T.—1st, 6s Nash.Chat. & St. L.—1st, 7s	119	Gen r'v. 1 gr 5s 1931 73 74
Char. Col. & Aug.—18t, 18	E.T.Va.& G.—1st,7s,1900	11-2 10	2d, 6s, 1901	104	St. L. Alton & T. H.—1st. 115 2 2d, pref., 7s, 1894 110 112 2d, income, 7s, 1894 * 105 58
6s, gold, series B, 1908. 95 97 878 1473	Eliz.C.& N:—S.f.,deb.c.6s	93-2 97	Deb. certs, extd. 53 N.Y.C. & H.—1st, cp7s 1st, reg., 1903	1024 100	Bellev. & S. Ill.—1st, 8s St. P. Minn. & Man.—1st, 7s
6s, currency, 1918	Erie ISI extended, 10	10134 10178	Huds. R.—7s, 2d, s.f., '85'	1.7	2d, 6s, 1909
Chicago & Alton—1st, 7s. 123 2	2d, extended, 5s, 1919	101 1/2	N. Y. Elev'd—1st,7s,1906. N. Y. Pa. & O.—Pr.Pn.6s,'95	120	Ist consol, 6s, 1933 102 5 103 Min's Un.—1st,6s,1922
La. & Mo. Riv.—1st, 7s. * 122 2d, 7s, 1900 St. L. Jack. & Chic.—1st *117	4th, extended, 5s, 1920. 5th, 7s, 1888	$103\frac{1}{2}$ 109 $127\frac{1}{4}$ $127\frac{3}{4}$	N.Y.C.&N.—Gen.,6s,1910 Trust Co., receipts N.Y. & New Eng.—1st. 7s	* 102 103	So. Car. Ry.—1st, 6s, 1920 105 2d 8s 1931 98 99
1st, guar. (564), 7s, 794 2d (560), 7s, 1898	1 toons to come is	10712	N.Y.C.&St.L1st,6s.1921	10214 10258	Shen'd'h V.—1st, 7s,1909 109 110 General 6s, 1921 75 80
		130 131	2d, 6s, 1923 N.Y.W.Sh.& Buff.—Cp.5s N.Y. Susq. & W.—1st, 6s	85½ 88 6876 6378 83 83¼	Tex.Cen.—1st,s.f.,7s,1909 107 108 1st mort., 7s, 1911 106 108 108 Tol. Del. & Bur.—Main,6s 20
C.B.&Q. —Consol. 78, 1903 129 12	Buf.&S.W.—M. 6s, 1908	$\frac{95}{101^{12}}$	Debenture, 6s. 1897	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1st, Dayt. Div., 6s, 1910 10 1st, Ter'l trust, 6s, 1910 10
Ia. Div.—S. F., 58, 1919 104 Sept.	Mt. Vern.—1st. 6s. 1923 Fl't & P. M'rg.—M.6s.1920	*110	N.Y.N.H.& H1st, 1g.,4s Nevada Cent.—1st, 6s	1059, 1051	Wab. St.L. & PGen'l,6s 68 70
Denver Div.—4s, 1922	Gal. Har.&S.Ant.—1st,6s	1100 19	N Pac -G lo Ist co.bs	*105	Chic. Div.—5s, 1910
C. R. I. & P.—6s, cp., 1917 6s, reg., 1917 Keo. & Des M.—1st, 5s 102 103 105	Gr'n Ray W. &S. P.—1st.6s	85	Nort. & W.—G1, 68, 1931. New Riv'r—1st.6s, 1932.	97 2	Iowa Div.—6s, 1921 *81 Ind'polis Div.—6s, 1921
Central of N. J.—1st, '30.' 113'4 113'2	Gulf Col. & S.Fe-78, 1908	1047, 1184	Ohio & Miss.—Consol. s. f. Consolidated 7s, 1898	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Detroit Div.—6s, 1921
Conv., assented, 78,1902 113 1134 Adjustment, 78, 1903 1044 2 105	Hous.& T.C.—1st, M.L.,78	108	2d consolidated 7s, 1911 1st, Springfield Div., 7s Ohio Central—1st,6s,1920	116 2 118 2	Wabash—M., 7s, 1909 56 107 101 101 101 101
Leh.&W.B.—Con.g'd.as 102 \(\frac{1}{2} \) 104 Am.D'k&Imp.—5s,1921 91 CM.&St.P.—1st, 8s. P.D. 132 133	1st, Waco & N., 7s 2d consol., main line, 8:	122 124	1st Ter'l Tr., 6s, 1920 1st Min'l Div., 6s, 1921.		2d, ext., 7s, 1893 98 Equip. b'ds, 7s, 1883 30
		01 2	Ohio So.—1st, 6s, 1921 Oreg'n&Cal.—1st,6s,1921 Or.&Trans'l—6s,'82-1922	78 80	Consol. conv., 7s, 1907 84 105 12 107 2d, 7s, 1893 98 98 9834
1st, 7s, \$ g., R. D., 1902. * 128 1st, LaC. Div., 7s, 1893. 118 ¹ 4 119 ¹ 2 1st, 1. & M., 7s, 1897. * 119		115	Oreg. Imp. Co.—1st, 6s Panama—S.f., sub. 6s, 1910	88	Q. & T.—1st, 7s, 1890.
1st, I. & D., 7s. 1899 *119 ¹ 2 1st, C. & M., 7s. 1903 125	Middle Div.—Reg., 58. C.St.L.&N.O.—Ten.l.,78	3 117	Peoria Dec. & Ev.—1st, 6s Evans. Div., 1st, 6s, 1920	$101 103 \\ 100^{1}2$	111.&So.Ia.—1stEx.,68
Consol. 7s, 1905		. 1:0	Pcoria & Pek. U'n—1st,6s Pac. RRs.—Cen. P.—G.,6s San Joaquin Branch.	113 2	Ont. Div.—1st, 7s 109 112 Clar'da Br.—6s,1919 St. Chas. Br.—1st,6s 80½
8. W. Div., 1st, 6s, 1909. 109 109 5	2d Div., 7s, 1894 Ced. F. & Minn.—1st. 7s	115	Cal. & Oregon—1st, 6s	*103 4	No. Missouri-1st, 7s. 120 2 123 West. Un. Tel.—1900, cp. 112
1st. H. & D., 7s. 1910 1194	Ind. Bl. & W.—1st prf. 7:	85 86	Land grant bonds, 6s. West. Pac.—Bonds, 6s So. Pac. of Cal.—1st, 6s.	*11112	1900, reg. 1111 ₂ 112 ¹ 4 N.W. Telegraph—7s, 1904 Mut. Un.T.—S. F., 6s, 1911 81 81 ⁵ 8
Ch. & Pac. Div., 6s, 1910 11234	2d, 4-5-6s, 1909 East'n Div.—6s, 1921 Indianap.D.&Spr.—1st,7	. 90			Oregon RR. & N.—1st, 6s 107 107 2
C.& L. Sup. Div., 5s, 1921 9375 937	2d, 5s, 1911s Int.& Gt.No.—1st.6s,gold	i 109 111	Union Pacific—1st, 6s Land grants, 7s, '87-9.	10842	INCOME BONDS. (Interest payable if earned.)
C. & N'west.—S.fd.,7s,'85 106 Consol. bonds, 7s, 1915 *130 Extens'n bonds, 7s, '85. 106	Coupon, 6s, 1909 Kent'ky CenM.,6s,191 L.Sh're-M.S.&N.I.,s.f.,7	1	Collateral Trust, 6s		Alleg'y Cent.—Inc., 1912. Atl. & Pac.—Inc., 1910 2212 23
1st, 7s, 1885	Cleve. & Tol.—Sink. fd New bonds, 78, 1886.	10612	Kans. Pac.—1st.6s.'95	$107 - 112 \\ 1073_4$	Central of N. J.—1908
Reg., gold, 7s, 1902	Cleve. P. & Ash.—78 Buff. & Erie—New bds	1113	Den. Div.,6s,as'd,'99 1st consol., 6s, 1919	98 9834	Chic. & E. Ill.—Inc., 1907
Sinking fund, 5s, 1929. 10234 1033 Sinking Pd.deb. 5s, 1933 9234 93 Escan'a & L.S.—1st, 6s.	Det.M.&T1st,7s,190	6 123	C.Br.U.P.—F.c.,7s,'95 At.C.&P.—1st,6s,1905 At. J.Co. &W.—1st, 6s	9312 94	Des M. & Ft. D.—1st, inc., 6s Det. Mac. & Marg.—Inc. E.T. V. & Ga.—Inc., 6s, 1931 28-2 29-4
Des M. & Min's—1st, 7s Iowa Midland—1st, 8s. *130 131;	Consol., coup., 1st, 7s Consol., reg., 1st, 7s.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Oreg. Short L.—1st,6s Ut. So.—Gen.,7s,1909	$\begin{vmatrix} 927_8 & 93 \\ 105 & \dots \end{vmatrix}$	G. Bay W. & St. P.—2d, inc. *10 16 Ind. Bl. & W.—Inc., 1919
Peninsula—1st,conv.7s 121 Chicago & Mil.—1st,7s. 123 Win.& St. P.—1st,7s,'87 108 ¹ 4	Consol., coup., 2d, 7s	118 2 119 4	Mo. Pac.—1st, cons., 6s.	102 1024	Consol., Inc., 6s, 1921Ind's Dec.& Spr'd—2d inc. Trust Co. certificates
2d, 7s. 1907 119 119 Mil.&Mad.—1st,6s,1905	1st consol., 5s, 1931	*100 -1005 ₈	Pacific of Mo.—1st, 6s	$106 \\ 112^{1}2$	Leh. & Wilkesb. Coal—'88 67 ¹ 2 Lake E. & W.—Inc.7s, '99 40 's 40 ¹ 2
C.C.C.& Ind's—1st,7s,s.f. 120½	Cecilian Br'ch-7s, 190 N.O.& Mob1st, 6s193	7 103 97	St. L.& S.F.—2d,6s,cl.A 3-6s, class C, 1906	*9578	Sand'ky Div.—Inc., 1920 28 45 Laf. Bl. & Mun.—Inc. 7s, '99 40 45 Mil. L. S. & W.—Incomes 78 80
Consol. S. F., 7s, 1914. *117 ¹ 2	2 E. H. & N.—1st,6s,191	$9 \mid 100\frac{1}{2} \mid 103$	3-6s, class B., 1906 1st, 6s, Peirce C.& O Equipment, 7s, 1895		Mil. L. S. & W.—Incomes *78 80 Mob. & O.—1st prf. deben. 60 ½
N. Wis.—1st, 6s, 1930. St.P.&S.C.—1st, 6s, 1919 114 ² 4 116	Pensac'la Div.—6s, 192 St. L. Div.—1st, 6s, 192	1 *10512	Gen. mort., 6s, 1931 So. Pac. of Mo.—1st	105 2 106	3d pref. debentures*
Chic.&E.III.—1st,s.f.,cur. 98 Chic.St.L.&P.—1st,con5s *85	2d, 3s, 1980 Nashy, & Dec.—1st, 7s	*51 53 117		90 92	N.Y.Lake E.&W.—Inc.6s 77 ¹ 2
1st, con., 5s, reg., 1932 102 Chic. & Atl.—1st, 6s, 1920 102 Chic. & W. Ind.—1st, s f. 6s 106 109	Leban'n-Knox-6s,193 Louisv.C.& L6s, 193	1	1st, RioG. Div., 6s, 1930 Pennsylvania RR.—	7438 75	Ohio Cent.—Income, 1920 122 Min'l Div.—Inc. 7s, 1921 22
Gen. M., 6s, 1932 1017 ₈ 104 ² Col.& Green.—1st,6s,1916	8 L. Erie & W.—1st, 6s,191 Sandusky Div.—6s,191	95 96	Pa. Co's guar. 4 28,1st c. Registered, 1921		Ogdens.&L.C.—Inc., 1920 PeoriaD.&Ev.—Inc., 1920 *50
2d, 6s, 1926	Laf. Bl.& M.—1st,6s,191 Louisv.N.Alb.&C.—1st,6	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1st, reg., 7s, 1900		Evans. Div.—Inc., 1920 Peoria& Pek. Un.—Inc., 68 Roch. & Pitts.—Inc., 1921 45 46 2
Mortgage 7s, 1907	N.Y.&M.B'h-1st,7s,'9 Marietta & Cin.—1st, 7s	1	Pitts. Ft. W. & Ch.—1st 2d, 7s, 1912	$138\frac{1}{2}$	Rome W. & Og.—1nc., 7s. 30 34 50. Car.Ry.—1nc.,6s, 1931 55 64
Morris & Essex.—1st,7s 134 135 134 135 135 136 135 136 136 137 138	Metr'p'lit'n El.—1st,190	103	3d, 7s, 1912	123 131	
Боша, (8, 1900	. Intex. Cell.—18t, 78, 1911	60	4th, sink. fd., 6s, 1892	1 110 2	St. L. A. & T. H Div. bds. *50 55

^{*} No price Friday-these are latest quotations made this week.

New York Local Securities.

	The second secon					
Bank Stock List.	Insurance Stock List. [Prices by E. S. Bailey, 7 Pine St.]					
COMPANIES. PRICE.	The second secon					
Marked thus (*) are Par. Pid Ask	COMPANIES. Par.	ICE				
not National. Bid. Ask.	Bid.	As				
Amer. Exchange 100 129 140	American	155				
Broadway 25 250	Bowery 25 150	114				
Butchers' & Drov's' 25 141	Broadway 25 165	153 175				
Central 100	Brooklyn 17 160	167				
Chatham	Citizens' 20 1.10	150				
Chemical	City	125				
Citizens' 95	Clinton 100 110 Commercial 50 60	120				
UILV 100 1280	Continental 50 60 240	90				
Commerce 100 150 154 Continental 100 121	Eagle 40 915	$\begin{array}{c} 250 \\ 253 \end{array}$				
Corn Exchange* 100 121	Empire City 1100 75	80				
East River. 25 123	Exchange 130 00.	100				
Eleventh Ward* 25 11.5	Farragut 50 115	125				
Fifth 100	Firemen's	87				
Fifth Avenue* 100 400	Evanlelia P. Thursday	80				
First 100 123	German-American 100 900	$\frac{117}{205}$				
	Germania 1 50 1100	140				
Gallatin 50 171	G100e 50 110 1	115				
Garfield 100 116	Greenwich 95 9ga 16	290				
German American 75 103		65				
German Exchange* 100		116				
Greenwright	110Hman 50 95	$\frac{140}{90}$				
Uonoman	110me 1100 115 1	.50				
Imp. & Traders' 100 269	Howard 50 Ro	Gō				
	Irving	70				
Manhattana 100 160	Alnes C'nty (Rkn) 190 1105 16	30 00				
Marine	Allickerbocker 140 25	90				
Market	long 1st d (B'klyn) 50 110 1	15				
Mechanics' 25 148		70				
Micchanics & Trade's 95	Louis de l'Essadant de la laction de laction de laction de laction de la laction de la laction de la laction de laction de laction de la laction de laction de laction de la laction de la laction de l	10				
Moranantal	dechanges' (Bklyn) 50 1105 11	$\frac{15}{35}$				
Marchantal	dercantile 50 co	65				
Metropolis*	terchants' 50 05 11	00				
MCHODOMAN TOO SIG		10				
Naceans	attonal	17)()				
None Visit	.) . Equitable 25 150 5	30				
New York County 100, 135	. Y. Fire 100 75	50				
N. 1. Nat. Exch 100		(1)				
North American	acilic 95 1170 116					
North Discount P	ark 100 110 11					
Oriental*	eter Cooper on 150 150					
Pachic* 50 169	bonis 50 108 11	5				
People's 100 102 108 R	elief 50 57 17					
Dhowi-	ephiblic too loo loo	5				
Produce*	migui 8 25 1115 110	0				
Republic 100 115 1100	andard 50 100 10					
St. Nicholas*	erling 100 55 6	5				
Seventh Ward 100 110 St	UVVeshipt 95 105 110	2				
Shoe & Leethan	adesmen's					
State of New York* 100 125	miled Mates 95 197 119					
Third	estchester 10 120 12	6				
Tradesmen's	illiamsburg City. 50 200 210	0				
Union 50 172						
wan street 50						
West Side* 100						
	-1 1					

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

	1	1	1				
GAS COMPANIES.	Par.	Amount.	Period	Rate	Date.	Bid.	Ask.
				, m	*	137(1.	ASK.
Brooklyn Gas-Light	25	2,000,000	Varia	5	May, '83	125	100
Citizens' Gas-L. (Bklyn)		1,200,000	Var's	3	July 183	90	130
Bonds		1 315,000	A. & O.	34		107	$\frac{92}{110}$
Harlem	50	11,800,000	F. & A	3	Ann 192	115	117
Jersey City & Hoboken	20	750,000	J. & J.	710		155	165
Manhattan Metropolitan	50	4,000,000	J. & J.	5	Dec. '83	260	265
50003	- (1/1	2,500,000	M. & S.	6 1	Aug., '83	200	210
Mutual (N. Y.)	500	750,000	F. & A.	3		105	110
Donas	100	3,500,000	Quar.	212	Oct., '83	125	128
Massau (BKIVD.)	9.5	1,500,000	M.d.N.	6		104	106
SCIID	Vanto	1,000,000		3	Sept., '82	70	
TION TOPK	7/1/1	700,000 4,000,000	M.d.N.	3 2	Nov., '83	85	87
People's (Bklyn.)	10	1,000,000	M.C.N.	$\frac{5}{21}$	Mov., '83	140	i45
Bonds	1,000	375,000	M & N	91.	Jan., '76		74
Donos	Var's	125,000	Var's	3^{2}	Nov., '83		110
Central of New York	. 50	466,000	FEAL		Oct., '83	96	100
Williamsburg	50	1,000,000	Quar		Aug., '83 Nov , '83	110	80
	1,000	1,000,0000	A. & O. 1		Oct., '83	105	117
bictropoman (Rglen)	100	1,000,000]	M.&N. :		July, '83	91	93
au tillellittl		3,000,000	1 :	0	Dec., '83		195
Bonds.		750,000 3	M .G N I	3	1000		10
Fulton Municipal	100	3.000.000	- 1	- 1		110	115
Bonds Equitable		0,00,000	. W)	- 11	05 1	07
	***********	2,000,000		• • • • • •		92 - 1	95
[Quotations by	H. L. (RANT. Br	oker 1	15	Broadway	1	
Bl'cker St. & Fult. F Stk						.]	
let ment star Full. F Stk	100	1.(000,000	. de J.	3, J	::14 199	99	0-

[Quotations by H. L. Grant, Broker, 145 Broadway.]	
Dual Strain Strain, Broker, 145 Broadway.]	
Bl'cker St. & Fult. F.—Stk 100 900,000 J. & J. 34 July, '83 23	0-
1 St mort	25
	112
Production (it 1,000 1,000,000 J, & D. 7 June 191 100	155
10 2,000,000 QF. 315 Nov 383 315	$\frac{104}{221}$
Part 1,000 J. & J. 5 100	108
Bit 3 (BRId.) - Stock. 100 350,000 O F 310 Nov. 100 at 0	215
1st ment stown—stock 100 200,000 QF. 315 Nov 983 150	1
Bushwell-A # (Dilla 1,000 400,000 J. & J. 7 1888 105	112
Cont Disk (BRIII) - 5 K 100 500,000 OF. 2 Nov 199 165	112
Con 1 100 1,000,000 01. 12 10 et 129 v.110	14.1
Christ'ph'ra 10th St. 315 1,000 1,200,000 J. & D. 7 Dec. 1902 116	120
Ronds 1 000 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	121
DryDk, E. B. & Bat'y Stl. 100 1 500 000 A. & D. 7 1 1898 1110	116
18t more. Consol 500 60 000 000 r 0 7 12 12 12 10 10	265
Eighth AV.—Stock 100 1 000 000 0	117
340 0 01 10 St 6 PV St 6 100 1 540 000 155	
1st mort. 1,000 748,000 M.&N. 6 May, '83 250 Central Crosstown 541- 100 236,000 A. & O. 7 April, '93 112	
Central Crossfown Sti- 1 100 con and 1 2 1 17 11, 95 112	
1st mort. Houst W.St. & P. F.Y. Stk 100 600,000 J. & J. 3 July, '83 120 250,000 M. & N. 6 Nov., 1922 110	128
100 1 250,000 1 100 1 250,000 1 100	112
Second Av.—Stock 500 500,000 J. & J. 7 July, '94 110	1101
3d mont 100 [1,396,500 J. & J. 5 [July 183 990]	$\frac{112}{230}$
Consol 1,000 150,000 A. & O. 7 April, '85,103	-30
Sixth Av Stock 1,000 1,000,000 M. &N. 7 Nov., '88'107	108
let = and 1 100,000 M. & N. 5 Mch. 1831-195	100
Third Av -Stock 300,000 J. & J. 7 July, '90'110	115
1st mort 2,000,000 QF. 4 Nov., '83 275	280
Twenty-third St.—Stock 100 2,000,000 J. & J. 7 Jan., '90 110	113
180 more 1 1 000 1 000 155 2 12 12 12 100 1	168
1,000 250,000 M.&N. 7 May 93 110	119

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

Quotations in Boston, Philadelphia and Baltimore.

