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The Chronicle.

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THE FINANCIAL SITUATION.

The new year has scarcely progressed far enough yet to make much of a record for itself. It opens with a decidedly lower range of Wall Street values than prevailed a year ago, especially for non-dividend paying stocks. To that extent at least the condition is more hopeful, and to it is probably due, in a great degree, the less despondent and more buoyant feeling which has prevailed during the past week.

Still, many argue that a lower deep is yet in reserve. And there are not wanting plausible reasons to support such a view. For instance, commercial affairs are less active, in many departments the production of goods is being restricted, consequently the distribution is likely to show some falling off. For this reason, and because the proportion of the crops left to be moved from first hands is, in some instances, smaller now than it was last January, there seems to be a reasonable prospect that railroad earnings in certain sections will not prove as satisfactory as during the first six months of 1882. On the other hand, however, it should be remembered, as in part a compensation for this, that stocks of produce are unusually large at interior towns, all of which must sooner or later find a market; and, furthermore, if we include every

kind of agricultural product, it is pretty certain that the first of January never opened on a larger aggregate supply existing in the country. Even in wheat, though the crop of 1883 was short of the previous one, the year's supply is supplemented by a very considerable remnant from 1882, while 1882 began the year with the granaries bare. In corn the same facts as to old stocks are also true, while this year's shortage, so far as it exists, will not show itself in the traffic returns until next summer.

Out of these facts, therefore, we can find nothing to cause anxiety or alarm. If there is to be a railroad war, no one can forecast the results or measure the extent of the demoralization it would produce; but the adverse influences growing out of shorter crops, which are just now being made so prominent in some quarters, are obviously overstated. Besides, the decline the past year has not been large for the better class of securities; speculative stocks and specialties are the main sufferers, and in their demoralization the whole list has shared. In fact, the success which has attended the downward movement in prices has in great part been due to the weakness disclosed in these special properties; and the hope widely entertained that such plague spots have at length been mostly revealed, is perhaps the basis for the greater confidence at the moment felt. Still, the public is in a waiting mood. Some railroad problems yet remain to be worked out, and it is by no means clear that the slight revival observable in the iron trade betokens a gradual recovery in commercial affairs. Until greater certainty exists on these points, any great improvement in Wall Street cannot be anticipated.

The first surprise of the year was an event not a little startling, and which for the moment was quite disappointing and elicited considerable adverse comment. We refer to the midnight appointment of a receiver of the New York & New England Railroad. It was supposed that the advent of a new board of directors had obviated the necessity for any such action, and besides that, the haste shown excited suspicion and no little distrust, for the public is wonderfully sensitive just now about railroad management. But reflection has at least led to a suspension of judgment. Of course the granting of the order by the court under such unusual circumstances is presumptive evidence that the occasion was urgent and that the course pursued by the directory was justified. At all events it is reported that there is to be a meeting of the full board of directors on Monday, that Mr. Clark will at that time explain the reason for his haste, and that all interests will be protected.

The step, however, having been taken, the question arises as to the position it places the property in as to

traffic. We hear it contended that the road, under the present management, will be run in the interest of the New York & New Haven. Well, is there anything especially objectionable in that? Do not, in fact, its own best interests suggest such an alliance? The point is also made

that Mr. Vanderbilt is apparently inimical to the new arrangement. Would he not naturally be? Consider for a moment his position. His principal eastern connection now and for a long time has been the Boston & Albany road, in which he is supposed to be heavily interested. Only recently it was announced that even the small amount of traffic which he has been giving the Hoosac Tunnel line was to be withdrawn and given to the Boston & Albany. It is this Boston & Albany route that the New Haven road uses to reach Boston, connecting with the same at Springfield, 98 miles west of Boston. Hence on all through traffic carried over this route, the Boston & Albany gets a haul of 98 miles, or but 38 miles less than the New Haven road secures itself. But with the New York & New England operated in harmony with the New Haven, the former line, and not that of the Boston & Albany, might very likely supply the entrance to Boston, since it is known that the New York & New England has excellent terminal facilities at that city, and, besides, such an arrangement would shorten the distance to New York, as is shown by the following table. This route, it should be said, is made up of the New Haven road from New York to New Haven, the Air Line from New Haven to Willimantic, and the New York & New England road to Boston.

Present line via New York & New Haven and Boston & Albany.....	231 miles
New York & New England and New York City & Northern (to 155th Street).....	245 miles
Line via New England road, New Haven road, and the Air Line.....	214 miles

Thus the distance over this new route would be 20 miles shorter than over the line now used, while the New York & New England would still have the alternative route to New York by way of the New York City & Northern and the Elevated roads to all parts of the city. Further, under such control, the Fishkill connection with the Erie, upon which so much money has been spent, could be developed to its fullest extent. It thus appears quite likely that the road's true interests all lie in the direction in which the receivership seems to tend.

Another feature in railroad circles this week has been the completion and publication of the statement of the Oregon & Trans Continental Investigating Committee, appointed to report on the present position of that much-involved concern. It was expected that the report of the committee would be full and exhaustive, but on the contrary it is a bare statement of the company's holdings of securities and a brief exhibit of its floating liabilities, not in detail, but in the aggregate. The extent of its holdings of securities it was of course important to know, since Wall Street had claimed that they had all been squandered. So, too, the present aggregate of its current liabilities had been the subject of much discussion and contention, and light upon the same was imperatively called for. But there are other matters which the committee have not even touched upon. For instance, they might have told us what the present amount of the company's collateral trust bonds is, and how largely the sum is likely to be increased in the immediate future, since the debt increases with the construction of each additional mile of new road. They might also have given us some information as to the earning capacity of the branch lines already built and in operation, about which nothing is known. Are these earning anything net, and if so what disposition is being made of such earnings? Then as to the Oregon & California road, which the Trans-Continental operates under lease, are the require-

ments for its construction and support being met in the way originally proposed?—namely, by the sale of Oregon & California securities. The appearance of the item of \$2,000,000 Oregon & California second mortgage bonds among the assets would lead one to suppose that in part at least the company had been forced to abandon that plan.

Taking the information given, however, we find that the 1½ million of Northern Pacific scrip which the company held June 30 has disappeared; that the holdings of Northern Pacific stock have changed but little; that the company has augmented its holdings of Oregon Railway Navigation stock from 128,535 shares June 30 (or 8,535 more than a majority of the entire stock outstanding) to 152,027 shares, an increase of 23,492 shares during the last six months. This latter increase must have involved the expenditure of about 2½ million dollars, and as the company has been in financial straits during the whole of that period it seems a little curious that so much money should have been spent for such a purpose.

The aggregate of current liabilities is given at \$11,008,128, against which there are accounts owing to the company, cash, real estate, &c., of amount \$2,657,648, leaving the net floating debt \$8,350,480. On June 30 the gross total of the floating debt was \$9,810,808, against which the company held in cash, in bills receivable, in Northern Pacific dividend scrip, and in other accounts, &c., no less than \$11,007,471, or \$1,196,663 more than enough to meet the entire amount of the debt. The difference between the two periods is consequently very great. The 2½ millions increase in Oregon Navigation stock suggests one way in which this was brought about, and possibly the holding of the 2 million Oregon & California 2d mortgage bonds in minor degree suggests another, but with those exceptions the report gives no light on that point.

The only other subjects which have especially interested Wall Street this week are the Eastern and Western Pool movements and the first of January debt and Treasury statements. The lines embraced in the new Iowa Pool held a meeting on Wednesday and it was reported subsequently that a truce of thirty days had been agreed upon pending negotiations with the Chicago Burlington & Quincy to co-operate with them. It is stated, however, that the Quincy has by no means abandoned its aggressive policy regarding the Union Pacific, but that it is pushing a line through the territory north of the Platte river in Nebraska claimed by the Pacific road. An attempt by Commissioner Fink to discipline the Delaware Lackawanna & Western for alleged infraction of the rules of the Trunk Line Pool was resisted by Mr. Sloan, who claimed that his road was doing business at the same rates as those charged by other roads, and that some of those in the Pool were even below the schedule of the Lackawanna. Evidently there is trouble in this Pool and it is not unlikely that the Commissioner will have to enforce the rule and order a reduction by all the lines to the lowest cut rate, instead of attempting to cut off the Western connections of the Lackawanna. Mr. Sloan seems somewhat restive over the admission of the N. Y. West Shore & Buffalo to the Pool, with 12 per cent allowance, without requiring that road to establish its claim to admission by demonstrating its ability to get business. The bears on Thursday sought to take advantage of this trouble in the Pool, but could not make much headway, and the market was subsequently turned upward. They were hardly more successful on Friday, when, after an early decline, the market rapidly advanced and closed at the best figures of the day, and in many cases of the week. Mr. Villard's resignation had comparatively little effect on the market.

The financial statements issued from the Treasury with the first of January bring up prominently again the importance of the position the question of taxation must hold in the coming deliberations of Congress. A further reduction of nearly 12 millions in the public debt during December, making 109 millions in the calendar year, tells its own story of the amount that is thus unnecessarily being drawn from the people in these dull times for the purpose of paying bonds no one wants paid. Through the kindness of the Secretary of the Treasury, we have received the following statement of the Government revenues in December and since July 1.