	Quotations in Boston, Philadelphia and Baltimore.
St.]	SECURITIES. Bid. Ask. SECURITIES. Bid. Ask.
ICE.	Atch. & Topeka-1st. 7s 199 Puff. Pitts. & WGen. 6s
Ask.	Land grant, 7s. Cam. & Ambov—6s, c., '89
155	Boston & Maine - 78 Cain. & Att 18t, 78, g., '93 118 2d, 68, 1904 114
114	DOS(UII & A IDSINV/S
167	68
$150 \\ 125 \\ 120$	Burl. & Mo.—Ld. gr., 78. Chart'rs V.—1st, 7s, 1901
90 259	
253 80	Connotton Valley-68 East Penn1st, 7s, 1888 106
100 125	Fast Sant S. Alas — 68, new 111
87 80 117	K. City Lawr. & So58 105 L. Harrish g-1st, 68, 1883.
205	K. City Sp'd & Mem68 8912 Ithaca&Ath18t, gld. 78 90 12 Ithaca&Ath18t, gld. 78
115	Mexican Central—78, 188 93 Junction—18t, 68, 1882 N. Y. & N. England—68 8842 2d, 68, 1900 1882
$\begin{array}{c c} 65 \\ 116 \end{array}$	N. Mexico & So. Pac7s 11534 2d, 7s, reg., 1910 132 1212
140 90	N. Mexico & So. Pac. 78 11534 20 2d, 78, reg., 1910. 132 125 20 125 20 2d, 78, reg., 1910. 132 1224 125 20 2d 78, reg., 1910. 132 1224 125 20 2d 78, reg., 1910. 132 1224 125 2d 78, reg., 1910. 1324 124 124 124 124 124 124 124 124 124 1
150 65	Old Colony-7s. 6s. Colony-7s. Colony-7s
70 130 200	Pueblo & Ark. Val.—78. 116 Debenture 6s, reg. 106 Norfolk & West.—Gen. 6s
90	Sonora 78 N. R. Div., 1st, 6s 1932 Cil Citye Chic1st, 6s 1932 Oil Citye Chic1st, 6s 1932
70	Income
$\frac{15}{35}$ $\frac{1}{1}$	308/00 & Albany 2175 2 176 Cons. 6s. reg., 1905.
60 I	Boston & Maine 1612 Cons. 5s. reg., 1919 Pa. & N. Y. C.—7s. 1896
47 6	heshire, preferred
60 6	
IN IC	onn. & Passumpsic 83 2 8134 Phila Newt. & N.Y.—1st emporton Valley Phil. & R.—1st. 68, 1910
1 1 1 1 1	et. Lansing & No. pref 109 2d, 7s, coup., 1893 118
50 F.F.	astern, New Hampsh
55 F.	Preferred
5 7	Common Income, 7s, coup., 1896 965,
5 Li	an. C. Springf, & Men. 32 Conv. Adj. Scrip, '85-88 32 93
0 1.0	puisiana & Mo. River. Debenture coup., 1893; Preferred. Scrip, 1882 190
6 M	anchester & Lawrence Conv. 78, cp.off, Jan., 85
N:	Preferred. Shama & Lowell. 145 Preferred. Shama & Preferred. Shama & Lowell. Shamakin V. & Potts78.
No	orthern of N. Hamush 1852 1834 Shen. Val1st, 7s, 1909
	densb. & L. Champlain In one, 6s, 1923
1 10	rtland Saco & Fortsm. 115 Sunb. Haz. & W1st, 5s
Re	Vere Beach & Lynn Syr.Gen.& Corn.—1st, 7s. Union & Titusy.—1st, 7s.
- We	orcester & Nashua
W ₁ P	referred. 25 28 Gen., 48, old, 1923
RA	LROAD STOCKS + West Chester-Cons. 7s. 1154
Bel	1's Gap Cons. 6s, 1909 113
	Western Penn6s, coup. 10g1-
Cat	referred 6s, F. B., 1860 108 awissa 6ca., 7s, coup., 1901
2d	preferred
Eas	t Pennsylvania. Cons. 7s. reg., 1897 - 116 11634
Hui	diugd'n & Broad Ton 57 Morris Boat Loan rg. 85
Lehi	gh Valley 25 Schuylk, Nav.—1st,6s,rg. 106
LILL	le Schuvkill Dat mittand
1 : 6:00	chill & Sch. Haven 6312 RAILR'D STOCKS. Par olk & West'n-Com. cferred Atlanta & Charlotte 71
Nort	hern Central Battimore & Ono100 198 205
Nort	nern Pacific 2d pref. 120
Penn	sylvania Central Ohio—Com 52 ½
	DAIT DAAT DAAT
Phila	Atlanta & Charl.—18t. 106 2 106 34 10
Pitts	D. Cin. & St. L.—Con
West	Chester—Cons. pref. 196 \(\frac{1}{2}\) 197 \(\text{Cin. Wash. & Balt:} \)—1sts. 100 \(100 \text{100
West	Jersey & Atlantic 47 3ds 73 73 12
Penns	th Navigation. $2ds$ $70 \frac{100}{2}$ sylvania $44 \frac{1}{2}$ $45 \frac{1}{2}$ $8 1$
1 ochul	LROAD BONDS. 165 17 68, 1900, A. & O
18, 1	78 and conn 204 125 58 Series B 9812 99
2d, 6	i'e Del.—1st,6s,1902 31 Pittsb.&Con'ells.—7sJ&J 124 c Union RR.—1st, gua.J&J 118
Bell's	Gap-1st. 7s. 1893 103 Virginia & Tenn6s 102
Cons	cs, 1905
20, 1	s, 1908 2d, guar, by W.Co., J.&J. 110 6s, 3d, guar, J. & J.
1st,	Tr. 6s, 1922 Wiln. C & Aug6s 110 Wil. & Weidon-Gold, 7s 124
^ H	X-dividend. † Per share + In default

* Ex-dividend.

† Per share.

‡ In default. 2 Ex-rights.

RAILROAD EARNINGS.

	KAILK	UAD E.	AKNING	, ,		c
	Latest Ea	rnings Re	ported.	Jan. 1 to L	atest Date.	V
Roads.	Week or Mo	1883.	1882.	1883.	1882.	
				\$		
Ala.Gt.Southern	November.	\$ 107,329	98.08€	952,392	761,973	
Atch. Top. & S. Fe	October	$1,361,582 \\ 268,353$	1,430,226 241,424	11,670,769	11,965,353	
Buff.N.Y.&Phil. Bur.Ced.R.& No.	1st wk Dec	69,956	55,497	2,655,520	2,610,117	1
Canad'n Pacific	2d wk Dec. 2d wk Nov.	66,000 35,096	47,000 27,018	5,116,534 1,257,092	$\begin{bmatrix} 2,406,345 \\ 1,112,457 \end{bmatrix}$	3
Central Iowa Central Pacific.	November.	2,100,000	2,139,259	22,878,232	23,612,409	1
Chesap. & Ohio. Chicago & Alton	1st wk Dec	80,541 $195,764$	63,347 185,569	3,670,905 8,38 7,4 49	$\begin{bmatrix} 3.144,968 \\ 7.872,808 \end{bmatrix}$	-
Chic Bur & Q	October	2,742,480	2,270,444	21,376,677	17,324,323	1
Chic. & East. Ill. Chic. & Gr. Trunk	Wk Dec. 8	32,513 $64,032$	$ \begin{array}{r} 32,842 \\ 56,931 \end{array} $	$\begin{array}{c c} 1,592,050 \\ 2,765,773 \end{array}$	2,101,457	F
Chic. Mil. &St. P.	2d wk Dec.	511,000 $411,500$	434.167	22,535,000 24,149,764	19,302,476 22,937,938	1
Chic. & Northw. Ch.St.P.Min.&O.	2d wk Dec.	116,500	80,800	5,290,795		ì
Chic. & W. Mich. Cin.Ind.St.L.&C.	1st wk Dec	25,647 $49,594$	26,212 46,295		2,431,834	1
CincinnatiSouth	November.	237,483	242,827	2,364,047	2,358,321	1
Cin. Wash. & Balt	1st wk Dec	$\frac{35,838}{8,121}$	40,879 9,688	1,751,047 498,167	1,663,860 $475,979$	1
Clev.Col.C.&Ind	September	405,246	452,246	3,218,664		1
Connotton Val Danbury & Nor.	November.	32,855 $21,109$	21,590 20,510	185,729	173,431	
Deny & Rio Gr.	2d wk Dec.	152,400	104,700	7,101,700	6,130,499	
Des Mo. & Ft. D. Det. Lan. & No.	. 1st wk Dec	8,280 25,031	28.085	1,508,575	1,497,233	1
Dub. & Sioux C. Eastern	1st wk Dec	21,389 205,450	18,790 188,389	1,022,585 3,285,417	$\begin{bmatrix} 1.023,849 \\ 3.085,217 \end{bmatrix}$	
E.Tenn. Va. &Ga	. 1st wk Dec	98,545	79,317	7 3.871.029	3.089.332	
Eliz. Lex. & B.S Evansv. & T. H	1st wk Dec	16,460 17,086	11,929 $15,273$	680,483	805,521	1
Flint & P. Mara	. 1st wk Dec	48,913	46,390	3 2,393,063	3 2,003,177	
Flor. Cent. & W Flor. Tr. & Pen	. 1st wk Dec	16,881	13,57	484,59	358,382	1
Ft.W. & Denver Grand Trunk	. 2d wk Dec.	8,100	7,000	0	15,766,330	1
Gr.Bay W.&St.l'	. 1st wk Dec	9,558	10,35	385,67	2 365,742	1
GulfCol&San.F. Hannibal&St.J.	clistwk Nov	49,842	63,68	1 2,145,24	1 1,954,238	
Hous. E.&W. Ter Illinois Cen. (Ill.	x October	37,429				
Do (Iowa) 2d wk Dec.	42,800	45,71	1,939,83	2 1,867,119	
Do So. Div	2d wk Dec.	160,000		2 4,149,59 9 2,825,99	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	
Ind.Bloom.& W K.C.Ft.S. & Gu	f 3d wk Nov.	46,46 27,67	38,25	7		
Kentucky Cent K. C. Law. & Sc	October	188.25	2 150.77	4 1,389,65	7 1,055,320	
L. Erie & West' L. R. & Ft.Smit	n 3d wk Nov. h November	30,21: 70,000		2 490,3	4 455,548	
L.Rk.M.Riv.&T	'. November.	50,000	0 44,72	8 361,48	$\begin{array}{c c} 8 & 264,772 \\ 1 & 2,399,515 \end{array}$	
Long Island La. & Mo. River	r. September	70,70	0 65,50	0 494,30	0 383,800	
Louisv.& Nashy Louis. Ev. & St. I	2d wk Dec	293,30 72.00	0 289,13	5 13,441,03	5 12,019,020	1
Mar. Hough. & (). 3d wk Nov	. 8,84	61 - 19.06		1,018,463	
Memp. & Char Mexican Cent.	2d wk Nov	. 32,32	9	1 1 100 00	1	1
Mex.Nat.,No.D	v 4th wkNov § 2d wk Dec					1
Southern Div Mil. L.Sh. & Wes	3 2d wk Dec	. 11,50	0 18 23	983,55	829,392	
Minn. & St. Lou	18 October	. 159.31	0 173,71	0 1,325,74	8 1,233,356	-
Missouri Pac. Mo.Kan.& T.			$\begin{bmatrix} 350,91 \\ 266,53 \end{bmatrix}$	2 11,134,18	7 9,565,334	1
Tex. & Pacifi Central Br'cl	c. 2d wk Dec	168,29	8 137,73	4 6,063,11 3 1,444,72	$\begin{bmatrix} 9 & 4,896,992 \\ 1 & 935,953 \end{bmatrix}$	
Whole System	m 2d wk Dec	. 833.87	5 784,22	1 34,910,82	9 30,207,472	
Mobile & Ohio Nash.Ch.&St.I	November	205.66	0 -202.66	8 2.118,59	4 1,952,181	
N.Y.L.E.&W N. Y.&N. Engl	¶ September	2,613,13	4 1,880,21	4 17,473,00	9 14,874,231	
N. Y. Susq. & V	V. October	. 94,04	2 71.37	3 843,04		:
Norfolk & Wes Shenandoah	t. 13 dys Dec V 15 dys De	$\begin{array}{c c} c & 105,61 \\ c & 36,84 \end{array}$		88		. 1
Northern Cent	October	. 590,74	8 527,71	4 5,142,88		
Northern Pacit Ogdensb.&L.C	h. October	. 66,70		00		
Ohio Central Ohio Southern	2d wk Dec	17.05 8,25	9,39	1,035,61 393,54	366,177	:
Oregon & Cal.	October	131.31	.0	841,87	79	. 1
Oregon Imp. C Oregon R.&N.	Co 2d wk De	[0.50, 50]	74,3	6 5,345,43	37 4,916,374	1
Pennsylvania Peo. Dec. & Ev	October	. 4,875.3	18 4,660,0		55,40,518.832 719,241	
Philadelp. & Er	ic Septembe	r 356.27	4 336.4	3.042.4	34: 2,909,154	1
Phila. & Read Do C. & Ire	on October		02 1,592,2	17'14.212.4	10.17,782,478 $45.12,371,464$	1
Richm. & Dany Ch'l Col. & Au	November	r. 363,70	362,9	22 3,510,5	12 3,340,984	Ŧ
Columb. & G	r. October.	86,24	17 113,8	06 602.1	92 592,507	7
	r. Novembe				12 1,381,359 53 223,847	ź
Roch. & Pittsl	o'g 2d wk De	e. 24.9°	77 6,4	80		•
Rome Wat. & C St. Johnsb. & L	.C Septembe	er 30,0	18 26,8	14 206.3		
Bt. L.Alt. & T.	H. 1st wk Do s.) 1st wk Do			92 - 769.1	98 815,59	
St. Louis & Ca	irojist wk De	ec 8,43	32 9,4	40 368,8	19 354,90	5
St. L. Ft. S. & St.L.&San Fra	ın. 2d wk De	c. 95,4	41 80,5			
St. Paul & Du St. P. Minn.&	1 2d wk De M. 2d wk De	e. 26,0 e. 171,4				
Bo. Pac.Cal. N	.D Septembe	er 127,3	74 138,1	68 960,5	17 927,41	8
Do Arizona	September: September:	er: 204.4	28 230.6	90 1.887,6	47 2,145,38	6
	ct. Septembe	er 70,5				
Tex.&St.Loui	s.c 1st wk D	ec 26,5	83			
Tol. Cin. & St. Union Pacific	October.	3,060,4	09 3,109,5	06 24,611.6	97 25,093.00	
Utah Central Vicksb'rg& M	October .	116,1 58,4	$\begin{bmatrix} 27 & 132.9 \\ 61 & 59.6 \end{bmatrix}$	$\begin{vmatrix} 974,0\\47 \end{vmatrix} = 463.1$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	
Wab.St.L.& P	2d wk De	ec. 367,4	60 297.8	31 16,127,9	85 16,025,66	
West Jersey . Wisconsin Cer						
*Since June	1st in 1883	includes e	earnings of	Cent. RR.	of New Jersey	7.

*Since June 1st in 1883 includes earnings of Cent. RR. of New Jersey, † Exclusive of transportation of company freight.
¹ Included in Central Pacific earnings above.
§ Mexican currency. || Includes Utah lines in 1883.
¶ Includes 68 p. c. of earnings of N. Y. Pa. & O. RR. from May 1, 1883.
a Includes St. Louis Iron Mountain & Southern in both years.
b Includes International & Great Northern in both years.
c Embracing lines in Mo. Ark. and Texas.