Government Receipts from—	1883.		1882.	
	For December.	Since July 1.	For December.	Since July 1.
Customs	\$ 13,341,183 14	\$ 100,949,113 29	\$ 14,918,751 78	\$ 113,609,413 72
Internal revenue.....	9,838,234 91	61,316,294 53	12,112,756 85	74,745,328 42
Miscellaneous sources	1,850,856 13	16,078,799 75	3,385,069 04	18,446,445 29
Total receipts.....	25,030,273 18	178,344,207 57	30,416,577 67	206,801,187 43

In November the receipts were a little short of 4 millions less than in 1882 and in December they are nearly 5½ millions less. If the average decrease of these two months is taken as the monthly loss for the remainder of the year, the Government will have a large surplus for bond redemptions. Certainly Congress cannot too speedily enter upon its work of tax reduction.

Foreign exchange has been firm and higher this week, in consequence of a demand, mainly to remit in settlement of accounts and for coupons and interest payments, and the supply of bills coming on the market from cotton shipments has been quickly absorbed. This reaction from the rather heavy tone in the early part of last week is not unnatural, especially as there has been some return of securities, possibly caused by the unsettled state of our stock market toward the close of the year. The following shows relative prices of leading securities in London and New York.

	Dec. 31.		Jan. 1.	Jan. 2.		Jan. 3.		Jan. 4.	
	Lond'n prices.*	N.Y. prices.	Holiday.....	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S. 4s. c.	123 3/8	124 1/4		123 3/8	123 3/4	123 3/8	123 3/4	123 3/4	123 3/4
U.S. 4 1/2s.	114 6/8	115		114 6/8	114 3/4	114 3/4	114 3/8	114 3/8	114 3/8
Erie.....	26 7/8	27 1/2		27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
2d con. ....	.....	52 1/2		.....	50 1/2	.....	51 1/2	51 1/2	51 1/2
Ill. Cent.	132 1/8	.....		132 1/8	.....	132 1/8	132 1/4	133 5/4	.....
N. Y. C.	113 2/8	112 1/2		112 7/8	112	113 7/8	112 7/8	113 7/4	113 1/4
Reading	27 9/16	55 1/2		27 7/8	55	27 3/4	56 1/4	28 5/8	57 1/4
Ont. W'n	.....	16 1/4		.....	15 3/4	.....	16 1/4	.....	16
St. Paul	94 1/4	93 3/4		93 1/2	92 1/2	93 1/2	93 3/4	93 1/2	93 1/2
Can. Pac.	55 1/8	54 1/4		54 1/2	54 3/4	56 1/8	56 1/4	56 1/2	56 1/4
Exch'ge. cables.	4 7/8			4 7/8		4 7/8		4 7/8 1/2	

* Expressed in their New York equivalent.

† Reading on basis of \$50, par value.

‡ Ex-interest.

Money on call was in a little better demand on Monday when the rate advanced to 5 per cent, but since then the supply has been abundant at 2 to 3 per cent. The following statement made up from returns collected by us exhibits the week's receipts and shipments of currency and gold by the New York banks.

Week Ending Jan. 4, 1884.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$1,397,000	*\$932,000	Gain. \$435,000
Gold.....	.....	235,000	Loss. 235,000
Total gold and legal tenders.....	\$1,397,000	\$1,197,000	Gain. \$200,000

* \$615,000 of this was transferred in the shape of silver certificates by a deposit of gold in the Sub-Treasury.

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement, the banks have gained \$4,500,000 through the operations of the Sub-Treasury. Adding that item therefore to the above, we have the following, which should indicate the total gain to the New York Clearing House banks of gold

and currency for the week covered by the bank statement to be issued to-day.

Week Ending Jan. 4, 1884.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$1,397,000	\$1,197,000	Gain. \$200,000
Sub-Treasury operations, net	4,500,000	.....	Gain. 4,500,000
Total gold and legal tenders.....	\$5,897,000	\$1,197,000	Gain. \$4,700,000

NOTE.—This gain occurred largely in the latter part of the week, so it is not likely that it will be reflected to anywhere near its full amount in to-day's bank statement.

The Bank of England return shows a loss of £129,000 bullion for the week, comprising a gain of £31,000 on the movement from the interior, and a loss of £160,000 on the export movement. The gold in the Bank of France decreased 10,262,000 francs, and the silver shows a loss of 6,313,000 francs. The Bank of Germany since our last report has lost 17,766,000 marks. The following exhibits the amount of bullion in the principal banks.

	Jan. 3, 1884.		Jan. 4, 1883.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	£ 21,437,144	£ 20,353,791	£ 21,437,144	£ 20,353,791
Bank of France.....	38,021,650	39,839,074	38,196,250	43,310,668
Bank of Germany.....	7,006,675	21,020,025	7,001,500	21,004,500
Total this week.....	66,465,469	60,859,090	65,551,541	64,315,168
Total previous week.....	67,202,115	61,711,687	65,975,998	64,655,526

The Assay Office paid \$287,052 through the Sub-Treasury for bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certif.
Dec. 28...	\$496,254 42	\$6,000	\$15,000	\$396,000	\$79,000
" 29...	281,913 30	11,000	13,000	198,000	59,000
" 31...	246,194 02	10,000	21,000	174,000	42,000
Jan. 1...	.....	.....	.....	.....	.....
" 2...	525,297 84	12,000	38,000	363,000	112,000
" 3...	858,466 50	19,000	34,000	661,000	144,000
Total...	\$2,408,066 08	\$58,000	\$121,000	1,792,000	\$436,000

MERCANTILE FAILURES.

One did not need to wait until the issue of the usual statement of failures by Messrs. R. G. Dun & Co. to know that there had been an increase in their number. Latterly the reports of these disasters have been so numerous that the alarmists among us have been greatly emboldened, for prophecies of evil naturally find in commercial disasters the material for a marvelously rank growth. Still the facts as thus far developed by no means encourage a feeling of uneasiness.

In the first place it is to be remembered that the failures are not really as significant as their mere number would indicate. This we shall illustrate later on by a comparison of the increase in the disasters year by year, with the increased number of merchants which the reports cover. Then, again, the decline in commercial values has been in progress for two years or more, and if we except breadstuffs and a few allied articles, which are artificially sustained, has about reached its limit. This relieves the situation from its chief pressure. Furthermore, in some trades, and notably in the iron trade, where the depression began, liquidation has proceeded so far that at the moment consumption appears to be in excess of production. And finally a lessening of the cost of manufacture, through lower wages and otherwise, hitherto delayed in many departments, is now generally and actively in progress—a very prudent measure under the circumstances, and a sure step in the process of recovery.

In the meantime failures must continue, but should not of themselves cause either surprise or alarm. A large body of merchants trade on very narrow margins and

only constantly-rising prices keep them afloat. In good times they imprudently extend, and the interest and other expense accounts are swollen, until with the first shrinkage in values and profits the margin becomes nominal, and a struggle sets in for existence. In this class is included the most of the disasters that are now occurring. There are others, special cases, due to special conditions, but our merchants as a body are sound, and to predict a general panic or a collapse of mercantile credit, because these more venturesome traders are dropping out, is wholly without warrant.

But an important feature of these returns is that the number of traders covered by the report is rapidly increasing, so that an increasing number of failures may in no degree indicate a declining commercial condition. We referred to this circumstance a year ago, and as the total disasters now reach over nine thousand, special interest attaches to the fact that the merchants covered by the report have increased to nearly 864,000. This makes the proportion a little larger than in 1882, being a trifle over 1 per cent of the total traders now, against eighty-two one hundredths of 1 per cent a year ago. In some of the different sections the showing is even better than this, and, compared with previous years, it is still more favorable, as appears from the following elaborate statement which we have prepared from the reports of the mercantile agency since 1877.

Years.	Eastern.	Middle.	South'n	Western.	Pacific, &c.	Total.
1893.						
Number in business....	90,331	262,021	135,159	322,877	53,695	863,993
Number of failures....	1,197	2,136	1,844	2,961	1,046	9,184
Percentage of failures to number in business	1.33	0.82	1.36	0.92	1.95	1.06
1882.						
Number in business....	88,689	248,742	126,251	308,485	50,059	822,256
Number of failures....	772	1,667	1,618	1,950	731	6,738
Percentage of failures to number in business	0.87	0.67	1.28	0.63	1.46	0.82
1881.						
Number in business....	87,325	241,373	118,606	291,349	43,036	781,689
Number of failures....	772	1,372	1,439	1,504	495	5,582
Percentage of failures to number in business	0.88	0.57	1.21	0.52	1.15	0.71
1880.						
Number in business....	85,774	237,062	109,821	275,672	38,494	746,823
Number of failures....	723	1,472	835	1,171	534	4,735
Percentage of failures to number in business	0.84	0.62	0.76	0.43	1.39	0.63
1879.						
Number in business....	82,337	230,537	100,574	250,583	32,126	702,157
Number of failures....	970	2,290	1,076	1,608	714	6,658
Percentage of failures to number in business	1.18	0.99	1.07	0.63	2.22	0.95
1878.						
Number in business....	79,765	229,385	96,297	240,933	28,361	674,741
Number of failures....	1,734	3,199	1,415	3,436	694	10,478
Percentage of failures to number in business	2.17	1.40	1.47	1.43	2.45	1.55
1877.						
Number in business....	77,724	224,707	91,783	231,557	26,235	652,006
Number of failures....	1,353	3,049	1,078	2,756	636	8,872
Percentage of failures to number in business	1.74	1.36	1.17	1.19	2.42	1.36

The foregoing shows that in the Middle States the failures last year were sixty-seven one-hundredths of 1 per cent of the total number in business, against eighty-two one hundredths this year—a marvelously small increase, especially when we consider the decided fall in prices that has occurred during the twelve months. The same States, even in 1879 and in the two previous years, showed a larger percentage than in 1883. How very little basis this leaves for the croakers in our midst to stand upon, who, for a purpose, are exaggerating these disasters and assuming that they foreshadow a general liquidation in the immediate future. Turning to the other sections, we find in the Southern States (where the percentage of losses to the number in business is always large), and also in the Western States, that there has been but a trifling increase this year, though the former have fared relatively much

better than the latter. Certainly nothing alarming can be extracted from such figures as these. The fact is, the Eastern and Pacific States are the only sections where the percentage has increased to any considerable extent, and in the latter of these it is much less than in 1879.

A correct interpretation of the situation is that the main losses of the last year, have fallen upon our manufacturers. They have been compelled to carry the stocks which during better times are in second hands, distributors only purchasing to supply immediate wants. Hence it is that such large offerings have been made through the auction rooms, although prices realized were below current rates. And this feature in the situation is working the needed cure. The iron industry under such a pressure reduced production until, as already said, consumption is more than taking the new supply; as a result, prices in that department have a rising tendency. The woolen and cotton trades (but especially the latter) were later in disclosing an overproduction and have been slower in curtailing it. But now that process is generally under way, and as lower wages and lower cost of production permit enlarged shipments, it would not be surprising to see an addition during the next six months to our foreign exports of cotton goods and other manufactures which are in oversupply. Furthermore, as merchants are in light stock a falling off in the available supplies might quickly change the tone of all our markets. The failures occurring are only an incident in the situation, and likely to become less frequent after the early months of the year.

A point of some importance connected with these returns of mercantile disasters, is the relative proportion which have been embraced in the reports of the succeeding quarters of the year. To indicate the situation in this particular we have prepared the following exhibit, giving for eight years the percentage of the year's total failures occurring each three months.

Years.	First Quarter.		Second Quarter.		Third Quarter.		Fourth Quarter.	
	Percent- age of Failures to Year.	Percent- age of Liabilities to Year.	Percent- age of Failures to Year.	Percent- age of Liabilities to Year.	Percent- age of Failures to Year.	Percent- age of Liabilities to Year.	Percent- age of Failures to Year.	Percent- age of Liabilities to Year.
1876 ..	30.86	33.82	19.73	22.90	26.95	25.05	22.46	18.23
1877 ..	32.34	28.60	21.19	23.64	20.47	22.21	26.00	25.55
1878 ..	32.02	35.02	23.57	20.80	27.23	28.32	17.18	15.86
1879 ..	37.91	43.93	23.04	23.09	18.95	15.56	20.10	17.42
1880 ..	36.24	19.43	22.40	36.59	20.68	18.43	26.59	31.55
1881 ..	31.55	30.12	19.80	20.33	18.34	12.46	30.31	37.09
1882 ..	31.57	32.83	21.82	16.98	19.29	18.65	27.32	31.54
1883 ..	30.72	22.20	19.77	16.09	19.63	30.12	29.88	31.59

It is a little surprising to see with how much regularity the proportion of failures in the first quarter is maintained. With the exception of 1879, when there was a special reason for a larger proportion being crowded into that quarter of the year, the percentage has been about 31 per cent of the year's total.

ANOTHER FAVORABLE TRADE STATEMENT.

With the progress of the season it is expected that our foreign commerce will assume an increasingly favorable aspect. The Bureau of Statistics has this week issued the report for the month of November, and from it we see that in that month there was an excess of exports over merchandise imports in the sum of 23½ million dollars, while in the month immediately preceding (October) the balance in our favor was only 15 millions. This balance of 23½ millions is not as large by 2½ million dollars as was that of the corresponding month of 1882, due about equally to a falling off in exports and an increase in imports, but is almost 10 millions larger than was that of November, 1881, the year of the short crop. The present excess, however, was exceeded in both 1879 and

1880, but in both those years imports were then very restricted. The following table will show the import and export movement from each leading port, for this year and last.

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

Exports (Domestic and Foreign.)	1883.		1882.	
	November.	Since Jan. 1.	November.	Since Jan. 1.
	\$	\$	\$	\$
New York.....	28,422,662	322,540,128	30,338,032	311,896,761
New Orleans.....	11,944,918	76,313,778	10,812,144	64,363,991
Baltimore.....	3,110,258	46,721,035	3,517,965	38,635,855
Boston, &c.....	4,734,812	59,272,799	4,710,225	51,741,692
Philadelphia.....	3,722,934	35,695,555	3,103,607	31,227,826
San Francisco.....	4,793,785	38,440,716	5,141,398	43,811,627
All other ports.....	23,252,774	110,545,614	23,326,146	131,305,168
Total.....	79,935,073	719,529,625	80,969,520	675,015,920
<i>Imports.</i>				
New York.....	33,412,074	435,628,960	35,435,468	471,182,227
New Orleans.....	1,081,159	7,778,077	1,162,693	10,010,891
Baltimore.....	878,501	11,448,802	1,336,184	13,423,576
Boston, &c.....	4,734,532	66,742,402	4,313,104	68,378,828
Philadelphia.....	2,511,043	30,474,577	2,166,577	35,517,377
San Francisco.....	3,065,606	37,325,649	2,990,703	49,919,890
All other ports.....	5,936,405	43,596,745	7,778,933	53,880,369
Total.....	56,609,320	632,995,212	55,183,682	693,343,158

The increase of a million and a half here noted in the imports over a year ago, is not so significant as would have been a similar increase in any of the months immediately preceding, for in November, 1882, the total had dropped to the smallest monthly figure reached for over a year previously. The total, it will be seen, was about 55 millions then, while the average up to that time had been not far from 65 millions. Now our total is 56½ millions, which, though not as heavy as the aggregates we have become accustomed to see of late years, seems nevertheless, considering the conditions of our trade, a pretty full amount. In this connection, it may be well to note that the stocks of goods in the warehouses this year, instead of further decreasing, as was expected would be the case, have really increased somewhat during the month. On the first of November the amount kept in bond was \$26,757,781; on December 1st it had risen to \$28,276,924. In the corresponding period a year ago the change was unimportant, but in the direction of lower figures, the total November 1st being \$28,078,565, and on December 1st having fallen to \$27,947,622.

A gratifying feature in connection with the present large balance in our favor is, that through it we are getting larger amounts of gold than for some time past. In October our imports of that metal were \$4,261,430; in November they were \$4,363,816. In November, 1882, the importation was about two millions less, though the excess of merchandise exports then was 2½ million dollars greater than now. The larger balance in our favor on the trade of the immediate past than existed a year ago, enables us to draw gold more quickly and in heavier amounts than in 1882.

Examining the export movement of merchandise, we find a very large aggregate—nearly 80 millions—which however is still about a million dollars smaller than was that of November, 1882. The variation in the totals between the two years, as well as the heavy aggregate in each, is ascribable mainly to the extent of our shipments of cotton. In November, 1882, our exports of cotton, as is well known, were extraordinary, more than 700,000 bales (exactly 704,355 bales) going out, against only 458,539 bales in November, 1881. The dullness in the cotton goods trade abroad, and the large stocks in spinners' hands, led many to expect a very decided contraction in the movement this year, but the falling off has been comparatively light, our figures showing a total of 646,782 bales for the month, or only about 57,500 bales less than the heavy aggregate of a year ago. For December, it should be said, the comparison in the item of cotton with 1882 will be much less favorable, as the total movement

for the month in 1883 is only 630,000 bales, against nearly 750,000 bales in 1882. There will, however, be a large gain on the aggregate of two years ago, which was about 483,000 bales.

The falling off of 57,500 bales cotton in the exports for November must have reduced values between 2½ and 2¾ million dollars, as compared with November, 1882. On the breadstuffs exports, too, there was a decrease, but as predicted in these columns it was not large—only \$633,000—the breadstuffs movement having been quite small even in 1882. On these two items, then, we have a falling off of, say, 3¼ million dollars, but against this there was a gain of 2½ millions on the exports of provisions, leaving a net loss somewhat above a million dollars, which tallies pretty well with the decrease of \$984,447 in the value of all merchandise exports for the month, as shown in the table above, and hence explains the same. The breadstuffs and provisions exports from each leading port appear in the following.

EXPORTS OF BREADSTUFFS AND PROVISIONS FROM LEADING PORTS.

Breadstuffs.	1883.		1882.	
	November.	Since Jan. 1.	November.	Since Jan. 1.
	\$	\$	\$	\$
New York.....	5,099,971	61,996,035	6,182,480	69,446,931
New Orleans.....	379,756	8,119,343	308,331	6,289,671
Baltimore.....	1,319,349	25,318,229	1,513,372	22,019,600
Boston.....	1,525,314	14,630,540	1,328,885	11,246,921
Philadelphia.....	783,171	10,402,423	608,140	8,132,447
San Francisco.....	3,666,109	26,895,060	4,103,688	33,175,121
Other ports.....	1,883,655	12,477,826	1,155,625	15,280,364
Total.....	14,657,325	159,739,156	15,290,494	165,591,075
<i>Provisions, &c.</i>				
New York.....	5,975,187	70,844,426	5,279,596	59,343,459
New Orleans.....	18,128	105,102	6,043	67,846
Baltimore.....	46,269	1,361,333	113,027	754,078
Boston.....	1,146,414	14,700,754	506,425	13,073,794
Philadelphia.....	1,022,892	8,254,581	511,779	6,784,947
San Francisco.....	41,503	398,929	26,116	355,889
Other ports.....	682,804	7,717,142	381,440	4,482,938
Total.....	8,933,197	103,382,237	6,214,406	84,863,001

As heretofore, the breadstuffs movement comprises a large augmentation in the item of corn and a decline in the item of wheat. Flour also again (in contrast with the diminution in wheat) exhibits an increase, but the gain in the manufactured article counterbalances only in part the loss on that in its native state. The corn movement is noteworthy as showing the difference between a bad crop (season of 1881) and a good crop (season of 1882). The only other feature of interest is the continued increase in the exports of rye, which is no doubt in part explained by the shortage of that cereal in many countries of Europe. The part played by each item in the breadstuffs movement is shown in the subjoined table in our usual form.