New York City Banks.—The following statement shows the

	,			Aver	age amoun	t of-	
W York	Banks.	Capital.		Specie.		other	Circula.
nattan Co. 2,550,000 (19,46,000)		\$ 000 000	\$ 000		\$ 000	\$ 000	
chanics 2,000,000 (3382,300 s383,000 1,000,000 (32,000) (32,000) (3383,000 s383,000		2,000,000	7.095.000		457.000	6,687,000	
chanics' 2,000,000 4,096,100 838,000 309,000 3,435,000 17,000 1	erchants	2,000,000	7,352,300	819.400	761,100		355,20
Parellea	chanics'	2,000,000	7,916,000	536,000	1,005,000	8,524,000	. •••••
270,000 271,000 271,000 271,000 277,			10.382.300			7,255,200	1,10
	œnix	1,000,000	3,198,000	596,000	204.000	2,959,000	270,00
Iton	y		6,810,300		051,000	2 110 000	789 70
emical	lton		1,714,200		105,300	1,495,100	,00,10
	emical	300,000	12,839,900	2,880,500	744,800	12,349,600	001 50
tchers's Dr. chanics's Tr 20,006 1,947,900 1,947,900 1,100,000 1,597,000 228,60 1,007,800 1,007,800 1,77,700 1,009,000 2,60 1,007,800 1,007,800 1,109,000 1,009,000 1,009,000 1,009,000 1,135,000 1,17,400 1	rchants' Ex			223,200	179.700		
chanics' & Tr 200,006 99,000 112,000 130,000 950,000 45,00 20 20 20 20 20 20 20	tchers'& Dr.	300,000		358,900	110,800	1,587,300	228.60
senwich	chanics' & Tr	200,000	9:0.000		130,000	950,000	
Senth Ward 100,000 1,171,400 193,900 109,000 1,155,900 1,155,900 1,155,900 1,165,000 1,165,000 1,165,000 1,165,000 1,364,000 1,367,000 1,387,100 1,1303,300 577,40 1,000,000 1,468,200 1,277,000 1,377,100 1,1303,300 1,000,001 1,665,000 1,477,000 1,377,100 1,303,300 1,000,001 1,407,700 1,000,000 1,400,000 1,407,700	eenwich	200,000		178 400	371.900		
tee of N.Y.	venth Ward	300,000			109,000	1,158,900	
Second Color Col	te of N. Y	860,000	4,102.100	409,400	247,400	3,826,500	••••
1.000.000		5,000,000		1,364,000			857 40
1866 187				1.407,700	422,600	5,687,600	
cific	rcantile	1,000,000	6,848,200	1,253,900	602,200	7,217,900	
ātham 450,000 3,805,500 886,800 359,100 4,329,000 45,29,000 1,829,000 5,44 orth America 1,000,000 3,699,390 332,300 361,700 1,739,900 10,500,500 10,500,500 10,500,500 10,500,500 10,500,500 10,500,500 10,500,500 10,500,500 10,600,500 160,22 278,500 425,500 2,983,700 2,883,700 2,883,700 2,883,700 2,884,900 425,500 3,005,500 2,685,100 2,751,800 3,751,800 4,700,900 2,751,800 3,751,800 4,700,900 2,751,800 3,751,800 4,700,900 3,751,800 3,751,800 3,751,800 4,700,900 3,751,800 3,751,800 3,751,800 3,751,800 3,751,800 3,751,800 3,751,800		422,700	2,364,000		268 600	3 398 900	180 00
200,000					359,100	4,325,000	
1,000,000 3,138,700 2,225,600 328,400 3,98,700 3,98,700 3,98,700 3,98,700 3,98,700 3,98,700 3,98,700 3,98,800 3,98,700 3,98,800 3,98,700 3,98,800 3,98,700 3,98,800 3,98,700 3,98,800 3,98,700 3,98,800 3,98,700 3,98,800 3,98,000 3,98,000 3,98,000 3,98,000 3,98,400 3,98,00	ople's	200,000	1,527,000	165,300	170,500	1,882,000	5,40
Second National Second Sec			3,609,300	332,300	752.500	10,500,500	160.2
11,247,000			3,138,700	278.500	481,900	2,963,700	388.8
	tropolitan	3,000,000	11,247.000	1,888,000	425,000	8,878,000	2,149,0
Treet	tizens'	.1 - 600.000		52 200	271.500	2.751.800	205,1
Nicholas		500,000	0 2.871.500	472.100	148,100	2,424,800	442,1
The Exchange. 1,000,000	. Nicholas	. 500,000	3,824,900	214,300	89,200	2.489,900	4500
Intinental 1,000,000 6,34×,100 1,624,700 372,200 7,530,100 450,00 401,000 2,157,800 699,000 322,000 4,477,000 266,00 4,000,000 4,059,000 699,000 322,000 4,477,000 266,00 4,248,900 4,248,900 4,248,900 1,532,200 4,500,000 1,582,000 1,497,000 24,000 190,000 1,532,800 1,015,900 201,000 1,497,000 1,497,000 1,497,000 1,383,000 1,015,900 222,100 1,000,000 1,497,000 1,383,000 1,015,900 222,100 1,000,000 1,407,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 4,000,000	oe & Leather					3.185.200	4.6
Aprile			6,34 - 100	1,624,700	372,200	7.330,100	450.0
aporters' & Tr. 1,500,000 20,202,000 4,488,100 1,247,800 22,219,700 1,300,4 4,248,900 1,815,500 22,019,400 300 th River 240,000 1,688,200 24,000 190,000 1,451,000 1,497,000 24,000 169,300 1,015,900 222,1 300 387,500 387,500 169,300 167,22,100 380,0 387,000 387	iental	. 300.000		75,000		2,032,700	966 0
all St.	arine	400,000	90 202 000	4 488 100		22.259.700	
all St. 500.000 1,688,200 65,400 190,000 1,451,000 borth River 240,000 1,497,000 24,000 190,000 1,451,000 burth Nat'nal 3,200,000 15,831,700 3,515,500 498,300 16,722,100 360,0 burth National 360,000 7,892,000 367,000 1,383,000 4,030,000 45,0 burth National 750,000 5,756,900 1,522,100 498,000 61,07,00 594,7 burth National 1,000,000 14,044,500 8,241,500 746,900 1,429,400 burth National 1,000,000 1,453,800 1,091,00 588,100 5,899,400 burth National 250,000 1,453,800 92,600 165,400 1,113,139 burth National 250,000 1,314,000 243,700 20,500 1,112,800 225,000 burth National 250,000 2,318,400 354,200 82,000 2,24,800 burth National 300,000 3,712,500 763,400 561,400 2,24,800 burth National 300,000 3,712,500 763,400 561,400 2,24,800 burth National 300,000 3,712,500 763,400 561,400 2,24,800 burth National 300,000 2,151,100 380,300 186,200 5,286,400 burth National 300,000 2,151,100 587,800 155,800 2,413,700 burth National 300,000 2,151,100 587,800 155,800 2,427,500 burth National 300,000 3,712,500 7633,900 27,262,300 318,518,500 153,803, The deviations from returns of previous week are as follows of the National 150,000 1,105,700 167,800 160,800 1,109,800 135,000 burth National 150,000 1,105,700 167,800 160,800 1,109,800 136,000 burth National 10,000 1,105,700 160,800 1,109,800 136,000 burth National 10,000 1,100,000 1,100,000 1,100,000 burth National 1,100,000 1,100,000 1,100,000 1,100,000 burth National 1,100,000 1,100,000 1,100,000 1,100,000 1,100,000 burth National	rk	2,000,000	0 17,487,200	4,248,900	1,815,500	01 22.019.400	45.0
18t River 250,000 1,155,700 182,800 169,300 1,015,900 297,0 160,000 2,000,000 2,000,000 3,505,500 3,600,000 360,000	all St	. 500.00	0 1,688,200	65,400	153,200	1.552,800	
Second National 3,200,000 15,831,700 3,875,500 260,000 360,000 360,000 297,000 360,000 300,000				182.800	169,300		222.1
200,000 7,892,000 357,000 1,383,000 4,030,000 297,000 200,000 3,407,000 310,000 4,030,000 45,000			15,831,700	3.605.500	1 469,300	16,722,100	360,0
Second National 300,000 3,40,000 340,0	ntral Nat	. 2,000,000	0 7,892,000	357,000	1,383,000		
rst National. 500,000 14,044,500 3,241,500 588,100 5,809 00 100,000 14,044,500 1,453,500 92,600 165,400 1,113,130 267,000 2,000 2,000 1,871,300 18,700 569,800 2,2171,500 180,000 2,618,400 1,871,300 18,700 569,800 2,2171,500 180,000 1,918,000 2,618,400 1,918,000 3,712,500 763,900 561,70 5,261,00 45,000 1,918,000 2,229,300 468,000 108,70 2,320,300 1,918,000 2,220,300 1,918,000 2,220,300 1,918,000 2,220,300 1,918,000	cond Nation	1 300,000	6 5.756.900	1.522.100			
Articonal. 1,000,000 1,453,500 92,600 165,400 1,113,400 287,00 29,700 1,912,800 225,00 1,912,800 29,000 1,912,800 1,912,800 29,000 1,912,800 1,912	ret National.	500.00	0 14,044.500		746,900) 14,429,000	449,9
1,918,000 243,700 2 0,500 1,912,800 225,000 2,913,000 1,871,300 18,700 354,300 82,000 2,21,800 180,000 3712,500 175,000 2,221,800 175,000 2,221,800 175,000 2,221,800 175,000 2,221,800 175,000	nird National	1,000,000	5,438,800	1,091, 00	588,100		207 0
York County 200,000 1,871,300 18,700 569,800 2,171,500 180,000 351,300 82,000 2,21,800 45,000 100,000 2,229,300 468,000 105,00 2,21,000 2,21,000 2,20,000 1,964,500 60,000 1,75,000 2,21,000 2,000,000 2,000,000 1,964,500 60,000 1,75,000 2,21,000 2,000,000 2,000,000 1,964,500 60,000 1,56,000 2,11,000 1,58,000 155,800 155,800 155,800 155,800 155,800 157,80	Y. Nat. Exch	.1 300,000			2 0.500	1,912,800	225,0
erm'n Am'c'n 35,000 2,91,400 354,300 82,000 2,24,800 45,6 60 60 60 60 60 60 60		(100 00	0 1,871,300	18,700	569,800	1. 2.171.500	150.0
100,090 3,712,000 468,000 108, 0) 2,320,300 108, 0) 2,320,300 1,964,500 69,000 175,009 2,911,00 13,200 2,413,700 2,413,700 2,413,700 2,413,700 2,413,700 2,413,700 2,413,700 2,413,700 2,413,700 2,413,700 2,413,700 2,413,700 2,413,700 2,413,700 2,413,700 2,413,700 3,413,900 155,800 5,427,500 443,643,643,643,643,643,643,643,643,643,	erm'n Am'e'n	. 75 .00	0 2,814,400			2, 21,800	457
Priman Exch. 200,000 1,964,500 69 000 175,009 2,711,00 ermania. 200,000 2,021,400 113,200 269, 00 2,413,700 2,011,900 830,300 186,200 5,427,500 443,6 arfield Nat. 200,000 839,500 45,300 131,400 705,500 177, 16th National. 150,000 1,105,700 167,900 160,800 1,109,800 135,6 Total. 61,312,700 327,301,800 57,633,900 27,262,300 318,528,500 15,380, 20 20 20 20 20 20 20 20 20 20 20 20 20	nase National	300,00	0 2,712,500	468.000		2,320,300	
ermania			0 1,984,500	69.000	175.00	0 2,211,000)
S. Nat.	ermania	200,00	0 2.021,400	113,200			
Total	. S. Nat	. 500.00		587.800			44.5
Total		000 00	839,500	45,300	181,10	0 705,500	177,
The deviations from returns of previous week are as follows pass and discountsDec. \$534,300 Net depositsDec. \$389, occideDec 191,260 CirculationDec. \$32,000 Circulat			0 1,105,700	167,900	160,80	0 1,109,830	135,0
The deviations from returns of previous week are as follows passes and discountsDec. \$534,300 Net depositsDec. \$389,000 Net depositsDec. \$3	Total	61.312.70	0 327,301,80	57,633,90	27,262,30	0 318,518,500	15,380,2
peans and discountsDec. \$534,300 Net depositsDec. \$250 Dec. 191,200 CirculationDec. \$250 The following are the totals for several weeks past: Loans. Specie. L. Tenders. Deposits. Circulation. Agg Cle 1883. \$25,746,700 55,131,600 27,326,400 317,036,100 15,393,600 502,817,600 Specie. 1325,746,700 57,825,100 26,582,700 318,918,200 15,412,400 799,706,300 799,							
Decide	The devia	UOUS ITO	oc \$534 9	00 I Net de	posits.	Dec	\$389.
egal tenders	oans and disc	Junus)	ec 191.2	66 Circula	tion	Dea	. 32,
The following are the totals for several weeks past: Loans. Specie. L. Tenders. Deposits. Circulation. Agg Cle 1883. 25.746,700 58.131.600 27.326,400 317.036.100 15.393.690 502.817.6 8. 327.866,100 57.825,100 26.582,700 318.918,200 15.412,400 799.706.3	arul tenders.		nc. 679.6	00			
Loans. Specie. L. Tenders. Deposits. Circulation. 299 Cle 1883.	The follow	ving are	the totals	for seve	rai week	s past:	
ec. $1325,746,700$ $58,131,600$ $27,326,400$ $317,036,100$ $13,335,030$ $392,317,$ $8327,866,100$ $57,825,100$ $26,582,700$ $318,948,200$ $15,412,400$ $799,706,100$	L	ans.	Specie. L.	Ienders. 1	Deposits.	Circulation.	Agg Cle
8 327.866,100 57,825,100 26,582,700 318,948,200 15,412,400 799 706.8	1883.	18 700 59	131 600 27 5	326,400 31	7.036,100	15,393,600	502,817.6
	ec. 1325.7	86,100 57.		582,700 31	8,948,200	15,412,400	799 706.8

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

	Loans.	Lawful Money.	Depostes.	Circulation.	23 99.0000
10	\$ 76,392,265 76,809,351 77,106,371	20,231,476	71.0 ⁵ 0.372 70,857,471 70,815,876	9.269,698 9.155,699 9.127,296	43,805,530 65,964,799 53,802,616
*Including the	item" due	to other banks	."		

Unlisted Securities - Following are quoted at 38 New Street:

Unlisted Securities.—F	ollowi	ng are quoted at 38 New St.	reet.
Bid. A		Bid. A	sked.
Atl. & Pac6s, 1st		M.U.St'k Trust Certs 15	17
		M. K. &. T. inc. scrip. 40	
Incomes 10034		Mich. & O. 1st mort 70	76
Blocks 35 per cent 100%		Missouri Pac., old st'k	112
Cent. Branch 83	25	Cowdry Certfs 4	712
Accum'd I'd gr't bds	20	N.Y. Mut. U. Tel. st'k. 60	
Am. Railw'y Imp.Co-	23	N. Y. L. & W. 2d, 5 p. c.	
Ex bonds and stock		guar. by D. L. & W 97	98
Bost.H.& E.—New st'k 58	34	N.Y.W.Sh.&Buff.—Stk	
Old 18 Bos.Hoos.T& West st'k	38	del.wh.iss.on old sub. 13 ¹ 2	16
	20		10
Debenture 6612	69	W.S. rec'pts iss. by N. R. Const. Co 12	
Cen. of N. Jersey deb. 84		20. 002011 0011111	683
Cin. Wash. & Bal. pf stk 212		58	8478
1st mort. inc 2012	• • • • •	North Pac. div. bonds.	364
California Pacific 14		No. Riv. Const. —100p.c 35	3073
1st mort		N. Y. Penn. & Ohio-	
2d, gtd by Cen. Pac		Atl. & Gt. W. pref 18	29
Chic. & Can. South 2 ¹ ₂	4	Ohio C.—Riv. Div. 1st 20	5
1st mort		Incomes 458	15
Chica. & Gr'd Trunk		Pensac. & Atl	75
1st mort		1st mort	
Den.& R.G.R'y—Cons. 86	89	Pitts. & Western 20	8719
Subs 75'8		1st mort	5
58 5034		Postal Tel. stock 458	42
Denver & Rio. G. West 11	13	1st mort., 6 p. c 3958	
1st mort 68 ¹ 4		St. Jo. & West	
Edison Elec. Light 125	155	St. Jo. & Pacific 1st.	
Ft. Wo'h Den. City, del.		do do 2d 23 ¹ 2	24
whisson T.&C. stubs	• • • •	Kans. & Neb., 2d 2134	41
Ga. Pac. stock 5		Texas Pac old scrip.	35
1st mort, 6 p. c 8318	85	New 32	
Ind. Dec. & Springf 212	31_2	Tex. & St. L.	13
Keely Motor	6	M. & A. Div. as. pd	62
L.& N.col.trust bds '82 8534	86	M. & A. Div., 1st	
Mexican. Nat 3		U. S. Elec. Light112	412
Pref 10		Vicksb'g & Meridian . 2	
1st mort 2812	29^{1}_{2}	Wisconsin Central	

\$16,127,198

Luvestments

RAILROAD INTELLIGENCE.

ANNUAL REPORTS.

New York Central & Hudson River Railroad.

(For the year ending Sept. 30, 1883)

The statistical report of New York's greatest railroad has just been issued for the fiscal year ending Sept. 30. Unfortunately, this great corporation issues only an abstract of the figures submitted to the New York State Commissioners, and no remarks or explanations are made of the various changes

which the figures show from one year to another.

The present exhibit shows the largest gross earnings in the history of the company, although the mileage of passengers and the tonnage mileage of freight each show a moderate decrease as compared with the previous year. There are no details of expenses given in the report, so that it is impossible to say whether more or less money has been charged out of operations. say whether more or less money has been charged out of operating expenses to the important items as "maintenance of way" and "maintenance of equipment," but the total operating expenses were 61 44 per cent, against 63 32 per cent in the previous year.

The net result of the year, showing a surplus of \$179,024 against a deficit of \$1,401,609 in the previous year, is quite favorable by comparison, but on the largest gross earnings ever made, and in a year free from railroad wars, the small ever made, and in a year free from railroad wars, the small surplus over dividends cannot be considered very promising as to the capacity of the company for earning 8 per cent in the future. The chief competitor of this road, the New York, West Shore & Buffalo, will only be opened for through business about the 1st of January, 1884; and after making every allowance for the disadvantages attending a new road, the fact remains that it is a closely parallel and competing route, and must draw off a portion of the most profitable traffic.

The amount of capital stock remains the same as last year. The funded debt shows an increase of \$1,524,200, of which it is merely said that there was received \$735,150 for premium on bonds sold. Unfunded debt, which includes the current accounts

merely said that there was received \$730,100 for premium on bonds sold. Unfunded debt, which includes the current accounts and balances, &c., shows a decrease of \$565,127 during the year. There is no floating debt proper, the current balances making up the whole amount. The company now holds none of its own stock; last year it held \$184,200 which has apparently been sold. accounting for the \$46,764 50 premium on stock in the profit and loss account.

In the stocks and bonds owned there was a decrease of \$189,-000 in Syracuse, Geneva and Corning bonds and increase of \$483,900 in the Merchants' Dispatch; \$10,000 in Pittsburg & Lake Erie, and \$310,287 in Morris Run Coal Company; also \$110,000 Lamoille Valley extension bonds. The increase in cost of road and equipment during the year was \$1,974,982, made

up in betterments as follows:	
Total to construction. Locomotives, 23. Passenger and baggage cars	Ø1 107 040
Locomotives, 23.	2207.000
Passenger and baggage cars.	165 600
New freight cars, 946.	492,632 — 865,232
Total.	0000000
Loss real estate, etc., sold.	25,300

Net increase in cost of road......\$1,974,982 The statistics of traffic, earnings, income, &c., are shown in the following tables:

Miles owned	1879-80. 749 244	$1880-81, \\ 749 \\ 214$	1881-82, 749	1882-33. 749
Total operated	993	993	$\frac{244}{993}$	214

OPERATIONS AND FISCAL RESULTS

			DOLLE.	
Operations—	1879-80.	1880-81.	1881-82.	1882-83.
Passengers carried	8.270.857	8 900 949	10 200 070	10 544
Passeuger mileage3	30.809 993	373 768 080	490 049 000	10,746,925
Rate per pass n mile	1.00 atu	1,00	452,245,282	429,385.5 1
Rate per pass, p. mile.	10 599 000	1.80 cts.	1.80 cts.	1.98 cts.
TICITIO (CONSTITUTE).	10.00.00	11 201 3.0	77 990 0000	7110000
ar gire (cons) inne ge 2	020100140	2646814098	930170091A	2200896780
Av. ratep. ton p. mile	0.87 cts.	0.78 cts.	0:73 cts.	0:93 ets

	0010131	0 10 015.	0.73 cts.	0.93 cts
* Exclusive of comp	any's freigh	t.		
Eurnings—	*	\$	\$.	*
Passenger	6,611,159		7,816,519	-8,526,84
Freight Car service	22,199,965	20,736,749	17.672,252	20,142,43
Mail and telegraph	$989.739 \\ 518.111$	1,009,836 $617,908$	1,067,114	996,33
- and telegraph	010,111	017,808	693,911	698,38
Total earninge	30,318,974	29,322,531	27.249,796	30,363,99
Operating expenses—				00,000,00
Mainten'e of way, &c. Maint'ce of equipm't,	3,134,466 $3,611,825$	3,434,685	3,106,012	
Transp'tion exp'nses	8,351,074	4,273,623 $8,889,457$	3,666,764	•••••
Car service	1,658,208	1,674,504	$\substack{10.182,864 \\ 1,466,761}$	•••••
Miscellaneous	94,300	1,192,516	973,573	•••••
Total (in all torses)	15 040 000			
Total (incl. taxes).		19,464,786	19,395,974	20,750,59
Net earnings*		9,857,745	7,853,822	9,613,307
P.c. of op. exp. to earn's	53.80	60.17	63.32	61.44
* See income account	t holow for t	otol in come		
see meome account	i nerow tor to	otar meome.		

wee meetine account	t below for t	otal meome.		
-	INCOMI	E ACCOUNT.		
	1879-80.	1880-81.	1881-82.	1882-83.
Net earnings	12,469,081	9.857,745	$^{\circ}$ 7,85 $^{\circ}$ 2,822	9,6 3,397
Rentals and interest. Use of road	$\frac{1,711,718}{237,748}$	1,552,129 $266,640$	1,578,434 $291,424$	1,757,216
Other receipts	967,499	1,207,095	1,509,128	306,915 $1,342,600$
·	-			

ı					
١	Disburements-	1879-80.	1880-81.	1881-82.	1882-83-
	Rentals paid Interest on debt Taxes on earn'gs and	$1,92\overset{\circ}{2},279$ 2,822,879	1,926,513 2,849,591	1,937,528 $3,250,101$	$\begin{array}{c} \$ \\ 1,937.528 \\ 3,442.308 \end{array}$
	capital stock Dividends (8 per ct).	$\begin{array}{c} 11,640 \\ 7,141,512 \end{array}$	214,678 7,138,343	301,274 $7,145,513$	323,136 $7,148,131$
	Total disburs ints Balance, surplus deficit	11,898,312 3,427,714	12,129,125 754,184	12,631,416 4,401,608	$\frac{12,841,103}{179,025}$

The balance sheet for two years, in detail, is as follows:

	ASSETS.	,
		1882-83.
S	1 Cost of Four and comment . P110 7-2 000	\$114,731,917
		21 157 004
2	1 Once Droberdes ournen	31,157,904
,	1 Hudson River bridges	1 011 0==
)	1 Dunkirk Allegheny val. & Pittsburg DD 0 00000 1	
1		
,		
,		
,	Stocks in other roads—	
•	Troy Union	
•	Troy Union 15,000	15,000
	Buffalo Cross-town. 15,000 12,685	12.685
	Merchants' Dispatch 1,317,475	1,804,375
	1 Tuesday & Lake Elle	110,000
	I. ANCW TOLK CENTRALAY Nancoro Rivon	
	DUCK and bonds Syracuse Geney & Com 2-0 010	184,010
	Westinghouse Alf-Brake Co	18,750
	1 MOTTIS KUII COM & MAN. CO 500 713	
	Donds Lamonie Co. Extend	900,000
	ruer and supplies on hand	110,000
	Cash on hand	1,824,569
		376,374
	Connecting railroad and other balances 874.820	1,098,420
	United States. 298,746 United States. 716,731	690,413
	Harlem equipment. 716,731 404,394	186,298
	Sundry open accounts 401,394	404,394
	Sundry open accounts	32,803
	Total assets\$158,496,759	
	\$158,196,759	\$160,241,975
1	LIABILITIES.	
1	1991.90	1882-83.
	Capital Stock	\$89,428,300
1	runded debt	49,997,23 3
1	Unfulfied debt.	40,007,200
ĺ	Balance, surplus	4,689,243
1		16,127,199
1	Total liabilities	P100 041 055
1	The chara income below 1	\$160,241,975
	The above income balance under the head of	liabilities is
1	made up as follows:	
1	1991 90	1000.00
	Ballance previous year	1882-83.
1		\$.5,341,055
l	Premium on stock sold	735,150
i	Rental Saratoga & Hudson Piver PP	46,764
l	Premium on stock sold Rental Saratoga & Hudson River RR. 400,000	• • • • • • • •
	Total	http://www.
1	State tow on south 1 - 1	\$16,122,970
1	State tax on capital and earnings in 1880	\$174,795
1		1=1.2(100)
-	Leaving \$16,742,664 Deficiency in 1882	\$15,948,175
1		,,,
	Surplus in 1883	179,024
1		10,02E

Maine Central Railroad Company.

(For the year ending Sept. 30, 1883.)

The annual report states that "commencing with October 1, 1852, there was added the European & North American Railway 114'1 miles, and May 1, 1883, the Eastern Maine Railway 18 8 miles, so that the total number of miles now operated by this company is 482'8. * * * * Large expenditures were found to be necessary to bring the European & North American Railway to the standard of receive which had been established for this company and repair which had been established for this company, and our operating expenses for the year have been largely increased thereby. We have now nearly completed the laying of the tracks of our main line with steel rails, and have so far progressed that by December 31, 1883, the line from Portland to Vanceboro, via Augusta, and from Cumberland Junction to Waterville with the branch from Brunswick to Bath will all Waterville, with the branch from Brunswick to Bath, will all be steel, making in all 330 6 miles so laid, and leaving but 152 2 miles in iron. * * The European & North American Railway was found deficient in rolling stock, and we have been com-pelled to make large outlays in this department for the whole line. This extraordinary expenditure did not seem to be properly chargeable to the operating expenses of one year, amounting in the aggregate to \$359,515. Of this sum \$91,623 has been charged into the ordinary operating expenses of the year and the balance it is proposed to divide into equal payments in the next four years.

"Negotiations were entered into during the year for the construction of a branch from Brewer, on our Bucksport Branch, to a point in the town of Hancock, Maine, at tide water. This branch will be nearly 40 miles in length, and will enable us to reach a point on the coast most convenient for the Bar Harbor travel and within eight miles of that noted summer resort. * *

"The cost of this line, which will be known as the Mount Desert Branch, is defrayed by an issue of 5 per cent bonds of this company, to an amount not exceeding \$700,000.

"In assuming the obligations of the European & North American Railway we agreed to pay not only a fixed annual rental to that company, but also to assume a mortgage of \$1,000,000 to the City of Bangor, and also \$19,000 of first mortgage bonds of the European & North American Railway Company, which matured August 1, 1883. These last bonds we have since paid and the mortgage has been discharged. There became due October 15, 1883, bonds of the Portland & Kennebec Railroad (known as McKeen bonds) and amounting to \$216,700. * * To the holders we offered the option of cash or to give in exchange Maine Central consols bearing 5 per cent Total income..... 15,326,026 12,883,609 11,232,808 13,620,128 interest. The holders of \$173,000 of these bonds have so

exchanged; we have paid to other holders so desiring \$31,500, and there have not yet been presented \$12,200 of these bonds."