EXPORTS OF BREADSTUFFS IN NOVEMBER AND SINCE JANUARY 1.

November.	Quantity.		Value.	
	1883.	1882.	1883.	1882.
			\$	\$
Barley.....bush.	65,515	62,631	39,465	46,567
Corn.....bush.	2,815,041	631,189	1,695,169	525,234
Corn-meal.....bbls.	22,735	18,166	70,032	71,423
Oats.....bush.	27,521	25,875	12,090	14,460
Rye.....bush.	573,315	219,175	395,724	182,121
Wheat.....bush.	6,764,837	8,825,815	7,295,100	9,334,753
Wheat-flour.....bbls.	919,487	862,831	5,149,745	5,115,936
Total.....			14,657,325	15,290,494
<i>Since Jan. 1.</i>				
Barley.....bush.	387,078	294,631	246,495	213,622
Corn.....bush.	57,834,347	13,057,919	37,149,383	9,944,651
Corn-meal.....bbls.	252,838	213,752	835,414	819,814
Oats.....bush.	423,219	266,482	187,957	155,113
Rye.....bush.	4,263,278	1,264,851	3,013,547	1,070,252
Wheat.....bush.	61,231,526	100,315,387	71,729,472	114,441,885
Wheat-flour.....bbls.	8,029,973	6,391,059	46,577,188	38,345,738
Total.....			159,739,156	165,591,075

The provisions exports are not very large in themselves, but they record a substantial improvement on a year ago, when they were very small. The gain in quantity is more marked than in values, since prices are lower this year. In pork there is a falling off in the quantity shipped, but in the case of every other item November, 1883, shows larger totals than November, 1882. As illustrating the decline in prices, we may remark that while of

lard the exports are almost three million pounds greater in quantity than last November, in value they are \$600,000 less. Below are the figures in full.

EXPORTS OF PROVISIONS, &C., IN NOVEMBER AND SINCE JANUARY 1.

November.	Pounds.		Value.	
	1883.	1882.	1883.	1882.
Beef, fresh and salted.....	15,072,049	9,861,003	\$ 1,406,436	\$ 950,379
Bacon and hams.....	38,468,497	15,530,258	3,718,542	1,914,634
Lard.....	23,800,819	20,901,564	2,004,932	2,605,962
Pork.....	5,065,063	5,780,713	354,654	614,256
Tallow.....	5,084,999	2,466,640	386,592	204,636
Butter.....	2,016,321	650,234	410,210	121,919
Cheese.....	5,754,094	3,955,687	651,831	412,620
Total.....			8,933,197	6,824,406
Since Jan. 1.				
Beef, fresh and salted.....	144,323,784	81,209,197	13,993,720	7,744,352
Bacon and hams.....	372,404,991	291,387,592	39,590,389	31,606,243
Lard.....	247,202,600	206,055,050	25,552,491	24,584,486
Pork.....	61,641,918	56,837,347	5,279,762	5,450,710
Tallow.....	52,070,214	36,559,133	4,140,746	3,092,641
Butter.....	20,923,666	6,971,667	3,808,047	1,380,841
Cheese.....	104,919,373	99,514,264	11,117,082	11,003,723
Total.....			103,382,237	84,863,001

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO JANUARY 1.

We bring down our overland movement to-day to the first of January. The statements now cover four months of the season, and do not make so favorable a showing compared with previous years as those issued during earlier months.

OVERLAND MOVEMENT TO JANUARY 1, 1884.

The gross movement overland shows a large falling off from the figures of 1882 and 1881, during the month of December, and the total for the four months to date is now considerably less than the totals for the same period in those years. For the month the gross rail shipments are 213,223 bales, against 265,244 bales in 1882, and 255,210 bales in 1881, and for the season to January 1, the figures of 1883 fall behind those of the previous year 70,811 bales, and those of 1881 114,564 bales. The net movement, although below that of last year, is in excess of 1881; the decline from the figures of 1882 is, however, much less decided than in the gross. The net for December is 121,163 bales, against 168,970 bales for the same month last year, and 102,600 bales in December, 1881. For the season the total reaches 382,415 bales, against 413,082 bales in 1882, and 323,510 bales in the preceding season. The details of the whole amount forwarded are as follows.

OVERLAND FROM SEPTEMBER 1 TO JANUARY 1.

	1883.	1882.	1881.
Since September 1, shipped—			
From St. Louis.....	149,515	218,271	202,000
Over Illinois Central.....	34,763	10,391	4,032
Over Cairo & Vincennes.....	106,130	108,704	101,541
Over the Mississippi River, above St. L.	59,119	75,337	72,326
Over Evansville & Terre Haute.....	10,857	7,644	9,974
Over Jeffersonville Mad. & Indianapolis	15,326	26,971	61,633
Over Ohio & Mississippi Branch.....	21,466	36,272	13,106
Over Louisville Cincinnati & Lexington	35,577	31,552	61,555
Receipts at Cincinnati by Ohio River...	12,685	12,553	34,216
Receipts at Cincinnati by Cin. South'n	47,860	42,214	80,095
Over other routes.....	47,833	41,084	9,732
Shipped to mills, not included above..	1,834	2,783	7,319
Total gross overland.....	542,965	613,776	657,529
Deduct—			
Receipts overland at N.Y., Boston, &c.	127,971	182,352	239,661
Shipments between (or South from)			
Western interior towns.....	25,849	1,937	4,328
Shipments inland (not otherwise deduct- ed) from—			
Galveston.....	99	50	8,756
New Orleans.....	87	37	9,766
Mobile.....	6,136	14,608	64,854
Savannah.....			
Charleston.....			
North Carolina ports.....	21	583	2,390
Virginia ports.....	387	1,127	4,264
Total to be deducted.....	160,550	200,694	334,019
Leaving total net overland*.....	382,415	413,082	323,510

* This total includes shipments to Canada by rail, which since Sept. 1, 1883, amount to 8,216 bales.

RECEIPTS, EXPORTS AND SPINNERS' TAKINGS.

In common with the overland movement, receipts at the ports have fallen off during the month, as fully shown by our weekly statements. New Orleans continues to record a marked increase over 1882, and the receipts at the Virginia ports, other than Norfolk, are also ahead of last year; this latter is owing in great part to the increased facilities for handling cotton at West Point and Newport News. The total net port receipts to January 1 are 34,536 bales behind 1882, but show a gain over 1881 of 226,115 bales. The exports to foreign ports in December were only 630,353 bales, against 749,852 bales the same month of last year, making the total for the four months 231,821 bales less than for the same period of the preceding season. The whole decline is still in the exports to Great Britain, the Continental figures falling only 1,152 bales below those for 1882. Port and interior towns stocks continue in excess of a year ago. We give below our usual table of receipts, exports and stocks.

Movement from Sept. 1, 1883 to Jan. 1, 1884.	Receipts since Sept. 1, 1883.	Receipts since Sept. 1, 1882.	EXPORTS SINCE SEPT. 1, 1883, TO—				Stocks Jan. 1.
			Great Britain*	France.	Conti- nent.	Total.	
Galveston.....	460,813	494,329	118,296	21,167	60,736	203,199	119,484
Indianola, &c.....	7,646	13,651	.....	.....	.....	.....	172
New Orleans.....	1,091,333	868,284	293,190	200,848	157,977	657,015	475,309
Mobile.....	196,578	211,281	15,808	.....	200	16,008	65,748
Florida.....	25,275	9,248	1,500	.....	.....	1,500	.....
Savannah.....	541,632	575,426	93,880	11,836	115,928	221,644	126,323
Brunswick, &c.....	6,522	5,308	.....	.....	.....	.....	.....
Charleston.....	333,997	403,068	60,247	15,597	83,041	158,885	79,953
Port Royal, &c.....	10,728	7,822	2,640	.....	.....	2,640	1,583
Wilmington.....	76,857	89,601	31,956	.....	3,829	35,785	19,868
Moreh'd C., &c.....	10,326	10,397	.....	.....	.....	.....	.....
Norfolk.....	431,547	495,996	129,859	.....	9,613	139,472	76,976
West Point, &c.....	158,709	147,710	17,126	.....	.....	17,126	.....
New York.....	45,030	61,975	183,354	22,272	60,839	236,465	280,320
Boston.....	68,441	77,359	37,188	.....	100	37,288	6,183
Baltimore.....	7,372	11,428	52,072	100	31,886	84,058	25,916
Philadelphia, &c.....	7,128	31,591	35,082	.....	3,025	38,107	10,442
Total 1883.....	3,479,937	.....	1,077,198	274,820	527,174	1,879,192	1,297,279
Total 1882.....	.....	3,514,473	1,307,867	210,735	592,411	2,111,013	983,268
Total 1881.....	.....	3,253,822	933,046	188,891	402,137	1,524,074	1,220,358

* Great Britain exports include to the Channel.