The following statistics for three years have been compiled for

	-	- Table 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	
the	\mathbf{C}	HRONI	CLE:

the CHRONICLE:			į
ROAD OWNED	AND OPERAT	TED.	1000.00
	1880-81	1881-82	
Miles owned	305	310	322
Miles leased and controlled	46	46	161
Milico rotteet tra			100
Total operated	351	356	482
OPERATIONS AND	DESCAL DES		
OPERATIONS AND			1000.00
Operations-	1880-81.	1881-82.	1882-83.
Passengers carried	760,441	934,738	1,150,937
Passenger mileage	28,544,233	34,947,396	45,302,055
Rate per passenger per mile	2.7 cts.	2:56 cts.	2.53 ets.
Freight (tons) moved	515,916	556,166	777,489
Freight (tons) mileage	36,695,243	38,900,518	63,783,431
Rate per ton per mile	2.74 cts.	2.75 cts.	2.42 cts.
Rate per ton per mile		-	1000 100000 10000 10.00
Earnings-	0==0.000	do0= 000	91 117 907
Passenger	\$772,833	\$895,989	\$1,147,207
Freight	1,003,854	1,067,716	1,541,961
Mail, express, &c	100,392	113,389	146,326

Total gross earnings	\$1,877,679	\$2,077,094	\$2,835,494
Op. expenses, including taxes	1,229,357	1,359,373	1,839,707
Op. expenses, meraning traces.			
Not comings	\$617,722	\$717,721	\$995,787
Net earnings	ACCOUNT.	4.5.,.	
15(0.112		1001 00	1882-83.
Receipts—	1880-81.	1881-82.	
Net earnings	\$617,722	\$717,721	\$995,787
Other receipts	8,656	5,368	29,121
			51 001 000
Total income	\$656,378	\$723,089	\$1,024,908
			×.
Disbursements-	\$54,000	\$51,000	\$182,958
Rentals paid	570,166	569,542	64 : 146
Interest on bonds		71,822	197,522
Dividends		11,000	101,022
and a second sec	2001 100	\$695,364	\$1,024,626
Total disbursements	\$624,466	The same of the sa	
Balance	\$31,912	\$27,725	\$2K2
GENERAL BALAN	CE SHEET SE	PT. 30.	o made an
. 1 000/0	1880-81	1881-82.	1882-83.
Railroad, buildings, &c	\$10,016.642	\$10,044,878	\$10,049,779
Equipment.	1,652,141	1.651,991	1,651,210
Androscoggin Railroad lease	768,333	768,333	768,333
Androscoggin Man out least	20,000	24,700	A
Stocks and bonds owned		65,618	114.617
Bills and accounts receivable		. 00,010	1,000,000
European & N. American lease			267,892
Car purchase account	• • • • • • • •	•••••	197,170
Advances	188,336	-262,291	113,447
Materials, fuel, &c		202,201	
Cash on hand	15,554	10,070	11,719
		110 007 000	201 1 10 1 10
Total	\$12,751,167	\$12,527,509	714,154,197
Liabilities—	*	*	
Stock, common	\$3,603,300	\$3,603,300	\$3,603,300
Donds (non Super parent)		8,719,391	9,700,000
Bonds (see SUPPLEMENT)	53,051	362,152	1,059,315
Ad other dues and accounts	051 500		120,982
Profit and loss	97.t,733	19.000	120,000
m / 1	#10 751 1 <i>0</i> 7	\$19 897 800	\$14.484.197
Total	φ12,701,107	Φ12,021,009	41.1.10.1.101

Western Maryland Railroad.

(For the year ending Sept. 30, 1883.)

The annual report of President J. M. Hood states that there were moved during the year 669,946 passengers and 307,139 tons freight, the train performance being equivalent to the movement of 16,201,680 passengers and 12,876,711 tons of freight a distance of one mile, which, compared with 1882, shows an increase of 2,799,832 passengers and 3,704,439 tons of

freight carried one mile.

The enlargement of depot and yard facilities at Hillen Station, referred to in the last report as having been begun, was completed April 1, and the additional facilities thus provided have enabled the company to accommodate a much larger business than would otherwise have been possible, and still there is now ample provision for a much greater expansion. Neither could the business have been increased to the extent it has, without the Improvement Loan made by the city of Baltimore to the company, as the portion so far applied has nearly doubled the equipment, has extended the steel track to the Blue Ridge; and has substituted the most approved type of iron for several of the most important wooden bridges.

As the company is now paying interest upon this, and upon both of the Hillen Station loans, while its ability to do so is daily increasing, the wisdom of extending this aid will not be questioned by any who understand the true interests of the city.

The company is now paying interest upon \$3,021,572 of its indebtedness, and unless the making of provision for business, that must soon be derived from new sources, should require expenditures of net revenue, otherwise available, it will at an early day be able to assume the payment of interest upon a still larger sum.

The statistics compiled in the usual form for the CHRONICLE

are as follows:

are as follows:			
OPERATIONS AN	D FISCAL RE	SULTS.	(5.1
Operations—	1880-81.	1881-82.	1882-83.
Passengers carried	498,090	587,738	669,946
Passenger mileage	12,277,592	13,401,848	16,201,680
Rate per passenger per mile	155 cts.	1.69 ets.	1.60 ets.
Freight (tons) moved	202,259	=225,690	307,139
Freight (tons) mileage	7,278,431		12,876,711
Average rate per ton per mile	3·13 cts	2.88 ets.,	2.62 ets.
Earnings –	*	\$	\$
Passenger	190,951	227,040	259.740
Freight and express	236,922	300,800	348.996
Mail, &c	33,997	12,308	45,427
Total gross earnings	461,870	540,148	654.163
Operating expenses—	*	, \$	*
Maintenance of way, &c	138,981	137,623	68,667
Rolling stock	50,2.9	94.731	58,971
Transportation expenses	168,463	214.742	247,019
Misceilaneous	18,245	22,906	25,331
Total (including taxes)	375,918	470,002	399,988
Net earnings	85,952	70,146	254,175

Richmond & Danville.

(For the year ending Sept. 30, 1883.)

The President's report was given in the Chronicle last week and the following income account and balance sheet are from the pamphlet since issued.

and the following income account and balance she	et are from
the pamphlet since issued. INCOME AND PROFIT AND LOSS ACCOUNTS 1882-8	2 . ~
Income Account.	4000 FF
Net earnings Richmond & Danville Railroad	\$808,550
Net earnings Richmond York River & Chesapeake Railroad	1. $12,687$ $56,675$
Received for interest on investments	50,075
	\$377,914
Deduct interest on funded debt	
Doduct interest on floating debt	87.064
Deduct rental Piedmont Railroad. Deduct loss in operating North Carolina Railroad.	60,600
Deduct loss in operating North Carolina Railroad	16,462
Deduct loss in operating A. & C. Air-line Railroad	69,325
	\$765,357
	\$112,556
Net income	¢11.,000
Profit and Loss.	41.031.101
Balance to credit of this account September 30, 1882 Amounts credited during past year.	117.896
Amounts credited during past year	
	\$1,152,321
Amounts charged during past year, viz.— Discount on gen. mort. gold bonds	
Discount on gen. mort. gold bonds	32,625
Sundry accounts.	122,905
	\$155,530
Balance Sept. 30, 1883	\$990,791
GENERAL ACCOUNT.	
Capital stock \$5,000,000 Cost of road and prop	I=
	3 \$6,885,698
\$2 000 Retterment account A	
Bonds, consolidated mortgage, 1867 1,228,100 Betterment account	553,803
mortgage, 1867 1,228,100 Betterment accoun	t 01710
Bonds, general mort-	
gage, gold	1,494,300
27 11 27 11 11 11 11 11	. 1,101,500
969,000, at price issued, 45 per cent 1,786,050 and bonds	
Bills payable 1.034.742 M. & S. N. G. R. R	
Accounts payable 237.185 stock and bonds	
Pay-rolls (September) 111,592 S. University R. R.	
Interest due on bonds North Carolina Rul-	
North Carolina Rail- road Company rent. 64,502 R. steek, &c.	
Connecting lines indi-	. 11,350
viatuals, &c., balan- R. & W. P. Termina	1
ces 93,916 Railway & W. H	0.700.000
Profit and loss 996,791 Co. stock	s 3,760,000 s 90,000
J. Bryan, trustee	120,537
Bills receivable	15,000
Supplies on hand	. 383,586
Convecting lines indi	-

Riehmond & Alleghany Railroad.

Supplies on hand..... Connecting lines, individuals, &c., balan-

Cash in banks, in hands of agents, &c.

261,138

158,464

\$14,385,453

(For the year ending Sept. 30, 1883.)

\$14,385,453

The annual meeting of the stockholders of the Richmond & Alleghany Railroad Company was held in Richmond last week and the following directors were re-elected: William H. Barnum, Lime Rock, Ct.; C. S. Brice, New York; Myron P. Bush, Buffalo, N. Y.; James T. Glasson, New York; Francis O. French, New York; J. Lee, Humfreville, New York; John J. McCook, New York; William L. Scott, Erie, Pa.; Samuel Shethar; New York; John W. Simpson, New York; Allen Y. Stokes, Richmond, Va.; Samuel Thomas, New York; Charles E. Wortham, Richmond, Va.

The following are extracts from the report for the fiscal year:

INCOME ACCOUNT.

1	INCOME ACCOUNT.		
	Earnings-	J.O. 1 - 06	
	Freight	10-000	2
,	Passenger	107,000	U
	Express		7
	Telegraph	4.74	á
	Miscellaneous	1,12	
	Rents.	~	
ı	Waterrents		
	Richmond docks		
	Water-power (Manchester)	10,50	_
		PR35 30"	7
	Total earnings	\$000.0m	•
	Operating expenses—		^
	Conducting transportation	\$154,23	5
	Conducting express	.,0-	•
	Maintenance motive power and cars	42,00	2
	Maintenance way and buildings		S
	Transportation expenses	80,61	
	Operating collateral properties	4-,0-	
	General expenses.	73.61	1
			~
	Total operating expenses	*100,90	v
	Net carnings	\$223,42	7
	Taxes	\$45,30	1
	Taxes	11,04	6
	Rent of cars Rental leased roads		2
	Rental leased roads		_
	5	458,22	2
	Summaru— 1983.	1882.	
į.	Summary - 1883. Earnings - \$635,327	\$542,65	8
	Earnings	395,49	5
	Operating expenses. 406,960		_
	Net revenue, exclusive of interes and taxes \$228,427	\$153,16	3
	Net revenue, exclusive of interestand taxes \$225,321	4100,00	
	Increase in net earnings \$75,264		
	The instance of the less three months of	the fisca	1
	Earnings and expenses for the last three months of	тио поси	-
	year, while the receivers have been in possession:		
	Earnings	\$206,07	2
	Expenses.		5
	Expenses		_
		\$105.64	6

Mississippi & Tennessee.

(For the year ending Sept. 30, 1883.)

The President remarks: "The business of your company the past season has been eminently satisfactory, and with improved connections we see no reason why the business of the present year should not surpass the one just closed. The completion of the Kansas City Springfield & Memphis Railroad will greatly improve both our through freight and passenger receipts."

The figures below, as compared with last year, show an in-

crease in gross receipts of \$115,449, or 28 39-100 per cent, while operating expenses have increased \$7,307, or 2 87-100 per cent, showing an increase in net receipts of \$108,142, or 70 91-100 per cent. The earnings and expenses have been as follows:

Earnings – 1880-81. Freight. \$359,581 Passage. 121,406 Mail, &c. 11,199	1881-82. \$289,020 105,441 11,190	1882-83 \$380,210 130,981 10,910
Total. \$492,186 Expenses 297,840	\$406,651 254,159	$\frac{$522,101}{261,466}$
Net earnings	\$152,492 62·50	\$260,635 50·80
"The movement of cotton over the road h		
Shipments from local stations to Memphis Shipments from local stations to New Orleans		Bales. 61,940 12,014
Total local cotton. Received at Memphis from line Illinois Central Ra Forwarded from Memphis to New Orleans		

"The above figures show an increase in local cotton of 53,255 bales and in through cotton of 72,403 bales as compared with the previous year, or a total increase in cotton transported of 107,625 bales. Local receipts from passengers have increased \$17,857. Through passenger receipts increased \$6,683, showing a net increase from passenger receipts of \$24,540. Freight earnings have increased \$91,190." * *

"The financial condition of your company has gradually improved for years. The large debt due the State of Mississippi of \$65,000 having been paid during the last fiscal year, you have now no doubtful claims against you, and with our improved business, arising from better connections, we see no reason why we should not, from our surplus earnings, soon bying our readbed and conjugate to the standard of surpose bring our roadbed and equipment up to the standard of our connections, and place the company in a condition to pay regular dividends to her stockholders."

GENERAL INVESTMENT NEWS.

Atlantic & North Carolina.—The directors have voted to lease this road for thirty years to an eastern syndicate. The lease is subject to ratification by the stockholders. The line extends from Goldsboro to Morehead. The terms of the lease require its extension to Fayetteville within four years.

Chicago & Grand Trunk.—The Chicago Tribune of Dec. 15 says: "A meeting of the stockholders of the Grand Trunk Junction Railway Company and the stockholders of the Chicago & Grand Trunk Railway was held yesterday at the Palmer House, for the purpose of taking final action regarding the proposition to issue a joint mortgage to cover all the indebtedness of the two companies and to provide means for future improvements. The Grand Trunk Junction Railway Company is an organization which controls the Grand Trunk property from Thirty-ninth Street to the South Side Union Depot, and which attends to all extensions and improvements at this point. It was decided to issue a consolidated mortgage for £800,000 (\$4,000,000), and to take up all the outstanding obligations, including those for the construction of the Polk Street Union Depot."

Consolidated Railroad of Vermont.—St. Albans, Vt., Dec. 19.—Before Chancellor Royce to-day a petition for the dismissal of the Langdon suits and the discharge of the receivers ship of the Vermont Central and Vermont and Canada roadwas postponed to Jan. 17. B. F. Fifield, for the Central Vermont, asked for an order of the court confirming the mortgage given by the new consolidated railroad company to the amount of \$7,000,000, and decision was reserved.

Dan. Olney & Ohio River .- Parties representing \$400,000 in bonds and certificates have assented to the Corbin plan of reorganization for the Danville Olney & Ohio River Railroad Company, details of which plan are now in preparation. This leaves \$35,000 to make a majority over all.

Lake Shore & Michigan Southern.-The report of this railroad for the year ending Sept. 30, made to the Railroad Commissioners, shows the following:

Capital \$50,000,000	1883.
Funded debt.	\$50,000,000
Funded debt. 26,915,000 Unfunded debt. 4,469,805 Cost of road and equipment. 82,650,000	43,192,000
Cost of road and equipment	3,839,794
82,650,000	83,669,000
EARNINGS.	
Passengers	D1 000 100
Freight	\$1,820,486
Mails	13,066,948
Freight Mails Rents Express	676,390
Express	163,964
Express. Miscellaneous	386,232
Miscellaneous	70.861
	,
Total	

CHARGES AGAINST EARNINGS.

Transportation expenses—	
Passengers	
Freight \$3,33 Interest \$2,969,125	36,065
Interest 8,00	9,081
Less income from assets \$2,969,125	
Less income from assets	7.005
Rental of leased lines. 72,119—2,89 Dividends, 8 per cent 46	3,419
Dividends, 8 per cent. 46 Dividends on graph took 10 and 3,95	
Dividends on guaranteed stock, 10 per cent. 3,95	3 350
Total\$18,71	0.010
Surplus for year \$18,71 Surplus Sept. 30, 1882 \$46 Surplus Sept. 30, 1883 \$3,84	0,240
Surplus Sent 30 1992 \$16	3,614
Surplus Sent 30 1899 \$3,84	8,068
	6.713
	1.000
	1,926
5.53	6.877

Nashville Chattanooga & St. Louis.-The gross and net earnings in November, and the five months ending November 30, 1882 and 1883, have been as follows:

1	188	83	188	32
Main Stem	Gross earnings. . \$182,178 . 7,110 . 3,943 . 5,667 . 3,563 . 3,197	Net earnings. \$81,272 4,943 1,093 2,438 432 1,197	Gross	Net earnings. \$81,720 4,149 1,980 2,247 675 1,297
Total Interest and taxes		\$91.378 55,378	\$202,668	\$92,071 54,225
Balance net surplus		\$36,000		\$37.946

	FIVE MONTHS EN	DING NOVEMB	ED 20	401,040
The same of the sa	Test		Gross carnings. \$859,949 33,977 20,149 27,847 11,871 17,061	Net earnings. \$364,651 24,192 9,140 15,960 3,768 6,830
	Total	\$483,369 276,361	\$970,857	\$424,543 270,491
	Balance net surplus	\$207,008		\$154.052

New York West Shore & Buffalo.—It was stated at the office of the North River Construction Company that the entire amount of the \$5,000,000 of bonds offered to its stockholders had been subscribed for. This sale closes out the original issue of \$50,000,000 West Shore bonds. In regard to the condition of the property, General E. F. Winslow said: The North River Construction Company was organized with a capital of \$10,000,000 which was raid in and applied toward. tal of \$10,000,000, which was paid in and applied toward constructing and equipping the West Shore Railway. The construction company receives under the contract about \$37,000,000 of the \$40,000,000 of the capital stock and \$40,000,-000 of the \$50,000,000 of the first mortgage bonds of the West Shore Company. The tracks west of Syracuse have been so arranged as to enable the company to do a very large business without the use of so much of the second track as remains yet to be laid. At Buffalo, West Shore connections are made with the tracks of all roads running there, and trains will run directly from New York to the International bridge at Buffalo and to the suspension bridge at Niagara Falls on the opening of the road Jan. 1. The grading and bridging on the whole road have been completed for a double track, and at the end of this month not more than 70 miles of the second track will remain to be laid.

Norfolk & Western.-The Norfolk & Western Railroad has voted to close the books on the 22d, and will declare a scrip dividend to represent the earnings of the past year, the amount of which is not yet determined.

Northern Pacific.—A dispatch was received from Vice-President Oakes of the Northern Pacific road, stating that actual gross earnings for October, 1883, were \$1,397,221; operating expenses, \$614,500; rentals and taxes, \$53,111: surplus, ; estimated gross earnings for November, from which actual will not differ materially, \$1,253,200; operating expenses, \$557,700; rentals and taxes, \$45,000; surplus, \$650,500.

Ogdensburg & Lake Champlain.—This company's statement for Octobe, and and the seven months of its fiscal year from April 1 to October 31 is as follows:

Earnings. \$66,700 Expenses. 46,800	1882. \$74,000 44,700	1883. \$118,100 297,300	Months.————————————————————————————————————
Net earnings \$19,900	\$29,300	\$121,100	\$116,800
Per cent of expens's . 70.2	60·4	71·1	72.9

The decrease in October was due to the burning of the bridge over the St. Regis River, by which traffic was interrupted.

Southern Central (N.Y.).—The report of the Southern Central Railroad Company for the year ending September 30, 1883, made to the Railroad Commission, shows the following: Capital stock paid in, \$1,790,324; funded debt, \$2,923,860; unfunded debt, \$241,884; total cost of road and equipment to date, \$4,757,556; number of passengers carried during the year, 177,653; tons of freight carried, 480,485; earnings for the past year, \$511,900; disbursements for transportation expenses, \$281,320; for interest, \$155,865; for rentals of leased lines, \$2,100; total disbursements, \$439,286; surplus, \$72,613. It leases the Ithaca Auburn & Western Railway, paying 331/3 per\$19,181,884 cent of the gross earnings as rental.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Dec. 21, 1883.

Affairs in commercial circles are without important features. The weather has become quite wintry and much snow has failen, obstructing railroad transportation to some extent in northern latitudes. Many iron mills and coal mines have stopped work for periods more or less prolonged, throwing several thousand men out of employment, and in other mills and factories important reductions of wages have been made. Congress has taken no action upon revenue or currency questions, and will not be fully ready for business till after the holidays. Failures have been numerous, and there is general complaint of the difficulty of making collections.

The provision market has been firm during most of the week; lard and pork have sympathized with the strong Chicago advices regarding corn, and the statement that a great quantity of stock had been so badly frozen as to be even unfit for fodder. Latterly a selling movement, to realize profits, has brought about some irregularity. To-day mess pork sold on the spot at \$15 50, and extra prime at \$13 50. Lard declined 8 to 10 points, and closed dull; December quoted 9.18@9.22c.; January, 9.25@9.27c.; February, 9.35@9.37c.; March, 9.45@9.47c; April, 9.56c.; May, 9.63c.; on the spot Western sold at 9:25c.; refined to the Continent, 9:50c.; South America, 9 80c. Beef was steady and quiet; city extra India mess, \$24@\$26. Beef hams were steady at \$24 for Western prime. Bacon was dull and nominal at 8c. for city long clear. Tallow was firm at 7½c, and stearine was quoted at 9%c. for prime. Butter is steady and cheese firm.

Rio coffee has been quiet at an advance to 1134c. for fair cargoes; options have been active at higher prices, owing partly to decreased receipts at Rio de Janeiro, and partly to some advance in Havre, though the close was weaker, with the foreign markets in a less favorable position; to-day there were sales at 10 15@10 20c. for January, 10 25@10 35c. for February, 10:35@10:45c. for March and 10:45@10:55c. for April; mild grades have been quiet but steady. Tea has been more active and firm; 5,000 chests of Formosa Oolong have been sold, and the speculation at the Exchange has increased; to-day black sold at 3134c. for March and Japan at 21%c. for December. Foreign fruits have been moderately active at easy prices Rice has sold rather more freely at 5@7c. for domestic; New Orleans molasses has been fairly active at 30@56c. Spices have been nearly neglected. Raw sugar has been more active at times, but has shown no improvement in price, and the close was dull and nominal at 61/sc. for fair refining; refined has been dull; standard "A" sold to-day at 7.60c. for March; crushed closed on the spot at 87%c., powdered at 81%@812c. and standard "A" at 7%@758c.