Using the facts disclosed by the foregoing statements, we shall find that a portion of the crop which has reached a market through the outports and overland, and the Southern consumption since September 1 this year and the two previous years, is as follows.

	1883.	1882.	1881.
Receipts at the ports to Jan. 1.....bales.	3,479,937	3,514,473	3,253,822
Net shipments overland during same time	382,415	413,082	323,510
Total receipts.....bales.	3,862,352	3,927,555	3,577,332
Southern consumption since September 1.	123,000	130,000	100,000
Total to Jan. 1.....bales.	3,985,352	4,057,555	3,677,332

The amount of cotton marketed since September 1 in 1883 is thus seen to be 72,203 bales less than in 1882 and 308,020 bales more than in 1881. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts to Jan. 1, 1884, as above.....bales.	3,985,352
Stock on hand commencement of year (Sept. 1, 1883)—	
At Northern ports.....	135,180
At Southern ports.....	96,926 —232,106
At Providence, &c., Northern interior markets.	5,011 — 237,117
Total supply to January 1, 1884.....	4,222,469
Of this supply there has been exported	
to foreign ports since Sept. 1, 1883.....	1,879,192
Less foreign cotton included.....	2,682 —1,876,510
Sent to Canada direct from West.....	8,216
Burnt North and South.....	12,327
Stock on hand end of month (Jan. 1, 1884)—	
At Northern ports.....bales.	331,863
At Southern ports.....	965,416 —1,297,279
At Providence, &c., Northern interior markets	15,068 —3,209,400
Total takings by spinners since September 1, 1883.....	1,013,069
Taken by Southern spinners.....	123,000
Taken by Northern spinners since September 1, 1883.....	890,069
Taken by Northern spinners same time in 1882.....	928,854
Decrease in takings by Northern spinners this year..bales.	88,785

AMOUNT OF CROP NOW IN SIGHT.

In the foregoing we have the number of bales which have already been marketed this year and the two previous seasons. An additional fact of interest is the total of the crop which was in sight on Jan. 1, compared with previous years. We reach that point by adding to the above the stock remaining at that date at the interior towns, less stock held by them at the beginning of the season. In this manner we find the result for three years on Jan. 1 to be as follows.

	1883.	1882.	1881.
Total marketed, as above....bales.	3,985,352	4,057,555	3,677,332
Interior stocks in excess of Sept. 1	373,000	363,500	421,000
Total in sight.....bales.	4,358,352	4,421,055	4,098,332

WEIGHT OF BALES.

To furnish a more exact measure of the receipts up to December 1, we give below our usual table of the weight of bales. We give for comparison the figures for the same time in the two previous seasons.

	Four months ending Jan. 1, 1884.			Same period in	
	Number of Bales.	Weight in Pounds.	Average Weight.	1882.	1881.
Texas	468,459	239,719,839	511.72	522.07	506.39
Louisiana.....	1,091,336	522,749,944	479.00	498.61	464.12
Alabama	196,578	96,716,376	492.00	502.00	495.00
Georgia*.....	573,429	270,085,059	471.00	485.20	471.75
South Carolina..	344,725	162,461,998	471.28	478.72	462.34
Virginia	590,256	280,684,436	475.53	478.06	471.80
North Carolina..	87,183	41,246,277	473.10	474.90	466.24
Tennessee, &c..	633,386	312,259,298	493.00	511.56	476.00
Total.....	3,985,352	1,925,923,227	483.25	494.08	473.75

* Including Florida.

THE COTTON GOODS TRADE IN DECEMBER.

There has been an absence of anything approaching activity in the more important markets during the month. As usual at the close of the year jobbers bought sparingly, and operations on the part of exporters and the manufacturing trade were strictly moderate. The price reduction made in some of the most popular bleached shirtings did not stimulate business to any great extent. In the main values have not undergone material change during the month, but there was at the close a firmer feeling on fine bleached goods, accompanied by an advance of 2½ per cent on some makes. Print cloths have been in only moderate demand, and close at 37-16 cents. Larger stocks than a year ago are now held by manufacturers and their agents, but there is every reason to believe that supplies with jobbers and retailers are exceptionally small as a result of the cautious hand-to-mouth policy pursued for some time past.

DEC.	1883.			1882.			1881.		
	Cotton low mid-dling.	Print-ing 64x64	Sheet-ings, stand-ard.	Cotton low mid-dling.	Print-ing 64x64	Sheet-ings, stand-ard.	Cotton low mid-dling.	Print-ing 64x64	Sheet-ings, stand-ard.
1.....	103 ¹⁶	3.48	73 ⁴	10	3.69	81 ⁴	115 ⁸	4	83 ⁴
2.....	103 ¹⁶	3.48	73 ⁴	10	3.69	81 ⁴	111 ¹⁶	4	83 ⁴
3.....	103 ¹⁶	3.48	73 ⁴	10	3.69	81 ⁴	111 ¹⁶	4	83 ⁴
4.....	103 ¹⁶	3.48	73 ⁴	915 ¹⁶	3.69	81 ⁴	111 ¹⁶	4	83 ⁴
5.....	103 ¹⁶	3.48	73 ⁴	915 ¹⁶	3.69	81 ⁴	111 ¹⁶	4	83 ⁴
6.....	103 ¹⁶	3.46	73 ⁴	915 ¹⁶	3.69	8	115 ⁸	4	83 ⁴
7.....	103 ¹⁶	3.16	73 ⁴	915 ¹⁶	3.69	8	119 ¹⁶	4	83 ⁴
8.....	103 ¹⁶	3.46	73 ⁴	915 ¹⁶	3.69	8	119 ¹⁶	4	83 ⁴
9.....	103 ¹⁶	3.46	73 ⁴	915 ¹⁶	3.69	8	112 ⁴	4	83 ⁴
10.....	103 ¹⁶	3.46	73 ⁴	10	3.69	8	112 ⁴	4	83 ⁴
11.....	103 ¹⁶	3.46	73 ⁴	10	3.69	8	112 ⁴	4	83 ⁴
12.....	103 ¹⁶	3.46	73 ⁴	10	3.69	8	112 ⁴	4	83 ⁴
13.....	103 ¹⁶	3.46	73 ⁴	915 ¹⁶	3.69	8	112 ⁴	4	83 ⁴
14.....	103 ¹⁶	3.46	73 ⁴	915 ¹⁶	3.69	8	117 ¹⁶	4	83 ⁴
15.....	103 ¹⁶	3.46	73 ⁴	915 ¹⁶	3.69	8	117 ¹⁶	4	83 ⁴
16.....	103 ¹⁶	3.46	73 ⁴	915 ¹⁶	3.69	8	119 ¹⁶	4	83 ⁴
17.....	103 ¹⁶	3.46	73 ⁴	915 ¹⁶	3.69	8	119 ¹⁶	4	83 ⁴
18.....	103 ¹⁶	3.45	73 ⁴	915 ¹⁶	3.69	8	119 ¹⁶	4	83 ⁴
19.....	10	3.45	73 ⁴	915 ¹⁶	3.69	8	119 ¹⁶	4	83 ⁴
20.....	10	3.45	73 ⁴	915 ¹⁶	3.69	8	119 ¹⁶	4	83 ⁴
21.....	10	3.45	73 ⁴	97 ⁸	3.69	8	119 ¹⁶	4	83 ⁴
22.....	10	3.45	73 ⁴	97 ⁸	3.69	8	119 ¹⁶	4	83 ⁴
23.....	10	3.45	73 ⁴	97 ⁸	3.69	8	119 ¹⁶	4	83 ⁴
24.....	10	3.45	73 ⁴	97 ⁸	3.69	8	119 ¹⁶	4	83 ⁴
25.....	10	3.45	73 ⁴	97 ⁸	3.69	8	119 ¹⁶	4	83 ⁴
26.....	10	3.45	73 ⁴	97 ⁸	3.69	8	119 ¹⁶	4	83 ⁴
27.....	10	3.45	73 ⁴	97 ⁸	3.69	8	119 ¹⁶	4	83 ⁴
28.....	10	3.45	73 ⁴	97 ⁸	3.69	8	119 ¹⁶	4	83 ⁴
29.....	10	3.45	73 ⁴	97 ⁸	3.69	8	119 ¹⁶	4	83 ⁴
30.....	10	3.45	73 ⁴	97 ⁸	3.69	8	119 ¹⁶	4	83 ⁴
31.....	10	3.45	73 ⁴	97 ⁸	3.69	8	119 ¹⁶	4	83 ⁴

RETROSPECT OF 1883.

The year 1883 was one of steadily increasing depression in commercial and financial affairs in the United States. The situation became aggravated as the year drew towards a close, and in the month of December there was little relief to the tedium and heaviness which prevailed at the Stock and Commercial Exchanges. Mercantile failures exceeded largely in volume the failures of the previous year; indeed, from the minimum amount of \$66,000,000 liabilities involved in the failures during 1880—that remarkable year of buoyancy—the figures were observed to progress steadily upward to \$81,000,000 liabilities in 1881, \$102,000,000 in 1882, and to \$173,000,000 in 1883. Without any feeling of panic; without any threatening of a financial crisis; the year 1883 exhibited a great shrinkage in profits, and it bore all the characteristics of a period of recession from a preceding time of great buoyancy. In fact, it was only when the tide thus continued to fall and fall, beyond all ordinary estimates, that the people began to realize and fully understand how high had been the booming wave of prosperity which culminated in 1881.