Kentucky tobacco has had a very dull week, the aggregated sales being 90 hhds., 6 of which were for export; lugs quoted 7@Sc. and leaf 8¼@10½c. Seedleaf has also been quiet, and nothing of interest has transpired; sales embrace 900 cases including 250 cases crop 1882, Pennsylvania, 11@18½c.; 200 cases crop 1881 do., 8@11c.; 150 cases crop 1882, Ohio, 9@15c.; 100 cases crop 1882, State Havana, p. t.; 100 cases crop 1882, Wisconsin Havana, 14@20c., and 100 cases crop 1882, New England, 11@20c; also 400 bales Havana, 80c.@\$1 15.

In naval stores little of interest has transpired; strained to good strained rosins are still quoted \$150@\$155; spirits turpentine, 35@35½c. in yard. In refined petroleum little has been done owing to the small offerings from refiners; 70 abel test for January quoted 9¼c. Crude oil certificates have been depressed and very irregular; there were sales to-day at \$113¾s and \$112½s. closing \$112½s. Ingot copper is about steady at 14½@15c for Lake. Pig tin is easy and irregular at 15¾sc. for Straits. There have been sales of 2,000 tons Chestnut Hill iron at \$19, and 500 tons No. 2 Thomas at \$1950. Hops have declined to 25c. from the best State 1883's. Lard oil is firm at 72@75c.; linseed,56@58c. Wool is steady for the best grades and irregular for other qualities.

In ocean freight room the business was limited both on the berth and for charter tonnage. Rates have been irregular, and to a certain extent depressed by the larger offerings of tonnage. Liverpool steam grain quoted 278d.; flour, 10@12s. 6d. per ton; cotton, 3-16@13-64d.; bacon, 15@17s. 6d.; cheese, 20@25s; grain to London by steam. 3½d.; do. to Glasgow by steam, 3@3½d.; do. to Antwerp by steam. 3¼d; refined petroleum to Amsterdam, 3s. 9d; cotton by steamer from Savannah to Havre or Bremen, 11-32d.; do from New Orleans to the United Kingdom,

COTTON.

FRIDAY, P. M., December 21, 1383.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Dec. 21) the total receipts have reached 247,733 bales, against 281,163 bales last week, 265,484 bales the previous week and 222,185 bales three weeks since; making the total receipts since the 1st of September, 1883, 3,214,664 bales, against 3,209,539 bales for the same period of 1882, showing an increase since September 1, 1883, of 5,125 bales.

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	4,780	5,500	2,594	4,019	2,980	1,557	21,430
Indianola, &c.						227	227
New Orleans	19,379	11,364	21,312	18,121	12,076	13,338	95,590
Mobile	2,124	5,058	2,252	1,728	1,307	1,458	13,927
Florida						1,722	1,722
Savannah	3,651	6,494	4,757	5,293	5,673	4,717	30,575
Brunsw'k, &c.						27	27
Charleston	2,257	2,729	1,541	3,239	1,539	2,540	13,845
Pt. Royal, &c.						1,273	1,273
Wilmington	159	970	194	457	315	274	2,369
Moreh'd C.,&c						340	340
Norfolk	5,314	9,471	3,904	6,478	4,092	4,537	33,796
West Point,&c		1.1				10,326	10,326
New York	1,460	1,383	3,702	1,978	1,229	771	10,523
Boston	1,544	1,708	1			1,114	8,405
Baltimore	1,011	1,.00	1,0.0			2,540	2,540
	68	178	33	123	113	1	818
Philadelp'a, &c.							
Totals this week	40,736	44,845	41,367	43,281	30,440	47,064	247,733

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.

	1883.		1883. 1882.			k.
Receipts to December 21.	This Week.	Since Sep. 1, 1883.	This Week.	Since Sep. 1, 1882.	1883.	1882.
Galveston	21,430	427,930	37,706	453,742	120,440	123,828
Indianola,&c.	227	7,457	711	12,898	• • • • •	• • • • • • •
New Orleans	95,590	980,931	66,862	758,161	447,487	290,521
Mobile	13,927	182,081	15,261	192,618	63,711	36,476
Florida	1,722	22,934	1,183	8,382	••••	
Savannah	30,575	511,398	36,602	540,731	120,363	118,429
Brunsw'k, &c		6,472	250	4,908		
Charleston	13,845	321,736	22,217	380,478	81,317	107,825
Pt. Royal, &c.	1,273	9,933	422	7,083	1,000	4.50
Wilmington	2,369	73,937	7,882	84,825	18,824	24,876
M'head C., &c			1,900	8,828		
Norfolk	33,796	409,179	31,225	462,699	85,778	70,485
West Point,&c	10,326	144,838	13,187	140,926	••••	
New York	10,523	35,928	8,678	48,528	259,378	93,953
Boston	8,405	1	8,520	67,781	6.185	2,910
Baltimore	2,540		1,487	9,450	23,754	14,553
Philadelp'a,&c.					11,174	9,273
Total	247,733	3.214.664	258,170	3,209,539	1,242,411	893,201

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.	21,657	38,417	17,113	29,123	15,573	19,386
New Orleans.	95,590	66,862	59,947	62,504	69,941	73,650
Mobile	13,927	15,261	12,039	23,614	19,633	19,484
Savannah	30,575	36,602	31,698	31,956	30,458	25,793
Charl'st'n, &c	15,118	22,639	18,307	26,302	19,603	16,598
Wilm'gt'n, &c	2,709	9,732	6,974	5,179	3,880	3,906
Norfolk, &c	44,122	44,412	33,034	39,794	28,603	
All others	24,035	24,195	27,743	19,478	20,007	20,988
Tot. this w'k.	247,733	258,170	206,855	237,980	207,601	199,981
Since Sept. 1	3214.664	3269.539	3032,489	3257,664	3012,549	2576,136

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 150,854 bales, of which 102,712 were to Great Britain, 20,028 to France and 28,114 to the rest of the Continent, while the stocks as made up this evening are now 1,242,411 bales. Below are the exports for the week and since September 1, 1883.

- '		k Endir Export		21.	From Sept. 1, 1883, to Dec. 21, 18 Exported to—			
Exports from—	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Conti-	Total.
Galveston	5,633	3,848	1,163	10,644	103,749	24,167	55,070	182,980
New Orleans	39,106	12,799	9,119	61,031	267,195	158,467	144,320	569,982
Mobile	3,578			3,578	13,412		200	13,61
Florida			,		1,500		ø ······	1.500
Bavannah	9,088		4,586	13,674	80,883	10,536	109,977	201,376
Charleston *	5,437	1,030	7,800	14,367	53,377	15,597	83,041	152,01
Wilmington	4,475	1		4,475	30,069		2,704	32,77
Norfolk+	16,316	2		16,356	125 120		9,613	
New York	12,368	1	2,431	17,150	165,031	20,982	52,909	
Boston	379	1		379	29,858		100	
Biltimore	2 381		2,915	5,298	50,022	100	28,450	78,57
Pailadelp'a,&c	20 10 0			3,911	32,782	•••••	2,0.5	31,80
Total	102,712	20.028	28,114	159,854	953,008	223,826	488,469	1,671,30
Total 1882	120 000	14.005	33,631	177.698	1.178 890	195,738	547,484	1,922,08

* 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 closing bids. in addition to the daily and total sales 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.

· •	On Shipboard, not cleared—for							
DEC. 21, AT-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.		
New Orleans Mobile Cnarieston Savannah Galveston Norfolk New York Other ports	42,434 15,500 7,446 14,700 35,753 35,000 6,500	51,526 None. 500 1,500 1,616 None. 800	11,584 None. 4,700 8,800 5,235 3,000 1,350	1,051 None. 950 3,200 5,866 2,000 None.	106,595 15,500 13,596 28,200 48,470 40,000 8,650	340,892 48,211 70,721 92,163 71,970 45,778 250,728		
Total 1883. Total 1882 Total 1881	$ \begin{array}{r} 7,000 \\ \hline 164,333 \\ \hline 156,582 \\ 73,167 \end{array} $	None. 55,942 35,562 35,973	$ \begin{array}{c c} 2,000 \\ \hline 36,669 \\ \hline 66,137 \\ 39,957 \end{array} $	None. 13,067 14,789 20,717	9,0(0) 270,011 273,070 169,814	$ \begin{array}{r} 51,937 \\ \hline 972,400 \\ \hline 620.131 \\ 977,506 \end{array} $		

Considerable activity has characterized the dealings in cotton for future delivery at this market during the week under review. The opening was strong, and on Monday, with early indications pointing to a reduction in receipts at the ports, and with Liverpool stronger, there was an advance of 7@10 points; but the receipts proved to be large again, so on Tuesday Liverpool was quite depressed; many operators for the rise became discouraged, and there was a free selling movement, under which there was a decline of 8@11 points, prices returning to about the closing figures of the previous Friday. On Wednesday reports from other markets were still weak, the crop movement quite large, and there appeared to be some manipulation to force the sale of January contracts, causing an irregular decline. The difference between January and July was widened six points. The "short interest" was somewhat increased. But on Thursday better advices from Liverpol, reporting an active speculation there, and indications of a smaller interior movement of the crop, caused a smart demand to cover contracts, as well as a revival of speculative confidence, upon which an advance of 6@7 points took place. To-day, with Liverpool still better, and receipts at the ports again reduced, there was a further advance, but a quieter market toward the close. Cotton on the spot has remained very dull. A limited business for home consumption can alone be noticed. Receipts direct and from other markets have been more liberal, and there is an important increase in our stocks. Quotations were reduced 1-16c. on Wednesday. To-day there was a steady, quiet market, middling uplands c osing at 103 sc.

The total sales for forward delivery for the week are 634,300

bales. For immediate delivery the total sales toot up this week 2,144 bales, including — for export, 1,272 for consumption, 872 for speculation and — in transit. Of the above, —— bales were to arrive. The following are the official quotations for

each day of the past week.

Dec. 15 to	U	PLANI	os.	NEW ORLEANS.			TEXAS.		
Dec. 21.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin's. Ph	8316	8316	8316	8716	8716	8716	8713	8716	8716
Strict Ord	858	858	858	878	878	878	878	878	878
Good Ord	9718	9710	9716	91116	91116	91116	91116	91116	91116
Str. G'd Ord	91310	91310	91310	10116	10116	10116	10116	10116	10116
Low Midd'g	10118	10116	10116	10516	10516	10516	10516	10516	10516
Str.L'w Mid	104	1014	104	1010	1040	1010	1010	1010	1010
Middling	10718	10718	10718	101116	101110	101114	101110	101110	101110
Middling Good Mid	101118	101116	101118	101516	101516	101516	101516	101510	101510
bur. G a Mia	101016	101016	TOIDIR	11118	11116	11116	11116	11116	11116
Midd'g Fair	11516	11516	11516	11918	11914	11916	11916	11916	11916
Fair	12116	12116	12116	12516	12516	12518	12516	12518	12516
. 1	Wed								
	wed	AM.	FFI.	Wed	Tb.	Fri.	Wed	Th.	Fri.
Ordin'y.報面	818	818	818	833	838	838	838	838	838.
Strict Ord	8916	8916	8916	81316	81316	81318	81316	81316	81316
Good Ord	938	938	938	958	958	958	958	958	958
Str. G'd Ord	934	934	934		10	10	10	10	10
Low Midd'g	10	10	10	104	104		1014		104
Str. L'w Mid	10318	10316	10316	10716	10716	10716	10716	10716	10718
Middling		1038	1038	1058	1058	1058	1058	1058	1058
Good Mid. 1			$10^{5}8$	1078	1078		1078	1078	1678
Str. G'd Mid 1	1034	1034	1034	11	11	11	11	11	11
Midd'g Fair 1	114	1114	114	1112	1112	1112	1112	1112	11^{1}_{2}
Midd'g Fair 1 Fair1	2 -	1114	114	1112	1112	1112	1112	1112	11^{1}_{2} 12^{1}_{4}
Fair 1	AINE	$\frac{11^{14}}{12}$	114	$11\frac{1}{2}$ $12\frac{1}{4}$	1112	$\begin{array}{c c} 11^{1_{2}} \\ 12^{1_{4}} \end{array}$	11^{1}_{2} 12^{1}_{4}	1112	
Fair1	AINE	1114 12 D.	114	11 ¹ ₂ 12 ¹ ₄ Sat.	111 ₂ 121 ₄ Mon	111 ₂ 121 ₄ Tues	11 ¹ 2 12 ¹ 4 Wed	11 ¹ ₂ 12 ¹ ₄	12 ¹ 4
Good Ordinar	AINE	1114 12 D.	11 ¹ 4 12	$ \begin{array}{c c} 11^{1_2} \\ 12^{1_4} \\ \hline \mathbf{Sat.} \\ \hline 7^{13}_{16} \end{array} $	111 ₂ 121 ₄ Mon 713 ₁₆	$\frac{11^{1_{2}}}{12^{1_{4}}}$ Tues $\frac{7^{13}_{16}}{}$	11 ¹ 2 12 ¹ 4 Wed	$ \begin{array}{c c} 11^{1_2} \\ 12^{1_4} \\ \hline $	12 ¹ 4 Fri. 7 ³ 4
Fair1	AINE ry	1114 12 D.	11 ¹ 4 12 . 78 Tb.	11 ¹ ₂ 12 ¹ ₄ Sat.	111 ₂ 121 ₄ Mon	111 ₂ 121 ₄ Tues	11 ¹ 2 12 ¹ 4 Wed	11 ¹ ₂ 12 ¹ ₄	12 ¹ 4

MARKET AND SALES.

		SALI	es of s	FUTU	FUTURES.			
	SPOT MARKET CLOSED.	Ex- port.	Con- sump.		Tran- sit.	Total.	Sales.	Deliveries.
Bat	Dull		102	872		974	85,800	200
Mon.	Quiet		145				108,000	
Tues.	Dull and easier.		138				105,600	
Wed.	Dull at 116 dec		163				110,600	
Thurs	Quiet		383				112,600	300
Fri	Quiet		341			341	112,300	200
Total			1.272	872	-	2.144	634 300	2.300

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

THE SALES AND PRICES OF FUTURES are shown by the following semprehensive table In this statement will be found the 32 pd. to exch. 200 Jan. for Mar.

daily market, the prices of sales for each month each day, and

1	t !	the cl	osing bi	ds. in add	lition to	the dail	v and to	otal sale	8.	,, ~
9	221	Average price, week. Sales since Sep. 1, '83'	Salas, total	Chursday, Dec. 20— Sales, total Prices paid (range) Closing	Wednesd'y, Dec. 19— Bales, total	Puesday, Dec. 18- Depressed. Sales, total	Monday, Dec. 17— Sales, total. Prices paid (range) Closing.	Sadurday, Dec. 15— Firmer. Aver. 10:35 Aver. 10:40 Aver. 10:55 Aver. 10:65 Aver. 10:97 Aver. 11:10 Aver. 11:22 Aver. 11:32 Aver. 11:32	FOTOKES.	Market, Prices and Sales of
207723	211130088877001166	8.559.900	3 36	Firmer. Aver. 10:24 Aver. 10:33 Aver. 10:51 Aver. 10:66 Aver. 10:80 Aver. 10:95 Aver. 11:10 Aver. 11:22 Aver. 11:29 10:22@11:32 10:22@10:30@10:38 10:47@10:55 10:62@10:70 10:77@10:85 10:91@10:99 11:03@11:12 11:15@11:26 11:26 211:32	Lower. 110,600 10.23@11.29 Steady.	Depressed. 105,000 1030#11:37 Easy.	Buoyant. 108,000 10.31.40 Firm.	85,800 10:34 #11:33 Dull.	Total Sales.	Market, Range and
3	1 6 6	10:30	3,700 10.28 9 10.33 10.32 - 10.33	Aver. 10.24 2.500 10.22@10.29 10.29 Aver 10.31	Aver10:24 Aver10:32 2,200 15,500 10:23@10:29 10:29@10:34 10:22-10:23	Aver10·33 2,600 10·30 a 10·39 10·29—10·30	Aver10.35 8,100 10.31@10.41 10.40-10.41	Aver10:35 1,000 10:34 @10:36 10:33-10:34	December.	
y 0	1 6	10.38	20.400 10.37@10.43 10.41—10.42	Aver 10:33 11,500 10:30 \$\(\pi\)10:38 10:36 10:37	Aver 10.32 15,500 10:29@10:34 10:29—10:30	Aver10-39 19,900 10-36@10-44 10-36 —	Aver10.40 22,000 10.37@10.46 10.46—10.47	1,000 1,000 21,200 21,200 21,200 10.36 10.38 210.42 10.38—10.39	January.	
9 , , , ,		10.54	100 0	. 10.24 Aver10.33 Aver10.51 Aver10.66 Aver 2.500	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Aver10·33 Aver10·35 Aver10·55 Aver10·69 Aver 2,600 19,900 18,000 10·30 \$\tilde{\alpha}\$10·36 \$\tilde{\alpha}\$10·44 10·51 \$\tilde{\alpha}\$10·66 \$\tilde{\alpha}\$10·674 10·81 \$\tilde{\alpha}\$10·29-10·30 10·36 \$\tilde{\alpha}\$10·36 10·51-10·52 10·66-10·67 10·81-1	Aver 10·35 Aver 10·40 Aver 10·57 Aver 10·72 Aver 10·31 8,100 22,000 11.800 24,200 12.001 10·31 \$\tilde{a}\$10·41 10·37 \$\tilde{a}\$10·46 10·53 \$\tilde{a}\$10·63 10·63 \$\tilde{a}\$10·78 10·83 \$\tilde{a}\$10·40 -10·41 10·46-10·47 10·62-10·63 10·77 10·91-	Aver10.55 16,700 10.53.20.56 10.53.10.54	February.	1
5 -	1,199,800	10.69	Aver10.72 Aver 24,600 10.70 \$\textit{a}\$10.75 \$\textit{1}\$0.85 \$\textit{a}\$ 10.74 \$-10.75 \$\textit{1}\$0.88 \$-\$	Aver10.66 27,500 10.62 ø10.70 	16.48 Aver 10.63 Aver 15.100 26.700 21.	Aver10.69 23,400 10.66 \(\pi\)10.74 10.66 \(\pi\)10.67	Aver10.72 24.200 10.63.200.78	Aver 10.70 16.600 10.68.2010.71 10.68.10.69	March.	DAILY PR
	660,200	102,500	10.87 400 10.89 10.89	Aver10·80 20,800 10·77@10·85 — —10·c3	Aver 10.77 21.000 10.75 \$210.81 10.76-10.77	Aver10.86 14,400 10.81 \(\phi\)10.89 10.81-10.89	Aver10.87 13,600 10.83@10.92 10.91—10.92	Aver10.85 12.300 10.83 æ10.86 10.53-10.84	April.	PRICES AND
	589,800	85,200 10:98	Aver11.02 13.700 10.99 \(\alpha 11.04 \) 11.03-11.04	Aver10.95 17.400 10.91.010.99 10.97-10.98	10.77 Aver10.93 Aver11.06 .000 14,500 7,600 10.81 10.90 20.95 11.03 211.09 10.77 10.91 - 11.04	Aver10.99 Aver11·11 Aver11·23 18.200 6.600 1,000 10.95 \$\alpha\$11·08 \$\alpha\$11·16 11·20 \$\alpha\$11·27 10.95 -10.96 11·08 -11·09 11·19 -11·20	Aver11.00 10.500 10.96 æ11.06 — —11.08	Aver10.97 10,600 10.96 \$10.99 10.96-10.97	Мау.	SALES OF
	240,900	48.700	Aver11·15 Aver11·27 12.800 11·13æ11·18 11·16æ11·26æ11·29 11·17—11·18 11·28—11·29	Aver11·10 6,100 11·03 #11·12 11·10	Aver11.06 7,600 11.03@11.09 11.04—	Aver11:11 6,600 11:08-11:16 11:08-11:09	Aver11:13 11,300 11:09@11:19 11:18—11:20	Aver11·10 4,300 11·09æ11·12 11·08—11·09	June.	FUTURES
	163.800	17,600	Aver . 11.27 1,300 11.26@11.29 11.28—11.29	Aver11·10 Aver11·22 Aver11·29 6,100 5,300 2,000 11·03æ11·12 11·15æ11·26 11·26æ11·32 11·10 11·21-11·22 11·30-11·32	Aver11·17 4,400 11·14@11·20 11·15—11·16	Aver11.23 1,000 11.20a11.27 11.19-11.20	Aver11.24 3,900 11.20@11.30 11.29-11.31	Aver11.22 1,700 11.21@11.23 11.19-11.20	Juby.	FOR EACH
	60,900	9,200 11.33	Aver11·15 Aver11·27 Aver11·34 Aver11·05 12.800 1,300 11·13æ11·18 11·26æ11·29 11·33æ11·36 — æ11·05 11·17—11·18 11·28—11·29 11·37—11·38 11·05—11·07	Aver11·29 2,000 11·26 æ11·32 11·30—11·32	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Aver11.32 1,100 11.30@11.33 11.29—11.30	August.	H MONTH.
	9,700	1,900		Aver11.00 Aver10.58 Aver 200 200 - @11.00 - @10.58 -	Aver10.92 Aver 200 10.92 <i>a</i>	Aver11:35 Aver10:98 Aver 400 11:31@11:37 10:98@11:03 — @ 11:28-11:30 10:97-10:99 — —	Aver10.99 500 10.99 a — 11.05—11.08	Aver10.99 300 - #10.99 10.95-10.98	September.	
	2,800	500 10.61	Aver10.65 200 - 210.65	Aver10.58	9::	Aver	Aver10.60 Aver10.4:	Aver	October.	
-	2,300	700	10.65 Aver10.56 200 200 200-65 10.56 20.57		Aver10.45 200 10.44@10.45	Aver		. 1 1	November.	
1	*	Includ	tes sales i	n Septemb	per, 1883.	for Sep	tember, 7	6,200;	Septe	em-

in September, 1833, for September, 76,200; September-October, for October, 338,600; September-November, for November,

Transferable Orders—Saturday, 10·35c.; Monday, 10·45c.: Tuesday, 10·30c.; Wednesday, 10·25c.; Thursday, 10·30c.; Friday, 10·35c. Short notices for December.—Monday, 10·25c.; Tuesday, 10·22@10·26c.; Wednesday, 10·19@10·20c.; Friday, 10·25@10·25c.