The financial machinery worked well, and there was in this quarter nothing to alarm or give shock to the already timid feelings of the business community. The money market was abundantly supplied with funds; no bank failures of first class importance took place; and in the leading financial centres, where Stock Exchange business constitutes a large proportion of the entire volume of financial transactions, there was not a single failure of widespread influence among bankers or brokers. And this strength was exhibited in the face of a decline in stocks and bonds which far exceeded in the total shrinkage of values anything known since the crisis of 1873. The continued coinage of silver by the Government was a cloud upon the horizon; but this had its principal effect in projecting an uncertainty into the future rather than in present injury. It necessarily destroys confidence in the intelligence or good faith of those legislators in Congress who could originate—and still more in those who yet wish to perpetuate—a financial blunder of such indefensible character.

A notable feature of the year was the gigantic losses made in speculative operations—whether in stocks, grain, cotton or provisions. The failures of McGeoch in Chicago and Ranger in Liverpool were instances in which the transactions came to the surface and became notorious; but the losses made by thousands of private individuals and firms who had been carrying stocks or produce on margins, and were squeezed out by the pressure of 1883, could not be even approximately guessed at. As the number of parties engaged in speculation had been large, so the losses were widely distributed among a host of brokers' customers. Many of the failures of mercantile firms, and not a few defalcations, were traceable to the results of speculative operations in stocks or merchandise. The mania for speculation scarcely abated much, but the serious losses incurred were calculated to put a check upon such transactions, and to cause business men, clerks and others to confine their attention to the more legitimate sphere of their regular occupation or to conservative investments.

For the purpose of showing at a glance the industrial and financial statistics, which present a sharp comparison of the two years 1882 and 1883, the following table has been compiled. It should be clearly understood that the

figures here given are published close upon the end of the year 1883, and where they are approximate they are stated in round figures, the estimates of the best authorities being taken. The aggregate mileage operated on the 64 railroads whose total earnings for eleven months are reported was 52,845 miles Dec. 1, 1883, against 48,097 miles Dec. 1, 1882. The estimate of the cotton crop in 1883 is that of the Agricultural Bureau.

	1882.	1883.
Coin and currency in U. S. Nov. 1.....	\$1,465,509,449	\$1,523,366,989
Total clearings in 27 cities.....	\$69,808,000,000	\$51,502,000,000
Mercantile failures.....	\$101,547,064	\$173,000,000
Imports of gold and silver (11 mos.)..	\$19,182,900	\$33,767,115
Exports of gold and silver (11 mos.)..	\$4,000,449	\$28,629,847
Imports of merchandise (11 months)...	\$693,310,224	\$632,995,212
Exports of merchandise (11 months)...	\$675,021,019	\$719,529,625
Railroad constructed (miles).....	11,591	6,600
Gross earnings 64 railroads (11 mos.)..	\$245,391,143	\$269,816,699
Wheat raised.....bushels	503,000,000	400,000,000
Corn raised.....bushels	1,624,000,000	1,551,000,000
Cotton raised.....bales	6,992,234	6,000,000
Pig iron.....tons	4,623,323	4,623,000
Anthracite coal.....tons	29,239,919	31,200,000
Immigration (11 months).....	686,676	536,430

I. The agricultural products of the year were only fair. The harvests of 1883 yielded a medium product in the great staples of corn, wheat and cotton, but an abundance of the minor grains and of potatoes. Cotton is estimated to be fully 900,000 bales less than the immense crop of 1882; wheat about 103,000,000 bushels less than 1882; and corn 73,000,000 bushels less than 1882, though the decrease is made larger by a worse condition of the crop, caused by frost and wet. The effect of a deficit in the crop of any year is usually felt most in decreased quantities marketed during the first seven months—January to August—of the year following, and thus the deficit of 1883 is likely to be disclosed most thoroughly in the first half of 1884. This is also the more probable, as the receipts of both grain and cotton in the five months ending with December, 1882, were particularly heavy, leaving, as supposed, a smaller proportion of the crops than usual in the hands of farmers and planters.

II. Manufacturing and industrial enterprises flagged. Railroad construction, which reached the maximum of 11,591 miles in 1882, fell off to about 6,600 in 1883, and seems likely to decline to a much lower mileage in 1884. The effect of such a decline should be duly estimated in considering the distribution of money among manufacturers, transportation companies, contractors, store-keepers, laborers, etc., and it may perhaps be seen most clearly by noting the outlay of capital made in each year. Thus, at an average of \$30,000 per mile for railroads fully equipped, (an estimate not too large,) the disbursement for 11,591 miles in 1882 would have been \$347,730,000; for 6,600 miles in 1883, \$198,000,000; and if construction should fall off to 3,000 miles in 1884, the cash distributed would be only \$90,000,000.

In January, 1880, steel rails were worth \$71 per ton; in December, 1883, large contracts for steel rails were placed at \$33 to \$35 per ton. American pig iron was worth at the earlier date \$35 per ton, and about Jan. 1, 1884, it sold at \$20 per ton. These facts are only indices to the conditions of the iron and steel trade—merely the barometer and thermometer of the tone and temperature—but the conclusion is almost self-evident that there was an unhealthy stimulus in the first period, followed by serious depression in the latter. How far the high tariff had to do with these extremes, it is not the province of this article to inquire. Blast furnaces were blown out; rail mills were shut down; wages were reduced; hands were discharged. Other branches of mining and manufacturing suffered increasingly as the year wore on, and in the later months there was quite a general movement towards curtailing production and reducing all possible expenses, including the wages of operatives.

The anthracite coal trade was rather an exception to other industries, and the mining and transportation companies, led by Philadelphia & Reading, pushed their productions to the utmost, sending to market about 31,200,000 tons in 1883, against 29,239,919 tons in 1882. A much larger tonnage than usual was shipped westward by rail and the Lakes, necessarily competing with the soft coal which was selling at low prices in the Western markets.

III. The foreign commerce of the country exhibited an increase in exports and decrease in imports. The exports of domestic products during the first six months of the year out of the heavy crops of 1882, amounted to \$388,000,000, against \$333,000,000 the previous year. In the five months ending with November, 1883 there was a decrease in exports of domestic products. The cotton export, though large, was not up to the unprecedented exports in the fall of 1882; and the exports of wheat were checked by the maintenance of high prices in our home markets, in the face of large stocks both here and abroad. The low freights by sailing vessels from San Francisco to Liverpool assisted shipments from the Pacific Coast.

IV. Railroad traffic and earnings were large beyond precedent. While other branches of business were languishing, and while even railroad stocks were declining severely at the Stock Exchanges, the railroads were showing a heavy business, and reporting the largest earnings ever made. The year 1883 was plainly the maximum year yet reached in railroad business. The decline in stocks, therefore, arose more from the immediate influences bearing upon the markets, and from apprehension as to the future, than from any weakness actually developed in the railroad situation. But tonnage in 1883 was very heavy from the large crops of 1882; from general activity in the movements of various classes of merchandise; from a heavy coal tonnage; from an early movement of crops to market in the fall of 1883; and from a large immigration and settlement of new lands at the West. Passenger business was also heavy. Sharp competition, however, began to develop in consequence of the opening of many new lines; the Iowa Pool rupture was barely healed; and at the close of 1883 the signs were generally unfavorable for a continuance of the great railroad prosperity which had been so conspicuous during that year.

V. Immigration of foreign citizens into the United States continued on a large scale, but the total number arriving was considerably below the previous year, being 536,000 for eleven months of 1883, against 687,000 for the same time in 1882. It is well known that dull times in business usually check immigration into the country.

VI. The meeting of Congress in December did not help the financial situation. There can not be said to be any prejudice in the public mind against one political party or the other on account of financial tenets, provided only that when they happen to be in power they are governed by principles of conservatism and of sound views in regard to prominent financial questions. Iconoclasts and inflationists as leaders of either party do not inspire confidence. In the Congress which convened in December, 1883, the leaders of the party in power had views on the important questions of banking, coinage and tariff which were not generally approved of by bankers and manufacturers throughout the country, and hence the possibility that undesirable measures might be adopted was prejudicial to the business situation.

An interesting comparison is obtained by bringing forward the figures indicating the general financial situation in New York at the opening of the present year and at the same date in each of the two preceding years.

The following summary shows the condition of the New York City Clearing House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st of Jan., 1882, 1883 and 1884.

STATISTICAL SUMMARY ON OR ABOUT JAN. 1, 1882, 1883 AND 1884.