The following exchanges have been made during the week:

09 pd. to exch. 100 July for Aug. ·05 pd. to exch. 1,000 Dec. for Jan. 31 pd. to exch. 600 Jan. for Mar. 16 pd. to exch. 1,200 Jan. for Feb. 11 pd. to exch. 100 June for July. 15 pd. to exch. 200 Mar. for April. 61 pd. to exch. 1,000 Jan.for May. 31 pd. to exch. 600 Jan. for Mar. 29 pd. to exch. 200 Mar. for May. 74 pd. to exch. 100 Jan. for June. 32 pd. to exch. 300 Jan. for Mar.

15 pd. to exch. 300 Feb. for Mar. 13 pd. to exch. 300 rep. for mar.
48 pd. to exch. 700 Jan. for April.
21 pd. to exch. 200 June for Aug.
15 pd. to exch. 200 Mar. for April.
43 pd. to exch. 300 Mar. for May.
30 pd. to exch. 100 Mar. for May. 15 pd. to exch. 100 Feb. for Mar. 15 pd. to exch. 500 Mar. for April.
15 pd. to exch. 500 Mar. for April.
60 pd. to exch. 300 Jan. for May.
132 pd. to exch. 1,000 Jan. for Mar.
18 pd. to exch. 300 Jan. for Feb ·29 pd. to exch, 200 Mar, for May

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the 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 (Dec. 21), 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.	573,000	556,000	471,000	465,000
Stock at London	48,000	70,900	37,000	36,600
DUOLE AU INTRODUCE				
Total Great Britain stock .	621,000	626,900	508,000	501,600
Stock at Hamburg	2.000	3,800	18,000	5.000
Stock at Bremen	59,900	25,100	42,600	
Book at Amsterdam	49,000	6,600	15,300	9,300
	1,500	4.100	390	4.190
Stock at Rotterdam	3,500	900	2.090	900
Stock at Antwerp	129.000	129,000	123,000	90,000
Scock at Havre	7,000	2,700	3,500	6,800
Stock at Marseilles	42,000	40,000	16,200	24,700
Stock at Barcelona	9,000	9,000	4,000	3.000
Stock at Genoa	8,000	7,006	4,000	1,790
Stock at Trieste	8,000	7,000	4,000	1,750
	010.000	228,200	229,080	170,380
Total continental stocks	310,900	228,200	223,050	170,300
	001 000	075 100	737,080	671 930
Total European stocks	931,900	855,100		59.000
ndia cotton affoat for Europe.	118,000	113,006	103.000	
Amer'n cotton afloat for Eur'pe	536,000	651,000	480,000	689,000
Egypt, Brazil, &c., afit for E'r'pe	73,000	73,006	43,000	41.000
Stock in United States ports	1,242,411		1,147,320	933 638
Stock in U. S. interior towns	379,628	295,607	406,661	310,015
United States exports to-day	19,600	30,400	8,800	49,000
200 000 000 000 000 000 000 000 000 000		2 2 4 4 2 2 2	2427 001	0.552.020
Total visible supply	3,300,539	2,911,308	2,925,861	2,753,683
Of the above, the totals of Amer	ican and o	ther descrip	ptions are a	as follows:
American—				
Liverpool stock	359,000	303,000	311,000	357,000
Continental stocks	237.000	118.000	101,000	96,000
American afloat for Europe	536,000	651,000	480,000	689,000
United States stock		893,201	1,147,320	933,688
United States interior stocks	379.628	295,607	406,661	310,015
United States exports to-day	19.600	30,400	5,800	49,000
Total American	2.772.639	2.296.208	2,490,781	2.434.703
East Indian, Brazil, &c.	-,.,-,000	_,,	_,,	
Liverpool stock	215.000	248,000	127.000	108,000
Landon stock		70,900	37,000	36,600
London stock	73,900	110,200	125,080	
	118,000	113,000	103,000	59,000
India affoat for Europe	73.000	53,000	43,000	41,000

Total visible supply......3,300.539 2,911,308 2,925,861 2,753 683 Price Mid. Upl., Liverpool 5344. 513_{16} d. 611_{16} d. 611_{16} d. The imports into Continental ports this week have been

73,000

Total East India, &c...... 527,900 615.100 435,080 318,980 Total American.......2,772,639 2,296,208 2,490,781 2,434,703

318,980

73,000

Egypt, Brazil, &c., affoat.....

49,000 bales. The above figures indicate an increase in the cotton in sight to-night of 389,231 bales as compared with the same date of 1882, an increase of 374,678 bales as compared with the corresponding date of 1881 and an increase of 546,856 bales as com-

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	Brenham, Tex Houston, Tex	Louisville, Ky	Petersburg, Va.	Newberry, S. C.	Total, old towns. 103,819	Cincinnati, O	Charlotte, N. C.	Rome, Ga	Arlanta Ga	Eufaula, Ala	Columbus, Miss.	Vicksburg, Miss.	Palestine Tex	Dallas, Tex	Nashville, Tenn.	Mamphia Tenn	Montgom'ry, Ala.	Macon, Ga	Columbus, Ga	A marte Co	Towns.		
134.343	30,524	23,935	9 379 202		700	103,819	8.536	1,401	4,072	4,519	1,362	1,707	8.161	202	1,834	2,108	29.706	3,833	2,398	3,128	2008	This week.	Rec	Hopen
2,005,394	524,276	398,363	25,524	12,164	12,450	1,481,118	111,564	186,246	66,779	124.597	30,097	25,323	80,915	07 0. X 0.	36,506	31.250	294,497	02,976	53,792 192	65,974	106 529	Since Sept.1,'83.	Receipts.	Movement to December 21, 1883.
121,012	31,085	25,500	1 871	795	1 570	89,927	7,629	19 470	6,280	5,121	1,665	2,113	7,043	2.005	J. C. C.	2,518	21.338	3,432	2,385	2.056	4.170	This week.	Shipmits	ember 21
423,577	43,919	3,570 23,114	6.253 7.476	2,011	1.471	379,628	7,839		_	29.250	1,673	6,835	13,115	18.095	3,170	6,875	111,347	21,735	11,571	19,857	25.344	Stock Dec. 21.		1883.
178.919	47,125	1,796 35,873	3,846	1.563	2.106	131,794	8.763	93.736	6,638	8.853	1,316	15,603	5,013	4.820	3,2,1	5,973	28,616	1.225	115	5,663	8.312	This week.	Kee	30000
2,124.076	591,717	26.777 454,757				1,532,359	143,976	244.016	52,360	101,758	20.066	25,799	52,155	58,454	10.363	25,610	287,511	73.584	40,637	77,454	120,185	Sept.1,'82.	Receipts.	Mobellielli to Deco
141.454	39,279	31,569	2,199	1,213	700	102,175	9,495	19,111	9,201	3.569	1,130	2,292	4,752	6,019	950	1.871	24,171	3.547	1.00	3,769	5,449	This week.	Shippy	בונכוווטכו ביי
336,993	41.386	28.550	3,241	1,599	2,317	295,607	7,115	42,027	9 000	-27,459	1.914	8,977	6,912	5.990	3,122	5.612	91,199	069.8	10.100	19,621	23.272	Dec. 22	2	1004.

The above totals show that the old interior stocks have increased during the week 13,892 bales, and are to-night 84,021 bales more than at the same period last year. The receipts at | dredths. The thermometer has averaged 54.

the same towns have been 27,975 bales less than the same week last year, and since September 1 the receipts at all the towns are 118,632 bales less than for the same time in 1882.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS .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	CLOSI	NG QUOTA	TIONS FOR	MIDDLIN	G COTTON	on-
Dec. 21.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston	978	978	978	978	91316	91316
New Orleans.	10	10	10	9:516	978	978
Mobile	834	934	934	934	934	934
Savannah	934	934	934	934	934	934
Charleston	10	91516	10	10	10	10
Wilmington	934	934	934	934	934	934
Norfolk	91316	91316	91316	934	934	91316
Boston	1012	1012	1012	1012	1012	1012
Baltimore	1014	1014	1014	1014	10404	1014
Philadelphia.	1034	1034	1034	1034	1034	1034
Augusta	91_{2}	91_{2}	913	942	9916	958
Memphis	931	934	934	931	931	934
st. Louis	91316	978	978	91316	91316	91316
Cincinnati	978	978	978	978	978	378
Louisville	10	10 °	978	978	978	978

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.

Ţ	Veek	Receip	ts at the	Ports.	St'k at l	nterior	Towns.	Rec'pts	from P	lant'n s
en	dira-	1881. 1882.		1883.	1881.	1882.	1883.	1881.	1882.	1853,
Oct.	5	174.810	179,883	165,461	155,559	76,562	137.536	2 5,843	210,123	197,219
11	12 \$1	191.056	206.136	228,897	196.561	95.675	184,615	232,058	224,949	256,276
**	19	192.531	242,329	257,276	224,785	125,039	202,970	224,755	271,693	295,331
44	26	210.537	241,738	252,845	251,532	139,317	236,956	233,334	258,0:6	286,861
Nov.	2	225.255	256,623	241.921	290,140	175,092	276,734	263,893	292,895	281,669
"	9	233.320	262,251	267,601	322,161	211,740	313,249	265,311	295.889	304,119
	16	233,462	239.154	212,078	345,706	244,123	343,929	257,007	291,537	272,758
**	23	232.210	242.169	2 2 510	367,000	259,175	359,71	253,570	257,221	238.329
	80	222.170	255.097	222.185	393,086	275.790	374,564	245,198	271,622	237,001
Dec.	7	238,844	247.017	265,484	415.598	291,376	3.6,477	251,357	262,693	277,397
**	14	241,576	262,015	281,16	415,536	:99,528	410 216	271,515	270,167	304,932
64	21	206.855	238 170	24 .733	457,024	336, 9%	428,577	215,343	295,635	261,06

The above statement shows-1. That the total receipts from the plantations since September 1, in 1883, were 3.589,085 bales; in 1882 were 3,530,047 bales; in 1881 were 3,444,088 bales...

2.—That, although the receipts at the out-ports the past week were 247,733 bales, the actual movement from plantations was 261,064 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 295,635 bales and for 1881 they were 218,343 bales.

AMOUST OF COTTON IN SIGHT DECEMBER 21.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to December 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 Dec.21		3,209,539	3,032,489	3,257,664
Interior stocks on Dec. 21 in excess of September 1		320,508	411,599	314,649
Tot. receipts from plantat'ns Net overland to December 1 Southern consumpt'n to Dec. 1	261,252	214,112	226,910	199,944
Total in sight December 21.	3,937,337	3,864,159	3,734,998	3,827,257

It will be seen by the above that the increase in amount in sight compared with last with 1881 is 202,339 bales, and with 1880 is 110,080 bales.

WEATHER REPORTS BY TELEGRAPH.—The temperature has been rather low in all districts of the South during the week, but not unseasonable, with the rainfall nowhere heavy. A slight snowfall is reported in some of the northern sections.

Galveston, Texas.—We have had showers on two days of the week, the rainfall reaching twenty-nine hundredths of an inch. The thermometer has ranged from 41 to 72, averaging 57.

Indianola, Texas.—It has been showery on two days of the week, the rainfall reaching eighteen hundredths of an inch. The thermometer has averaged 54, the highest being 71 and the lowest 36.

Palestine, Texas .- There have been showers on two days of the week, the rainfall reaching twenty-four hundredths of an inch. Average thermometer 49, highest 66 and lowest 31.

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New Orleans, Louisiana.-It has rained on four days of the week, the rainfall reaching one inch and sixteen hunShreveport, Louisiana.—Telegram not received.
Vicksburg, Mississippi.—Telegram not received.
Meridian, Mississippi.—The weather has been cold during

the week, with rain on four days. Receipts have fallen off largely at this place, this week. About three-quarters of the crop has been marketed.

Columbus, Mississippi.—It has rained on two days of the week, the rainfall reaching sixty-four hundredths of an inch. Little Rock, Arkansas.—Friday and Saturday were clear, and the remainder of the week has been cloudy and cold, with light rain on two days. The rainfall reached five hundredths of an inch. Average thermometer 36, highest 60 and lowest 26.

Pine Bluff, Arkansas.—It has rained on two days of the week, and the remainder of the week has been cloudy. Rainfall inappreciable. About three-quarters of the crop has been marketed. The thermometer has averaged 35, ranging from

Fort Smith, Arkansas.—We have had no rain all the week. Average thermometer 35, highest 53 and lowest 22.

Helena, Arkansas.—It has rained on one day of the week, and the remainder of the week has been cloudy. The rainfall reached seven hundredths of an inch. The thermometer has ranged from 25 to 48, averaging 36.

Monticello, Arkansas.-We have had rain on two days of the week, the rainfall reaching two inches and sixty-three hundredths. Ice formed this week in this part of the State. About ninety per cent of the crop has been marketed.

Memphis, Tennessee. - We have had rain on four days of the week, the rainfall reaching twenty-seven hundredths of an inch. We had a light snow this week, the first of the season. Picking is virtually completed throughout this section, and sixty-five per cent of the crop has been marketed. The thermometer has averaged 35, the highest being 53 and the lowest 22.5.

Nashville, Tennessee.—There has been rain on three days of the week, with a rainfall of one inch and thirty-two hundredths. About two-thirds of the crop has been marketed. Average thermometer 34, highest 52 and lowest 20.

Mobile, Alabama. - We have had rain on three days of the week, the rainfall reaching fifty hundredths of an inch. The thermometer has averaged 49, ranging from 28 to 70.

Montgomery, Alabama.—It has rained on three days of

the week, the rainfall reaching seventy-five hundredths of an inch. We have had killing frost on two nights of the week.

The thermometer has ranged from 26 to 66, averaging 46. Selma, Alabama.—We have had rain on two days of the week, and the remainder of the week has been pleasant. The rainfall reached forty-eight hundredths of an inch. formed in this vicinity on two nights of the week. The thermometer has averaged 39, the highest being 61 and the

Madison, Florida.—Telegram not received.

Macon, Georgia.—We have had rain on two days of the week. The thermometer has averaged 47, ranging from 24

Columbus, Georgia.-We have had rain on two days of the week, the rainfall reaching ninety hundredths of an inch. The thermometer has ranged from 30 to 67, averaging 51.

Savannah, Georgia.—It has rained on one day of the week and the remainder of the week has been pleasant. The rainfall reached forty-nine hundredths of an inch. The thermometer has averaged 51, the highest being 69 and the lowest 28.

Augusta, Georgia.—The early part of the week was clear and pleasant, but during the latter portion it has been showery on two days, the rainfall reaching thirty hundredths of an inch. The crop is being marketed freely; about seventy-five per cent has already been marketed. Average thermometer 48, highest 67 and lowest 28.

Atlanta, Georgia.—Telegram not received. Charleston, South Carolina.—It has rained on one day of the week, the rainfall reaching thirteen hundredths of an inch. The thermometer has ranged from 29 to 69, avera-

Columbia, South Carolina.—It has been showery on three days of the week, the rainfall reaching thirty-eight hundredths of an inch. The thermometer has averaged 44, the highest being 63 and the lowest 25.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock December 20, 1883, and December 21, 1882.

	Dec. 2	20, '83.	Dec. 2	1, '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	Feet. 7 19 10 13	Inch. 5 10 7 4		

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

India Cotton Movement from all Ports.—We have 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 December 20.

BUMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipme	ents thi	s week.	Shipm	en! e sinc	Receipts.		
	Great Brit'n.	Conti- nent.	Total.	Great Britain	Conti- nent.	Total.	This- Week.	Since Jan. 1.
1004	11,000	12.000	23.000	488,000 799,000 370,000 375,000	610,000	1.447,000 980.000	$24,000 \\ 35,000$	1,751,000 1,755,000 1,363,000 1,186,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 6,000 bales, and an increase in shipments of 10,000 bales, and the shipments since January 1 show a decrease of 131,000 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 th	e week.	Shipments since January 1.			
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	
Calcutta— 1883 1882 Madras—	3,000	200	3,200	86,200 114,700	10,800	97,000 148,800	
1883 1882 All others—	5,000		5,000	$\frac{43,300}{72,200}$	1,000 5,000	44,300 77,200	
1883 1882	500 1,500		500 1,500	55,000 50,700	17,000 28,000	72,000 78,700	
Total all— 1883 1882	5,500 4,500	200	5,500 4,700	184,500 237,600	28,800 67,100	213,300 304,700	

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

Shipments	1	883.	1	882.	1881.		
to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.	
Bombay	27,000 5,500	1,316,006 213,300		1,447,000 304,700		980,000 215,700	
Total	32,500	1,529,300	21,700	1,751,700	31,700	1.195,700	

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, December 19.	18	883.	1	882.	1881.			
Receipts (cantars*)— This week Since Sept. 1	1,7	80,000 62,000		60,000	1	160.000 ,817,550		
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.		
Exports (bales)— To Liverpool To Continent	10,000 2,000	119,000 44,000	11,000 5,000	101,000 24,000	12,060 9,170	102,000 51,521		
Total Europe	12,000	163,000	16,000	125,000	21,170	153,521		

* A captar is 98 lbs.

This statement shows that the receipts for the week ending Dec. 19 were 180,000 cantars, and the shipments to all Europe were 12,000 bales.

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

						-					7141	100				
		1883.								1882.						
	32s C	84 lbs. Shirtings.				Oott'n Mid. Upl/s	32s Cop.		8 ¹ 4 lbs. Shirlings.			s. gs.	Oott' Mid. Uz li			
Oct.19	d. 87 ₁₆ 70	đ. 9	8. 5	d. 6	æ7	d 112	d. 515 ₁₆	d. 938 @	d. 931	8.	d. 1½	8.	đ. 9	d.		
. 26	S9180	9	5	7	@? @7	$\frac{1}{1}\frac{1}{2}$	6	914 @ 9316@	912	6	073	37	$\frac{5}{6}$ 12	69 ₁₈ 638		
" 16	87 ₁₆ a 87 ₁₆ a	9	5	6	@7 @7	$1\frac{1}{2}$	515 ₁₆ 578	93 ₁₈ 2 91 ₁₆ 2	938	51	112	₫7 @7	6412	6316 618 618		
" 23 " 30	8 ¹ 9 a 8 ⁵ 8 a	9^{18}	5	7	@7	$\frac{1}{1}$	51516	878 @ 878 @	91_{2} 91_{2}	6	3 4	æ7	9 9	618		
" 14	89180	9^{18}	5	.7 8	@7 @7	$\begin{array}{c}1^{1_{2}}\\2^{1_{2}}\end{array}$	$\frac{57_8}{513_{16}}$	878 @	91_{2}	6	3 7	@7 @7	9	515 ₁₆ 515 ₁₆		
" 21	838 2	878	5	510	76	1110	534	870 0			1 103		710	51310		

BILLS OF LADING.—We have received from Mr. John F. Wheless, of Nashville, copy of act which he was instrumental in getting through the Tennessee Legislature in 1875. As the subject is of so much interest just at present, we give a copy of the bill below.

It will be remembered that Mr. Wheless, in the summer of 1875, at a meeting of the National Cotton Exchange at White Sulphur Springs, as a member of the committee charged with the consideration of the question how best to secure uniform action in regard to bills of lading, in a report to the convention. stated, as a matter of fact, that transportation companies would

not be liable for the action of agents who might fraudulently issue a bill of lading. He therefore proposed the passage of a resolution, which was immediately done, suggesting that constituent exchanges should take action in regard to it, and secure the enactment by the Legislatures of their respective States of a law similar to that enacted in Tennessee. The information Mr. Wheless gave created quite a consternation at the time among members of the convention, though it seems to have quickly subsided. But as interest in the subject has now been aroused by the actual occurrence of what was then only a suggestion, the following copy of the law referred to may be of service:

AN ACT TO DEFINE THE RIGHTS AND DUTIES, AND REGULATE THE LIA BILITIES OF WAREHOUSEMEN, FACTORS, COMMON CARRIERS, ETC.

SECTION 1. Be it enacted by the General Assembly of the state of Tennessee, That hereafter in this State all and every person or persons, firms, companies or corporations, who shall receive cotton tobacco, corn, wheat, rye, oats, hemp, whisky, or any kind of produce, wares, merchandise, or any description of personal property whatever, in store, or undertake to receive or take care of the same, shall be deemed a ware-

houseman.

SEC. 2. Be it further enacted, That no warehouseman or other person shall issue any receipt or other voucher for cotton, tobacco, grain, merchandise, or property of any kind, to any person, persons or corporations, for money loaned or other purpose, unless such cotton, tobacco, grain, merchandise, or property aforesaid, shall, at the time of issuing such receipt, be in custody of such warehousman or other person, and shall be in stated or upon the premises and under his central at the time. shall be in store or upon the premises and under his control at the time

shall be in store or upon the premises and under his control at the time of issuing such receipt or voucher.

SEC 3. Be it further enacted, That no warehouseman or other person shall issue any second or duplicate receipt while any former receipt for the same or any part thereof shall remain outstanding or uncanceled, without writing across face of same "duplicate."

SEC. 4. Be it further enacted, That no warehouseman or other person shall sell or encumber, ship, transfer, or in any way remove, or permit to be removed, transferred, or shipped beyond his control, anything hereinbefore mentioned for which a receipt shall have been given by him, without the written consent of the person or persons holding such receipt.

receipt.
SEC. 5. Be it further enacted, That no master of any vessel, boat, or agent of any railroad, transfer or transportation company, or any other person, shall give any bill of lading or other voucher for any cotton, tobacco, grain, or property of any kind, by which it shall appear that such produce, in rehandise, or property has been shipped on board of any boat, railroad or other company, or vehicle of transportation, unless the same shall have been actually received in depot, or delivered to the rest boat or other vehicle to be carried or transported as expressed to such boat or other vehicle to be carried or transported as expressed in said bill of lading or other voucher.

m said bill of lading or other voucher.

SEC. 6. Be it further enacted, That the aforementioned receipts of any warehouseman or other person, or any bill of lading given by any boat, railroad, transfer or transportation company, may be transferred by en forsement thereon, and any person to whom the same may be transferred, shall be deemed and taken to be the owner of the produce, marchandise or property therein specified so forms to give validity to transferred, shall be deemed and taken to be the owner of the produce, merchandise or property therein specified, so far as to give validity to any pledge, lien or transfer made, or created by such person or persons; but no property shall be delivered except on surrender and cancellation of the said original receipt, bill of lading or other voucher, or the end receipts or bills of lading which shall have the words "not negotiable" plainly written or printed thereon, shall not be subject to the provisions of this act. provisions of this act.

provisions of this act.

SEC. 7. Be it further enacted, That no warehouseman or other person shall pledge, hypothecate, or negotiate any loan upon any receipt for produce, merchandise or other property to a greater amount than he has actually paid or advanced thereon.

SEC. 8. Be it further enacted, That any warehouseman or other person who shall violate any of the previsions of this act shall be deemed guilty of a criminal offense, and upon indictment and conviction thereof shall be fined in any sum not exceeding five thousand dollars or imshall be fined in any sum not exceeding five thousand dollars, or imprisonment in the penitentiary of the State for not more than five years, or both; and all or every person or persons aggrieved by the violation aforesaid, shall have the right to maintain an action at law against the

boat, railroad, or other transfer company, as by this Act provided, shall be negotiable by endorsement thereon, in blank or special endorsement, in the same manner and to the same extent that bills of exchange or

promissory notes are.

SEC. 11. Be if further enacted, That no printed or written condition or clause, which may in any way limit the liability imposed by this Act,

shall be of any effect or force whatever.

Sec. 12. Be it further enacted, That whose ever shall buy any cotton. tobacco, or other produce, merchandise or property, for each, or shall procure an advance upon such property, and shall sell, hypothecate, or pledge the same to another, and use the proceeds thereof for any other pledge the same to another, and use the proceeds thereof for any other purpose than the payment of the seller, vendor, or party advancing thereon, or shall ship, convey, or otherwise make way with, or shall deliver to another any such cotton, tobacco, or other produce or merchand se, without payment to said seller or vendor, or party having advanced thereon, shall be guilty of a felony. Upon conviction thereof, shall be punished by fine in any sum not over five thousand dollars, or have a convenient much a State arising for not averaging five years, or hy imprisonment in the State prison, for not exceeding five years, or by both such fine and imprisonment. SEC. 13. Be it further enacted, That if any merchant, broker or ware-

SEC. 13. Be it further enacted, That if any merchant, broker or warehouseman, undertaking to execute orders for the purchase of produce or merchandise, shall, with the intent to cheat or defraud, draw a bill of exchange upon his principal or his agent for a greater sum than the cost or value of such produce or merchandise, with reasonable charges thereon, he shall be liable to all the penalties contained in the eighth section of this Act. The public welfare requiring it, this Act shall take effect from and after its passage.

Passed March 2, 1875.

Lewis Royn

Passed March 2, 1875.

LEWIS BOND. Speaker of the House of Representatives.
THOMAS H. PAINE, Speaker of the Senate.

JAMES D. PORTER, Governor.

Approved March 23, 1875.

JUTE BUTTS, BAGGING, &c -The market has been rather quiet during the week, and not much business is now looked for until the turn of the year. A moderate inquiry is reported for present wants, and sellers are quoting 91/4c. for 11/2 lbs.,

9% c. for 1% lbs., 10% c. for 2 lbs., and 11% c. for standard grades; but a large parcel could be had at less. Butts are in small demand, the only business doing being for the present requirements of the trade. A few parcels have been received during the week, a portion of which were sold previously. No change is reported in quotations, dealers still quoting 23/3/2 7-16c. for paper grades and 25/2/23/4c. for bagging qualitie

East India Crop.—From Messrs. Wallace & Co.'s Cotton Report, dated Bombay, Nov. 16, we take the following:

"An exceptionally small business has been done by exporters so far, but Broach has moved with more freedom. No doubt the ignorance as to the extent of damage done to the Comrawuttee crop by the late rain is to some extent the cause of this, as sellers are disinclined to offer Comrawuttee of any class. Estimates of the damage differ considerably; some reports say that the damage amounts to half the yield, but others, again, say that it won't amount to more than one-quarter or the total crop. It is generally the case, however, that a small Comrawuttee crop results from an excessive rainfall."

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT .-A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1883, has been as follows.

Monthly		Year	Beginnin	g Septemb	er 1.	
Receipts.	1883	1882.	1881.	1880.	1879.	1878.
Sept'mb'r	343,812	326,656	429,777	458,478	333,643	288,848
October	1,046,092	980,584	853,195	968,318	888,492	689,264
Novemb'ı	1,030,380	1,094,697	974,043	1,006,501	942,272	779,235
Totalyear	2,420,284	2,401,937	2,257,015	2,433,297	2,164,407	1,757,347
Perc'tage	of tot. port					
receipts	Nov. 30	39 90	47.81	41.42	43.27	39.51

This statement shows that up to Nov. 30 the receipts at the ports this year were 18,347 bales more than in 1882 and 163,269 bales more than at the same time in 1881. By adding to the above totals to Nov. 30 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

			1		,	
	1883.	1882.	1881.	1880.	1879.	1878.
Tot.Nv.30	2,420,284	2,401,937	2,257,015	2,433,297	2,164,407	1,757,349
Dec. 1	32,561	40,000		26,647	52,479	8.
" 2	s.	30,603	51,332	29,21(30,886	39,978
" 3	49,256	s.	31,006	48,397	28,110	40,894
" 4	46,652	50,747	8.	30,346	25,675	23,532
" 5	49,583	40,832	54,134	s.	49,608	30,938
" 6	35,316	41,373	31,799	63,166	36,046	58,291
" 7		27,721	30,136	36,174	8.	25,563
" 8	54,997	55,741	40,865	29,263	43,236	s.
" 9	s.	40,286	47,904	25,055	34,502	58,561
" 10	57,783	8.	39,377	59,133	37,914	28.693
* " 11	40,050	48,901	s.	41,993	33,164	30,836
" 12	31,317	31,208	50,059	s.	50,014	30,614
" 13	35,221	40,107	30,942	42,522	37,733	46,024
" 14	58,665	37,112		30,6 50	S.	26,923
" 15	40,736	63,398	36,960	33,334	45,251	s.
" 16	s.	36,531	51,325	40,452	30,412	52,468
"17		s.	28,929	49,541	32,598	33,308
" 18	41,337	49,869	S.	39,619	30,473	35,179
" 19	43,281	35,343	45,560	s.	42,450	
" 20	30,440	39,243	25,260	43,275	31,874	31,074
" 21		35,840	26,156	37,419	8.	27,899
Total	3,214,664	3,148,195	2,951,539	3,140,027	2,936,822	2,404,054
Percentage of tota						
port rec'	pts Dec.21	52.20	62.53	53.16	56.72	54.03

This statement shows that the receipts since Sept. 1 up to to-night are now 66,469 bales more than they were to the same day of the month in 1882 and 263,125 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 December 21 in each of the years named.

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

		Week e	nding-	.	Total	Same
Exported to—	Nov. 29.	Dec. 6.	Dec. 13.	Dec. 20.	since Sept. 1.	previ'us year.
Liverpool Other British ports	8,445 660	15,070 602	5,386 300	12,368	149,437 15,624	
TOTAL TO GREAT BRITAIN	9,105	15,672	5,686	12,368	165,061	221,666
HavreOther French ports	492	2,011	1,491	2,351	20,962	17,731 100
TOTAL FRENCH	492	2,014	1,491	2,351	20,962	17,831
Bremen and Hanover Hamburg Other ports.	780 1,552 600		2,242 100 1,980	271	13,803 16,233 17,857	20,913
TOTAL TO NORTH. EUROPE	2,932	2,693	4,322	2,023	47,893	81,182
Spain, Op'rto, Gibralt'r,&c			310	74 334	2,967 2,109	
TOTAL SPAIN, &c			310	408	5,076	6,67
GRAND TOTAL	12,529	20,409	11,809	17,150	238,992	327,35

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SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 115,055 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:

NEW YORK—To Livernool nor standard Galice Land	al bales.
NEW YORK—To Liverpool, per steamers Celtic, 1.554Cepha-	
lonia, 2,593 City of Richmond, 1,468 Donati, 900	
To Havre, per steamer Labrador, 2,351.	12,368
To havre, per steamer Labrador, 2,351	2,351
To Dienich, per steamers cine 333 wain 1 105	7 0 - 0
TO TRAINGUES, DET STEATHERS GEHEPT, 11 India 960	071
TO AHENCED, DEL SIGNMERS Danial Stainmonn 120 T	
DICTUCE 130 NUMERIANA 100	394
	74
To denoa, her steamer Burginning 334	331
MEN UNLEANS-10 LIVERDOOL DEP STOOM OPG Alors 4 000	001
Counsellor, 4.184Discoverer 4 aga Triang D occ	*
per bark Annot Ly'e, 4,050	19,298
To Havre, per steamer Timsah, 3,600per ship Importer,	10,200
4,805	8,405
4,805 To Bremen, per steamer Haverton, 4,659 To Sebastonal, per steamer Bivorsdele, 5,979.	4.689
To Sebastopol, per steamer Riversdale, 5,270.	5,270
To Genoa, per bark Louisiana. 2.100	
To Genoa, per bark Louisiana. 2,100. Mobile—To Liverpool, per bark Keewayden, 2,122. To Genoa, per bark Louisa. 200	2,100
To Genoa, per bark Louisa, 200	$\substack{2,122\\200}$
To Genoa, per bark Louisa, 200. CHARLESTON—To Liverpool, per barks Mary Jane, 2,306 Upland Ole Spith Plong, 2,001 Upland	200
To Gottenburg, per bark Holmstrand, 1,350 Upland PORT ROYAL To Liverpool Bound 1,350 Upland	4 207
To Gottenburg, per bark Holmstrand, 1,350 Holand	4,307
TORE TOTAL TO LIVERDOOL DEPKIN PARE RAVAL 9 KIA Unland	1,350
BAVANNAH—To Liverpool, per barks Ecuador, 3,687 Upland	2,640
Haydyst, 2,007 Upland. H. R. Cann 1 893 Upland	10.417
10 navie, per park Engelbrekt, 2, 150 Holand	10,447
To Amsterdam, per park Betty 3 003 Unland	2,450
WALVESTON-10 Liverboot, her barks Ariadne 1 500 - Konswei	3,003
1,240per brig Juliana, 1,260.	4 000
To Havre, per barks Marco Polo, 1,213Nordenskjold,	4,099
1.032	0717
WILMINGTON—To Liverpool, per brig Express, 1,092.	2,745
NORFOLK—To Liverpool, per steamers Polaria, 7,546Thorn-	1,092
	10.100
Baltimore-To Liverpool, per steamers Nova Scotian, 1,899	12,199
	0.000
Boston-To Liverpool, per steamers Catalonia, 2,016. Iberian,	2,039
1,048 Iowa, 2,136 Kansas, 2,816.	0.016
PHILADELPHIA—To Liverpool, per steamer Pennsylvania, 1,323.	8,016
San Francisco—Tc Liverpool, per ship Larnaca, 111 (foreign)	1,323
- Larrace, 111 (foreign)	111
Total	15 055

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

	Amster- Sebas-							
			Bremen	dam &	topol d			
* .	Liver-		& Ham-		Gotten			
	pool.	Havre.	burg.			runna.	Genoa	Total.
New York.	12,368	2,301		394		74	334	17.150
N. Orleans.	19,298	8,405					2,100	39,762
Mobile	2.122						200	2.322
Charleston.	4,307				1,350		200	5,657
Port Royai.	2.640							2,640
Savannah	10.447	2,450		3,003				15.900
Galveston	4,039	2,745					•••••	6.844
Wilmington	1,092	-,				•••••	•••••	
Norfolk	12,199					• • • • • •	•••••	1,092
Baltimore	2,039				• • • • • • • • • • • • • • • • • • • •	•••••	•••••	12.199
Boston	8,016		• • • • • •		•••••		• • • • • •	2.039
Philadelp'a	1,323		• • • • • •	•••••	•••••		•••••	8,016
Ban Fran.	111	••••		• • • • • •	•••••		•••••	1.323
		••••	•••••	• • • • • •	••••	•••••	• • • • • •	111
Total	80,061	15,951	6,318	3,397	6.620	74	2.634	115.055

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—Dec. 14—Steamer Hercules, 2,578....Dec. 17—Bark J. T. Smith, 1,319....Dec. 19—Bark Trevanion, 1,737. For Havre—Dec. 17—Bark Arda, 1,295.

NEW ORLEANS—For Liverpool—Dec. 14—Steamer Serra, 4,700...Dec. 15—Steamer Marion, 4,803....Dec. 17—Steamer Glenorchy, 6 010. For Havre—Dec. 17—Steamer Le Chatelier, 4,516; ship Dora, 3,778. For Bremen—Dec. 19—Ship Friedrich, 5,001. For Vera Cruz—Dec. 15—Steamer City of Mexico, 488.

MOBILE—For Liverpool—Dec. 19—Bark Neophyte, 3,500. SAVANNAH—For Liverpool—Dec. 17—Bark Mark Twain, 2,861...Dec. 19—Bark Sherwood, 3,194.

19—Bark Sherwood, 3.194.
For Amsterdam—Dec. 20—Bark Schiller, 2,136.
For Barcelona—Dec. 19—Bark Oskarsvarf, 2,450.
CHARLESTON—For Liverpool—Dec. 14—Bark Asta, 1,573...Dec. 19—Barks Virgo, 1,659; Winona, 2,205.

Barks Virgo, 1,659; Winona, 2,205.
For Havre—Dec. 14—Bark Mary Ann, 1,030.
For Bramen—Dec. 15—Steamer Borghese, 5,350.
For Bergen, Norway—Dec. 14—Bark Ali, 1,100.
For Barcelona—Dec. 17—Bark Catalina, 1,450.
WILMINGTON—For Liverpool—Dec. 19—Bark Tros, 2,350.
For Queenstown or Falmouth, for orders—Dec. 15—Bark Jernaes, 1,075...Dec. 18—Bark Nordeus Kjold, 1,050.
NORFOLK—For Liverpool—Dec. 15—Steamer Plantain, 5,699...Dec. 17—Steamer Nemesis, ——; bark Ruth Palmer, ——.
BOSTON—For Liverpool—Dec. 13—Steamer Victoria, 379.
BALTIMORE—For Liverpool—Dec. 14—Steamer Lake Champlain, 2,381.
For Bremen—Dec. 15—Steamer Tynemouth, 1,250.
PHILADELFHIA—For Liverpool—Dec. 14—Steamer Lord Gough, 2,300
....Dec. 18—Steamer Ohio, 1,500.

... Dec. 18-Steamer Ohio, 1,500.

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

ALAMO, steamer, from Galveston, via Key West, at New York, Dec. 20, brought from Key West a quantity of cotton which was left at that port by steamer Spearman (Br.), from Galveston for Genoa, before reported damaged by fire.

DEEPDALE, steamer (Br.), at Liverpool, from Galveston, before reported.

The fire on board steamer Deepdale originated in wo den casing around donkey engine. As smoke was seen coming out of hold it was thought cargo was on fire, and water was poured down, but it is believed now eargo is only damaged by water.

EGYPT AN MONARCH, steamer (Br.), at Liverpool, Dec. 4, from New Orleans, grounded Nov. 14, in the Gulf of Florida, remaining a short time. About 500 bales cotton and some oil pake were jettisgued.

time. About 300 bales cotton and some oil-cake were jettisoned to lighten her forward; vessel made no water after stranding. [About 300 bales cotton were picked up and taken to Key West prior to Nov. 21, as before stated.]

Josie Harry, steamboat, while en route from White River to Memphis, Tenn., was burned P. M. of Dec. 14, at Reeve's Landing, fifteen miles below Memphis. Her cargo consisted of 600 bales of cotton and a quantity of cotton seed, which, together with the steamer, was totally destroyed. The vessel was valued at \$30,000. The amount of the insurance is unknown.

was totally destroyed. The vessel was valued at \$30,000. The amount of the insurance is unknown.

QUEEN, steamer (Br), before reported, from Charleston for Reval, ashore at Margan. Lighters, with 530 bales cotton, arrived at Reval Dec. 4, from steamer Queen (Br).

RACILIA, steamer (Br.), from New Orleans for Bremen, before reported ashore at Port Eads, lightered 4,400 bales cotton before she floated off the wing dam at the South West Pass. She reloaded and resumed her voyage Dec. 12.

RIVERSDALE, steamer (Br.), at New Orleans loading for Sabastopel. About 11 A. M. of Dec. 11, as the steam tug Wasp was passing near steamship Riversdale (Br.), loading cotton at New Orleans, a large quantity of sparks were blown from the tug's funnel to the deck of the steamer, setting fire to two bales of cotton. Owing to the promptness of the parties employed on the vessel, the fire was quickly extinguished.

YUCATAN, steamer (Br.), at Liverpool from New Orleans, picked up on the voyage 12 bales of cotton marked SFE.

An unknown vessel on fire, apparently American built, and cotton laden, was passed on Nov 24, lat. 37:38 N., lon. 12:33 W., by steamer Sorrento (Br.), at Hamburg, Dec. 3. She was burned down to the water's edge. Nothing was seen of the crew.

Cotton freights the past week have been as follows:

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.		Fri.
Liverpool, steam d.	316-1364*	316-1364*	316-1364*	316-13,4*	316-1304*	318-1364*
100 Ballu.	••••					10 02
Havre, steamc.	716*	716*	716*	716*	716	716*
Do sailc.			10	16	1.10	16
Bremen, steamc.	716*	716*	716*	7. 4	7	
Do sailc.	10	16	.18	716	716	716*
H imburg, steam.c.	38*	2-1				••••
Do sail c.	~8	384	38	38+	38 t	38*
	•					
Amst'd'm, steam.c.	12*	12*	12*	12*	12*	12*
Do sail c						
Reval, steamd.	932*	982*	932*	932*	933*	932*
Do sailc.				02	0.5	32
Barcelona, steam.c.	1516*	1516*	1516*	1516*	1516*	15. +
Genoa, steamc.	58 @ 34*	5,034	58 70 34*	58 2 34*		15 ₁₆ *
Trieste, steamc.	58*	58*	58'		58 @ 34*	58 2 34
	- 1		٠ ١	58*	58*	58*
Antwerp, steamc.	38*	384	38*	38*	38*	384

* 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.

	1 -			
	Nov. 30	Dec. 7.	Dec. 14.	Dec. 21.
Sales of the weekbales.	71,000	49.000	50.000	
Of which exporters took			52,000	
Of which experters took	4,600	4 200	[2,200]	4,800
Of which speculators took	6.200	1,740	1,450	1,070
Sales American	41.000	35,000	38,500	-,0,0
Actual export	5,700			
Formarded		6,403	8.000	
Forwarded	16,500	13,500	15,500	15,000
Total stock -Estimated	467,000	500,000	533,000	
Of which American—Estim'd	265,000	302,000	324,000	
rotal import of the week				
Of which American	118,000	96,000	105,000	109,000
Of which American	86,000	83,000	76.000	82,000
Amount afloat	292,000	291,000	325,000	
Of which American.	245,000	247.000		315,000
or marchan and mountain	230,000	247,000	273,000	265.000

The tone of the Liverpool market for spots and futures each day of the week ending Dec. 21, and the daily closing prices of spot cotton, have been as follows.

Const	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Spot. Market, (12:30 P.M.) id Upl'ds MIG. Orl'ns Sales 3pec. & exp.	Flat.	Mod. inq. freely supplied. 51316 6 10,000 1,000		Easier. 513 ₁₆ 6 8,000 500	Mod. inq. freely supplied 534 51516 8,000	Mod. inq. freely supplied. 53, 515, 6
Futures. Market, (12:30 P.M.) Market, (5 P. M.	Steady.	Steady. Offerings	Easy.	Weak.	Dull. Barely steady.	Quiet and steady.