	1882.	1883.	1884.
New York City Banks—			
Loans and discounts.....	315,443,400	311,071,200	327,535,700
Specie.....	57,782,500	57,627,100	60,468,100
Circulation.....	20,162,400	17,625,500	15,456,800
Net deposits.....	289,890,400	291,663,600	320,793,000
Legal tenders.....	15,942,000	18,664,200	26,479,100
Legal reserve.....	72,472,600	72,915,900	80,198,250
Reserve held.....	73,724,500	76,291,300	86,917,200
Surplus reserve.....	1,251,900	3,375,400	6,748,550
Money, Exchange, Silver—			
Call loans.....	3@6+1/8 p. d.	3@12	1@2 1/2
Prime paper, sixty days.....	6@6 1/2	6@6 1/2	5@5 1/2
Silver in London, per oz.....	51 1/2 d.	50 1/2 d.	51
Prime sterling bills, 60 days.....	4 81	4 81	4 82 1/2
United States Bonds—			
3s, registered, option U. S.....		102 5/8	100 1/4
6s, currency, 1898.....	129	132	134
4 1/2s, 1891, coupon.....	114 1/2	113	114 7/8
4s of 1907, coupon.....	117 5/8	119 1/2	123 3/4
Railroad Stocks—			
New York Central & Hud. Riv.....	130 1/8	123	112
Erie (N. Y. L. E. & W.).....	40 5/8	38 3/4	36 3/4
Lake Shore & Mich. Southern.....	112 1/4	112 5/8	94 3/8
Michigan Central.....	85 3/4	98	85
Chicago Rock Island & Pacific.....	131 1/2	125 1/2	116 1/2
Illinois Central.....	129 1/4	142 5/8	132 1/4
Chicago & Northwestern, com.....	125 1/4	134 1/2	116 1/4
Chicago Milw. & St. Paul, com.....	106	105 1/2	92
Delaware Lack. & Western.....	127	128 1/8	116 1/2
Central of New Jersey.....	90 5/8	69 1/2	84 1/2
Merchandise—			
Cotton, Middl'g Uplands, per lb.....	11 7/8	10 3/8	10 1/2
Wool, American XX, per lb.....	37 @ 45	35 @ 43	33 @ 41
Iron, Amer. pig, No. 1, per ton.....	25 50 @ 27 00	25 00 @ 26 00	20 50 @ 21 50
Steel rails.....	59 00 @ 60 00	40 00	33 00 @ 35 00
Wheat, No. 2 red win, per bush.....	1 41 3/4-1 43 3/4	1 09 1/2-1 10 1/2	1 10 3/4-1 12 3/4
Corn, West. mix. No. 2, per bush.....	71 @ 71 1/2	66 1/4 @ 66 1/2	63 3/8 @ 64
Pork, mess.....	7 50 @ 19 50	18 37 1/2 @ 18 50	14 7 1/2 @ 15 25

BANK MOVEMENTS.

The returns of the associated banks in New York City afforded nothing worthy of special comment. The banks showed a gain, as usual, in their items of deposits and in specie and legal tenders in the summer, and the deposits at the end of the year were also noticeably large, being not far below the amount reported on the first of July. The statements near the opening of the year on Jan. 1, 1883, and near the close of the year 1883, present quite a contrast; the deposits at the latter period exceeded those of the former by about \$29,000,000, and the specie and legal tenders were also about \$11,000,000 larger. Circulation fell off during the year about \$2,200,000.

The following were the totals of the New York City Clearing House banks about the first of each quarter in the year 1883 and near the 1st of January, 1884:

	Loans and Discounts.	Specie.	Circulation.	Net Deposits.	Legal Tenders.
Dec. 30, '82	\$311,071,200	\$57,627,100	\$17,625,500	\$291,663,600	\$18,664,200
Mar. 31, '83	\$310,130,100	\$49,086,800	\$16,574,800	\$279,344,200	\$15,801,800
June 30, '83	\$328,083,200	\$64,184,600	\$15,612,600	\$324,289,900	\$26,122,800
Sept. 29, '83	\$329,761,000	\$55,324,400	\$15,198,700	\$314,107,500	\$24,977,300
Dec. 29, '83	\$327,535,700	\$60,168,100	\$15,456,800	\$320,793,000	\$26,479,100

THE MONEY MARKET.

The money market was subject to less violent changes and was more uniformly easy throughout the year than in any former period since 1878. In March and April there was a temporary stringency in rates, when stock brokers paid as high as 20 to 25 per cent per annum for a short time; but relaxation soon followed, and during the balance of the year money was very easy. Even during the autumn months, when the movement of the crops was large in the West and South, there was no stringency in the money market, and the extreme depression in railroad stocks took place without any of the frequent apprehensions of a pinch in money to assist in putting prices down. It was almost unheard of in New York that the outside rate for call loans in October, November and December should be no higher than 4 1/2 and 5 per cent.

The rates for commercial paper were much higher, owing in part to the numerous commercial failures and to the apprehension prevailing in regard to the stability of certain branches of trade.

The lowest rates given on call loans are always based on the transactions with government bonds as collateral, and it is well understood that these form a class by themselves, and that the rates are much lower than those made on loans with ordinary stocks and bonds as collateral.

The following table shows the rates for call loans secured by collaterals and the rates for prime commercial paper of two to four months time during each week of the year 1883.

Week ending Friday.	Call Loans.	Prime Paper.	Week ending Friday.	Call Loans.	Prime Paper.
Jan. 5.....	3 @ 12	5 1/2 @ 6	July 6.....	1 1/2 @ 3	4 @ 5
" 12.....	2 @ 6	5 1/2 @ 6	" 13.....	1 1/2 @ 3	4 @ 5 1/2
" 19.....	2 @ 6	5 @ 6	" 20.....	1 1/2 @ 3	4 @ 5 1/2
" 26.....	2 @ 5	5 @ 5 1/2	" 27.....	1 @ 2 1/2	4 1/2 @ 5 1/2
Feb. 2.....	2 @ 5	5 @ 5 1/2	Aug. 3.....	1 1/2 @ 2 1/2	4 1/2 @ 5 1/2
" 9.....	2 @ 5	5 @ 5 1/2	" 10.....	1 1/2 @ 3	4 1/2 @ 5 1/2
" 16.....	2 @ 5	5 @ 5 1/2	" 17.....	1 1/2 @ 6	4 1/2 @ 6 1/2
" 23.....	2 @ 5	5 @ 5 1/2	" 24.....	1 1/2 @ 3	5 @ 6 1/2
Mch. 2.....	3 @ 9	5 1/2 @ 6	" 31.....	1 1/2 @ 3	5 1/2 @ 6 1/2
" 9.....	4 @ 15	6 @ 6 1/2	Sept. 7.....	2 @ 3	5 1/2 @ 6 1/2
" 16.....	5 @ 17	6 @ 7	" 14.....	2 @ 3	5 1/2 @ 6 1/2
" 23.....	5 @ 25	6 @ 7	" 21.....	1 1/2 @ 3	5 1/2 @ 6 1/2
" 30.....	4 @ 12	6 @ 6 1/2	" 28.....	2 @ 3	5 1/2 @ 6 1/2
April 6.....	4 @ 20	6 @ 6 1/2	Oct. 5.....	1 1/2 @ 4	5 1/2 @ 6 1/2
" 13.....	4 @ 7	5 1/2 @ 6	" 12.....	1 1/2 @ 2 1/2	5 1/2 @ 6 1/2
" 20.....	3 1/2 @ 6	5 1/2 @ 6	" 19.....	1 1/2 @ 4	5 1/2 @ 6 1/2
" 27.....	3 @ 6	5 @ 6	" 26.....	1 1/2 @ 4 1/2	5 1/2 @ 6 1/2
May 4.....	3 @ 10	5 @ 6	Nov. 2.....	2 @ 4	5 1/2 @ 6 1/2
" 11.....	2 1/2 @ 5	5 @ 6	" 9.....	1 @ 3	5 1/2 @ 6 1/2
" 18.....	2 @ 4	5 @ 6	" 16.....	1 @ 3	5 @ 6 1/2
" 25.....	1 @ 3 1/2	4 1/2 @ 6	" 23.....	1 1/2 @ 2 1/2	5 @ 6
June 1.....	1 @ 3 1/2	4 @ 6	" 30.....	1 1/2 @ 2 1/2	5 @ 6
" 8.....	1 @ 3	4 @ 5 1/2	Dec. 7.....	1 @ 5	5 @ 6
" 15.....	1 @ 3	4 @ 5 1/2	" 14.....	1 @ 3	5 @ 6
" 22.....	1 @ 3	4 @ 5 1/2	" 21.....	1 @ 3	5 @ 6
" 29.....	1 @ 3	4 @ 5 1/2	" 28.....	1 @ 3	5 @ 6

UNITED STATES BONDS.

The dealings in government bonds were mainly influenced by the varying prospects as to the rapidity with which bonds would be retired by the Government through the application of its surplus revenue. There is always a demand for Government bonds for banking purposes, and the use of trust funds, which supports the prices at figures much above the prices of other first-class bonds bearing the same rates of interest. On Jan. 1, 1883, the total interest-bearing debt was \$1,392,245,450, and on Jan. 1, 1884, \$1,276,885,150, a decrease of \$115,360,300; but the total debt of all sorts, less cash in Treasury, was \$1,697,543,676 on Jan. 1, 1883, and \$1,498,041,723 on Jan. 1, 1884, showing \$109,501,953 as the actual decrease in the total debt of the Government during the year.

FOREIGN EXCHANGE.

The imports of merchandise into the United States in 1883 fell off very materially as compared with the previous year, while the exports of merchandise, particularly in the first six months, were considerably in excess of 1882. As a consequence of this movement, it resulted that for eleven months of the year 1883 (latest yet reported), the excess of exports of merchandise over imports was \$86,534,413, while in the corresponding period of 1882 there was an excess of \$18,327,233 in imports. And there was in eleven months of 1883 an excess of \$5,137,268 in imports of gold and silver, against an excess in exports of \$34,817,589 gold and silver in 1882. The uncertain element in the exchanges between the United States and foreign countries was the movement in stocks and bonds. This movement has greatly increased of late years, and the absence of any public record of the amount of securities passing between New York and London, or Continental cities, causes great difficulty in forming correct opinions as to the foreign exchange market. The rates for bankers' bills were strong in May, June and July, and it was believed that a large amount of stocks and bonds had been sent home from abroad. After July, rates weakened, and there was for a time a moderate import of gold; but this soon fell off, and in the late months of the year there was no feature of importance.