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

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

	St	Sat., Dec. 15.				Mon., Dec. 17.				Tues., Dec. 18.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.	
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	
December	5 48	5 48	543	543	5 48	5 48	548	5 48	5 50	5 50	5 49	5 49	
DecJan	5 47	5 47	5 47	5 47	5.49	5 50	541	5 50	5 50	5 50	5 49	5 49	
JanFeb	5 49	5 50	5 49	5 50	5 48	5 52	5 49	351	5 53	5 52	5 51	100 0000	
FebMarch	5 52	5 53	551	5 52	5 52	551	5 52	1	5 55	5 55	5 53	5 51	
MarApr	5 35	5 55	5 54	5 55	5 55	5 58	5 55		5 58	5 58		5 53	
April-May	5 57	5 53	5 57	5 58	5 58	5 60	55.	3 60	501		5 57	5 57	
May-June .	5 80	5 62		5 62	5 62	GCI	5 62	6 01		5 81	5 69	5 60	
June-July.	6 00	6 00	6 00	6 (0	6.21	6 05			6 01	6 01	5 83	5 63	
July-Aug		6 04	601	801	1		201	6 02	6 03	6 08	8 62	6 02	
AugSept.			1	1						••••	••••		
SeptOct			••••	••••	1		••••	• • • •					
OctNov	••••	••••	•••	••••		• • • •							
OCL-MOV		•••••	****			• • • • •						1400	

	Wednes., Dec. 19.				Thu	Thurs., Dec. 20.				Fri., Dec. 21.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.	
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	
December	5 47	5 47	5 46	5 46	5 46	5 47	5 46	5 47	5 49	5 51	5 49	5 51	
DecJan	5 47	5 47	5 43	5 46	5 48	5 43	5 46	5 48	5 49	5 51	5 49	5 51	
JanFeb	5 49	5 49	5 48	5 49	5 48	5 50	5 48	5 50	5 51	5 52	5 50	5 51	
FebMarch	5 52	5 5 2	5 52	5 52	5 51	5 53	5 51	5 53	5 5 3	5 58	5 53	5 55	
MarApr	5 55	5 55	5.55	5 55	5 54	5 56	5 54	5 55	5 56	5 59	5 56	5 58	
April-May	5 58	5 58	5 58	5 58	5 55	5 60	5 58	5 60	5 60	5 62	5 60	561	
May-June		5 62	5.61	5 61	5 61	561	5 61	5 61	5 63	6 01	5 63	601	
		6 01	601	801	6 01	8 02	6 01	6 02	6 05	6 05	6 05	6 05	
June-July					6 05	6 05	6 05	6 05	l				
July-Aug	1			1		,			١	,			
AugSept	I .			••••	1								
SeptOct	1		••••	••••		••••	••••						
OctNov						• • • • •	• • • • •	• • • • •	••••				
	1	J	(۱ . ا	1)	ł	J	j	1	(

BREADSTUFFS.

FRIDAY, P. M., Dec. 21, 1883.

Flour has been, as a rule, dull and depressed. The higher grades of winter wheat flour, as well as extra Minnesota and city-milled, have commanded the most attention, but the transactions in the aggregate make an unsatisfactory exhibit. The receipts, moreover, have been burdensome, considering the present state of trade. To-day the market was dull and heavy.

Wheat has sold sparingly for export, and latterly even the speculative transactions have been on a comparatively moderate scale. Bears have contended that, judged on its merits, the situation was weak, but the bull clique at Chicago nevertheless advanced prices 1 to 2 cents at the time. Latterly, however, the decreased trading and a further increase in the visible supply in this country, as well as in the quantity affoat for Europe, have, in conjunction with the sluggish state of the foreign markets, caused a reaction, and for several days past the quotations here have been slowly declining. To day the market was quiet and 1/4 to 1c. lower. Weaker prices at the West as well as larger receipts there than had been anticipated had a depressing effect. No. 2 red sold at \$1 15 in elevator, \$1 13@\$1 13½ for January, \$1 1516@\$1 15% for February, \$1 171/8@\$1 175/8 for March and \$1 207/8@\$1 211/2 for May. Spring and white descriptions were dull and nominal. The closing figures for No. 2 red were \$1 121/2 for December, \$1 13 for January, \$1 151/8 for February, \$1 171/8 for March and \$1 211/8 for May, these prices being 1/4 to 1/2c. above those of a week ago, except for February, which is 1/4c. lower than then.

Indian corn has been quiet for export, but at times has met with quite a brisk speculative demand. Within a few days, however, there has been a sharp falling off in the trading in options, and prices, which had previously shown no little strength, have taken a downward turn, corn for future delivery showing the most depression. To-day the market was firm for cash corn, though the demand was light. Storms at the West, however, gave rise to fears that the crop might be still further damaged, and contract grade was therefore held with confidence. Much of the new corn is so poor that at times there has been a difference of ten cents in the quotations for old and new, No. 3 mixed for example. The settling price for No. 2 mixed to-day was 64½c.; new No. 3 mixed sold at 53½@54¾c. and No. 2 white at 68@70c; No. 2 mixed sold at 64%c. for December, 65@6514c. for January, 66@661/2c. for February and 69@ 695%c. for May, closing at 65c. for January, 661/4c. for February and 69 %c. for May, or about the figures of a week ago.

Rye and barley have been moderately active and about

Rye and barley have been moderately active and about steady; the former is in moderate supply, while the latter is rather nominal in value. Oats have been moderately active at a slight advance in response to a rise at the West. To-day the market was steady, with sales of No. 2 mixed at 40%@41c. for January, 41%@42c. for February, 43c. for March and 44¾@45c. for New York for May.

The following are closing quotations:

FL')	UK.
No. 2 spring \$\pi\$ bbl. \$2 00\pi 2 75	City shipping extras#5 10 & 5 65 Southern bakers and
No. 2 William	family brands4 6212 76 70
	South'n skip'g extras 3 75 a 5 50
	Dra doug concerting 3.102 3.85
Minn. clear and stra't 4 00 @ 5 75	Rye flour, superfine. 3 40 a 3 85
Wintershipp'gextras. 345@ 390	Corn meal—
Winter clear and	
straight 4 25 @ 6 00	
Patints, spring 5 50 0 7 00	Buckwheat flour, B
Patents, winter 5 50 \$\alpha\$ 6 75	
Tatonia, mintoxidation	
GR	AIN.
Wheat-	Rye-Western 70 @ 73
Spring, per bush. 95 @118	State & Canada 74 @ 76
Spring No. 2 1 09 21 10	Oats-Mixed 40 @ 41
Red winter, No. 2 1 15 @	White 41 70 44
Toca maneray and a second	
Tects Williams	No. 2 white 4158 2 42
W Hill C	Barley -No. 1 Canada @ 89
Tr Mitto Zioi - I - I	No. 2 Canada 85 @
Corn-West, mixed 50 @ 65	No. 2 Callada
West. mix. No. 2. 6112 2	State, two-rowed @ 65
White Southern. 55 @ 65	State, six-rowed &
Yellow Southern. 57 7 60	Buckwheat 85 @ 87
Western white 68 @ 70	
Ti Cotona II	ε
4 - 1	

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 Dec. 15 and since Aug. 1 for each of the last three years:

Receipts at-	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 tbs	Bush.56lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago	71,532	804,174	1,015,554	657,315	286,057	126,500
Milwaukee	69,901	457,290	12,400	43,200	223,875	8,028
Toledo	3,367	260,072	109,220	20,274	2,000	3,843
Detroit	4,037	122,718	63,387	43,017	26,387	•••••
Cleveland	1,756	6,050	12,000	7,000	4,036	
St. Louis	32,171	212,341	478,230	109,106	104,666	27,544
Peoria	1,225	12,900	141,930	164,795	8,400	21,500
Duluth	5,000	182,700			•	
Tet. wk. '83	188,939	2,058,245	1,832,791	1,046,707	665,423	187,413
Same wk. '82	183,821	1,327,432	2,013 229	774,470	477,537	66,161
Same wk. '81	114,174	7:5,176	1,418,403	749,852	505,370	63,628
SinceAug.1-						
1883	4,100,939	47,660,599	47,814,084	30,364.217	10,719,224	4,952,487
1882	4,124,379	48,018,144	28,888,101	22,703,980	7,723,282	2,219,413
1881	3,439,824	24,192,592	57,636,237	14,902,170	6,986,488	2,584,812

The exports from the several seaboard ports for week ending Dec. 15, 1883, are shown in the annexed statement:

Exports from-	Flour.	Wheat.	Corn.	Oats.	$Ry\epsilon$.	Pea.
New York	Bbls. 107.819	Bush. 407,080	Bush. 266,490	Bush. 1,457	Bush. 148 078	Bush. 10,755
Boston	66,688 12,306	55,721	104,723 89,984			500
Montreal. Philadel	8,572		••••			
Baltim're R.Orl'ns .	15,007 2,324	273,676	$94,026 \\ 162,212$	25 18	8,232 30,000	
fotal w'k.	212,726	736,480	717,435	1,500	186,310	11,255
3'me time 1882	269,316	1,576,040	667,792	1,220	42,230	20,990

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—	1833. Week, Dec. 15.	1882. Week, Dec. 16.	1883. Week, Dec. 15.	1382. Week, Dec. 16.	1883. Week, 1 cc. 15.	1882. Week, Dec. 16.			
Un.King.	Bbls. 141,894	Bbls. 204,442	Bush. 543,177	Bush. 807,755	Bush. 484,093	Bush. 588,997			
Contin'nt 8.& C.Am W. Indies		$29,971 \ 8,347 \ 15,954$	193,303	768,285	$\begin{array}{r} 175,428 \\ 38,971 \\ 10,467 \end{array}$	54,512 $1,681$ $14,602$			
Brit. Col's Oth.e'nt's	22,802	10,412 190			8,476	8,000			
Total	212,726	269,316	736,480	1,576,040	717,435	667,795			

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

	Flo	ur.	Who	eat.	Corn.				
Exports since	1883.	1389.	1883.	1582.	1883.	1882.			
Sept. 1, to-	Sept. 1 to	Sept. 1 to	Sept. 1 to	Sept. 1 to	Sept. 1 to	Sept. 1 to			
	Dec. 15.	Dec. 16.	Dec. 15.	Dec. 16.	Dec. 15.	Dec. 16.			
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.			
Un. Kingdom	1,779,507	2,040,999	9,550,238	18,347,198	11,162,884	1,979,850			
Continent	121,004		5,801,675	14,779,592	2,744,595	258,566			
S. & C. Am	203,951	220,777	474	44,800	430,809	78,850			
West Indies.	265,015	310,442	21,538	20,879	157,147	137,215			
Brit. Col'nies			8,010	7,796	70,790	40,183			
Oth. countr's		13,807	the same of the same of	185,445	104,630	17,866			
Total	2,630,781	3,077,210	15,382,535	33,385,710	14,670,855	2,512,530			

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Dec. 15, 1883, was as follows:

_	follows:					-
.		Wheat,	Corn,	Outs,	Barley,	$Ry\epsilon$,
	In store at-	bush.	bush.	bush.	bush.	bush.
1	New York	7.831.426	2,796,772 8	3,194,147	360,693	514,779
	Do. afloat (est.)	269,000	339,000		572.000	181,000
	Albany	1 100	19,000	58.500	116,000	13,000
	Buffalo	1,637,000	237,016	928	349.322	25.906
	Chicago	10,931,310	1,841,972 1	1,015,261	291,232 1	,499,230
- 1	Milwaukee	12 1111 DO	32,090	5,090	507,397	21,586
	Duluth					
	Toledo	2	200,065	94,509		20,232
	Detroit	0=101=	44.194	60,759	1,805	30,120
	Oswego:	00000	277,000		710,000	40,000
	8g. Louis	- 003 - 01	568.480	124.865	104,608	95.492
	Cincinnati		3,347	109,126	60,261	35,788
	Boston	407 404	580,404	306,372	29,744	23,893
	Torento		000,.02	700	132,302	
	Montreal		21.445	3:807	22,607	15,083
		# # DIL OFF	153,735	133.548		
	Philadelphia		10.044	101.039		79.698
	Peoria		32,400	56,800	•••••	19,100
	Indianapolis		251 394	32,976		33,391
	Kansas City		271,871	10.534		10,259
	Baltimore		110,774	4.735		37,993
	Down Mississippi.		1,024,373	580.853	254.985	58,079
•	On rail	510,290	1,021,070	000,000	_U x,000	00,0
	I		0 01 - 0-0	- 001-551	0 510 05C	0 751 634

Tot

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Tot. Dec. 15, '83. 85,118,221 8,815,376 5,894,554 3,512,956 2,754,634 Tot. Dec. 8, '83. 31,185,933 8,329,842 5,945,507 3,563,368 2,663,432 Fot. Dec. 16, '82. 19,781,437 7,407,760 2,905,462 3,692,084 1,277,995 Tot. Dec. 17, '81. 18,246,593 17,922,268 2,5×9,030 2,854,627 1,323,911 Tot. Dec. 18, '80. 29,709,238 16,465,235 3,783,061 3,957,731 940,916

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

Total, Nov., 1882* Total, 11 mos. ended Nov. 30, 1883* Total, 11 mos. ended Nov. 30, 1882*			New York Boston and Charlestown Philadelphia Raltimore New Orleans San Francisco Chicago Betroit Huron Key West Miami Total, Nov. 1883* Total, 11 mos. ended Nov. 30, '83' Total, 11 mos. ended Nov. 30, '83'
8,825,845 8,825,845 8,231,526 2* 100,345,387	1, ×51, 425 107, 938 216, 692 890, 071 81, 304 27,000 83,178 34,606 53,503	Wheat.	Bushels Dollars. 46 65,469 89,395 65,515 65,617 65,517 62,631 46,567 387,078 246,495 294,034 213,622
9,334,753 9,334,753 71,729,472 8,0 114,441,885 6,3	2,0+1,760 104,842 270,576 976,084 976,084 90,183 2,560,317 27,060 91,496 36,336 54,000	Dollars.	
.100 919.487 5,149.745 ,753 862.831 5,115,936 ,472 8,099.973 46,577,185 ,885 6,391,059838,945,738	### ##################################	Wheat flow. Barrels. Dollars.	706.210 276.468 74.419 73.822 273.984 203.164.000 22,616 56,637 2,867 1,965,134 37.149.388
*14,657,	3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	<u></u>	Barrels Dollars. 30,290 11,373 33,194 60 199 414 97 374 148 500 70,035 25,233 835,414 213,759 819,814
15,290,494	00+100000-	wes for the	Bushels. 1 9,102 200 600 600 6,893 1,717 27,521 25,521 25,521 25,521 25,521 25,521
\$ 159,739,456		Total values for the eleven months ended—	4,136 54 100 54 100 54 100 54 1517 2 15187 57 12,037 57 12,037 126 17,037 126 17,037 126
\$	\$69,4-6,851 11,94-6,851 8,132,447 92,019,600 6,98-671 83,175,121 5,39,975 5,789,907 1,629,560 103,006 2,482,797		### Rye. 1

New Haven, Portland and Fa mouth, Richmond, Willamette and Yorktown, the details for November, 1883, being as follows:

town, the a	Milwau		r, 1883, nei Port-			York-
Barley-				The second second		
Bushels		*				
Value \$						
Indian corn					•	
Bushels			61,565			
Value\$			42,062			
Indian corn			4			
Barrels		1.050	287			
Value \$		3,675	683			
Oats—		,				
Bushels						
Value\$						
Rye-						
Bushels						
Value \$						
Wheat -	1.00			,		
Bushels					750,299	24,141
Value 8					755,651	26,555
Wheat flour-					,	
Barrels		675	810	22,756	56,204	4,473
Value\$		3,700	4,591	137,777	273.875	31,300
Total values		0,	-,502		_,,,,,,	0 = ,
Nov., '83.\$		7,375	47,641	137,777	1,029,526	57,855
Nov., '82.		.,	5,000	74,108	616,699	92,654
11 months-			0,000	. 2,100	010,000	-,002
1883\$		50,142	2 ?0,315 1	.119.727	3,129,943	870.388
1882\$	240,516	58,558	16.185			643,091
	,	00,000	200,200	001,012	2,020,000	0 - 1,00 -

THE DRY GOODS TRADE.

FRIDAY, P. M., Dec. 21, 1883.

The market for dry goods has presented few new features of interest the past week. Business continued quiet with commission houses and importers, as is usually the case on the eve of the holiday season, and the jobbing trade was of strictly moderate proportions. The weather has been cold, and consequently more favorable for the distribution of heavy winter

goods, but retailers have not yet reduced their stocks to the replenishing point, and little if any improvement in the demand for such fabrics was experienced at first hands. There was rather more inquiry for some descriptions of spring goods, as worsted and all-wool dress fabrics, ginghams, shirting prints, printed lawns, cottonades, &c., which resulted in a fair business (for future delivery), but most buyers have deferred operations in this connection until the early part of next month, in order to take account of stock and close up the business of the

Domestic Cotton Goods.—The exports of domestics for the week were 2,206 packages, of which 831 were shipped to Great Britain, 679 to Africa, 194 to U.S. of Colombia, 117 to Hayti, 100 to China, and a number of small parcels to other countries. The demand at first hands was very light as a rule, and mainly restricted to bleached goods, in which a fair movement was stimulated by low prices. Many of the New England mills have given notice to their operatives of their intention to reduce wages about 10 per cent on January 1, owing to the low prices obtainable for manufactured goods in the present condition of the market, while the directors of other mills are more wisely considering the policy of curtailing production for a time, in order to market the surplus stocks existing at present. Print cloths were in fair demand at 3 7-16c. plus ½ per cent for 64x64 "spots," 31/2c. less 1 per cent for "futures" of the same grade, and 31-16c for 56x60s. Prints ruled quiet, aside from shirtings and staples, in which there was a fair movement from first hands. Ginghams, chambrays and seersuckers were a trifle more active for future delivery.

Domestic Woolen Goods.—As a whole, the market for woolen goods has been very quiet. No business of importance was transacted in men's-wear woolens adapted to the spring trade, and operations in heavy clothing woolens were chiefly confined to a few low-grade fabrics, as satinets, &c., partly because agents are not yet fully prepared to show samples of new heavy worsteds and cassimeres. Some inquiry was made by early buyers for cloakings and Jersey cloths for next season, but actual business in these fabrics was only moderate. Fair orders were placed for all-wool and cotton-warp cashmeres, staple worsted dress goods, &c., for future delivery, but dealings in seasonable dress goods were very light, and shawls ruled quiet. Hosiery and knit underwear were in limited demand, and the supply of the latter is so large that many manufacturers have resolved to curtail production forthwith. Carpets were more looked after by intending puyers, and some orders were placed "at value."

Foreign Dry Goods - The demand for imported goods has been very light. Buyers are ordering for the spring trade with great caution, because of uncertainty regarding the tariff, and most kinds of seasonable goods are very quiet. The most staple fabrics are fairly steady here and at the sources of supply abroad.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Dec. 20, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

I _																				
Total at the pert	Total Ent'd for cousumpt.	Miscellaneous	9ilk	Wool	Manufactures of-	Total on market	Total	Miscellaneous	Flax	Cotton	Wool	W	Total	Miscellaneous	Flax	Cotton	Wool	Manufactures	3	ENTERED FO
5,688	1,676	67	110	230	_	5,396	1,384 4,012	624	350	127	20 00	THDRA	4.012	215	30.	1.195	6:6	Pkgs.	Dec. 2	OR CONS
5,688/2,030,452	531.068 1.499,381	18,631	199 078	100,030	NTERED FO	5,396 1,810,306	310,922 1,499,384	34,034	54,017	73.728	89.419	WITHDRAWN FROM	1,499.394	115,132	167,111	506.720	253,198	Value.	Dec. 21, 1882.	UMPTION
528,456	171,629 356,827	102,695	9.837	21,627	OR WAREH	512,484	155,657 356,827	93.217	21 3 1 2 2 2 3 2 3 3 3 3 3 3 3 3 3 3 3 3	12,117	19 690	WAREHOL	356,827	98,863	81.056	70.271	51,568	Pkgs.	Since Ja	FOR THE
528,456 129,399,893 14,441 1,905,711	26,304.761 103,095,042	4,137,740 2,516,494			ENTERED FOR WAREHOUSE DURING SAME	512,484 126,788.505	23,693,46 103,095,042	2,298,567			7 261 265	WAREHOUSE AND THROWN INTO THE MARKET	356,827 103,095,012	8,887,167	13,585,021		22.023.247	Value.	Since Jan 1, 1882.	ENTERED FOR CONSUMPTION FOR THE WEER AND SINCE JANUARY
14,441	3,805 10,636	2,666				13,645	3,009 10,636	2,221	. ,	197	350	UWN INT		6,325	3.00	1,365	811	Pkgs.	Dec.	NCE JAN
1,905,711	382.762 1,522,949	69,290 31,451	91.857	115,897	PERIOD.	1,890,509	367,560 1,522,919	57,688	105.793	73,33,73		O THE MAI	10,636 1.522.919	123,328	919,707	396,684	24	Value.	Week Ending Dec. 20, 1883.	-
526,415	$\frac{199.801}{326.614}$	24.164 117,083				520.183	193,574 326,614	23,033 111.329	14.587	17,076		TANE	326 614	21,20	46,830	68,191	70 170	Pkgs.	Since Jun. 1,	1883 AND 1882
526,415 120,012.917	31,936,090 88,176,527					119.788.314	31,511.487 88.176,827	4,026,32 2 2,689,609	9. 292,098	10,575,767 5,027,691			rs. 176 s27	7,001,926	27,057,111	20,369,467	*	Value.	n. 1, 1833.	8.2.

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