RAILROAD AND MISCELLANEOUS STOCKS AND BONDS.

In the stock market the decline in prices during the year 1883 was more general and more severe than in any prior year since the gloomy period of 1873-1878. To account for this extreme depression, which to many parties seemed so extraordinary and unaccountable, it is necessary to go back a few years and take an observation of the actual condition of railroad affairs. The building of many new railroads, and the consolidations and combinations which took place among a great number of the old companies, led to the floating of a mass of new stocks and bonds, upon which it was found impossible to earn interest or dividends. This speculative stuff was floated during the general activity, commonly designated as the "boom," which lasted with more or less variation from July 1, 1873, to July 1, 1881. There are certain laws applicable to the fluctuations of stocks as well as to other financial transactions, and one of these laws may be said to be that railroad stocks or income bonds which have no reasonable prospect of dividends for four or five years to come are not often worth more than 20 to 25 in the market, and some of them may be worth much less. Hence, if the market is loaded up with a mass of such securities at prices ranging from 40 to 100, it is plainly in a dangerous condition, when a great shrinkage in values, and possibly a sudden decline of disastrous

proportions, may begin at any time. The law is almost sure to assert itself in time, and after holders have become convinced that there is no hope of making anything by a rise in prices, or, still worse, that there is no hope of getting rid of their burden for the price at which they took it, the effort to unload will begin, and will keep on till liquidation has taken place.

The above remarks are rather general, but they seem to be necessary to an understanding of the stock market of 1883. The public had become loaded with securities which gave no prospect of furnishing income. They did not realize this fully till 1882 and 1883, and then they began to unload. What prospect could there be of a healthy market of long duration with the following prices ruling, which were reached at some time in 1882?

Canada Southern.....	73	N. Y. Lake Erie & Western....	43
Central of New Jersey.....	97	Northern Pacific.....	54
Chesapeake & Ohio.....	27	Preferred.....	160
2d preferred.....	29	Oregon Trans-Continental.....	98
Denver & Rio Grande.....	74	Oregon Railway & Nav. Co....	163
Hanibal & St. Joseph.....	110	Ohio Central.....	25
Indiana Bloomington & West'n	49	Ohio & Mississippi.....	42
Lake Erie & Western.....	45	Richmond & Danville.....	250
Louisville & Nashville.....	100	Richmond & West Pt. Terminal	263
Louisv. New Albany & Chic....	78	Texas & Pacific.....	55
Memphis & Charleston.....	82	Wabash.....	39
Missouri Kansas & Texas.....	42	Preferred.....	71
Nashv. Chatt. & St. Louis.....	87		

When prices began to fall heavily, there also came great loss of confidence in railroad managers, and the weak points in our corporation system had their full effect. The chief points in regard to railroad corporations are these—first, the fact that it is lawful for the directors of a company to manage its affairs with absolute secrecy, so that the stockholders (who are the real owners of the property) cannot, even on request, get any information of its income or financial status; secondly, that a bare majority of stock—51 per cent out of 100—can lease or mortgage a railroad or do anything with it, while the holders of 49 per cent are powerless and must see their property voted away or dealt with in a manner which may utterly ruin it.

It behooves the Stock Exchange to procure legislation which shall, under reasonable limitations, change his condition of affairs in New York State.

Details as to the fluctuations of the market in tone and prices throughout the year will be found in the following comments:

January.—At the Stock Exchange there was a vacillating and unsatisfactory tone without any healthy activity. The outside holders of stocks had lost much money in the last four months of 1882, and showed little disposition to come into the market again, whereas the large operators and railroad capitalists did little to support prices, and there was a weak and unsatisfactory feeling.

February.—There was a lack of animation and generally depression. The blockades of snow in the Northwest had a bad effect on the earnings of railroads in that section, and although in other quarters the railroad prospects were good, prices of stocks did not respond, and the prevailing atmosphere at the Board was one of cloudiness and dissatisfaction by those who were carrying stocks. In the last few days of February prices became firmer, and the month closed with a better outlook.

March.—Speculation was very dull, and the sales at the Stock Board often presented the appearance of a midsummer stagnation. Of some stocks there were hardly sales enough at times to make live quotations. The situation was such that those who held stocks and had been carrying them for some time were unwilling to throw them overboard, and on the other hand, there was little inducement for outsiders to come in and buy stocks when they had to pay 10@15 per cent interest for carrying them. Late in the month, when the money market relaxed, there was a more confident tone.

April.—In April the course of speculative stocks was unsatisfactory, and it was a disappointment to many holders of stocks that after the market had taken a fair start in the early part of the month, and gave promise of a healthy active movement, it should again sag off and relapse into such a dull condition. It is possible that some of the large operators availed themselves of the early advance to realize on a part of their holdings; but whether or not this was so to any great extent, it seemed obvious that they did little or nothing to advance the general list.

May.—Business was most of the time exceedingly dull, and any revival in the strength of prices was quickly followed by a re-action. There were some very important negotiations, such as the lease of the Central of New Jersey to Philadelphia & Reading, but these did not have the effect of inspiring confidence in the public at large.

June.—The stock market was something of a disappointment, as it showed much strength at one time and gave promise of a genuine upward movement, in which parties outside of professional speculative circles would take an important part. But this expectation proved to be ill-founded, and the market soon relapsed into its quiet state.

July.—Great dulness prevailed, and at times a tone of depression and weakness in prices; but towards the close of the month there was a steadier feeling, and the attacks made by the bears for the purpose of knocking off prices were in some cases met by a support from the large operators who were interested in particular stocks. The strike of the employees of the Western Union Telegraph Company was one of the most important events, and the small decline in the stock gave evidence of the complete control under which it was held by those most heavily interested in it. Owing to the long-continued inactivity at the Stock Exchange, there were sales of seats reported as low as \$23,000. The railroad earnings for the first half of the year made an exceedingly good exhibit as compared with the first half of 1882, and this was due in some degree to the fact that the freight movement in 1883, based on the crops of 1882, was larger than the freight movement in 1882, based on the small crops of 1881. The Toledo Cincinnati & St. Louis Railroad went into the hands of receivers.

August.—Depression at the Stock Exchange was the prevailing feeling with very few mitigations. The fall in Denver & Rio Grande stock, and in the Northern Pacifics and Oregon Trans-Continental, was most conspicuous. It was believed that large purchases of Denver & Rio Grande were made in the interest of Union Pacific. Just at the close of the month there was a better feeling, and prices rallied quite sharply in some cases.

September.—At the Stock Exchange depression was the prevailing tone, and in a few stocks there was a large decline, which had an influence upon the whole market. The Northern Pacifics and Oregon Trans-Continental were the stocks most conspicuous for their downward movement, and a heavy raid upon these stocks was made just about the time when the completion of the Northern Pacific Road was celebrated with festivities in Montana by Mr. Villard and his party of distinguished guests. The weakness in these stocks was made use of to hammer the rest of the market, and the general feeling in stocks was one of depression. The default made by the Ohio Central Railroad in the payment of interest due Sept. 1 on the River Division bonds, had a bad effect in shaking confidence.

October.—There was great excitement and the most active business witnessed for months. The shrinkage in prices had long continued, and margins on stocks were reduced or wiped out, when the fall in Northern Pacific stocks, on the proposed issue of \$20,000,000 new bonds, precipitated a heavy decline in nearly the whole list. The bear influence was very strong, and short sales were made on an immense scale. In this oversold condition the market was sharply twisted on a number of stocks, with the result of sending up prices with great rapidity—thus Northern Pacific preferred jumped from 56 to 78½ (the latter for cash) within a few days, and Oregon Trans-Continental went from 34½, as the lowest point, to 51. Then Mr. Vanderbilt came into the market, and between buying stock for the long account and calling in shares that had been loaned to the shorts, put up Michigan Central from 77 to 96½ in a few days, and the other Vanderbilt stocks to some extent. But the advance was too sudden to be fully maintained, and during the last week of the month the tone was variable from day to day, though the bears had been too severely punished to sell short again with the same boldness.

November.—There was moderate activity on a bull movement in stocks, which soon culminated, and left the market excessively dull during the latter part of the month. The tone was also weakened by the rupture of the Iowa pool, in consequence of the notice given by the Chicago Milwaukee & St. Paul Company that they would withdraw from the pool unless their demands were granted. The earnings of the Union Pacific Railway for August and September showed a considerable decrease in net earnings; other railway returns were generally favorable.

December.—There was again renewed depression, and, with large declines in Union Pacific and the Northern Pacifics, prices in some cases ran down to the lowest of the year. The disagreement among the railroads of the Northwest on the Iowa pool and the formation of a new tripartite agreement kept matters unsettled, and there were also rumors of cutting rates by the trunk lines.

QUOTATIONS OF STERLING EXCHANGE FOR EVERY DAY IN THE YEAR 1883.

[Compiled from the quotations of leading bankers.]

Day of Mon.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
60 d. Sight.	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
1....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
2....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
3....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
4....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
5....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
6....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
7....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
8....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
9....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
10....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
11....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
12....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
13....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
14....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
15....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
16....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
17....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
18....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
19....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
20....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
21....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
22....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
23....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
24....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
25....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
26....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
27....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
28....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
29....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
30....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
31....	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
High	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2
Low	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2	483 1/2

COURSE OF PRICES OF GOVERNMENT SECURITIES FOR THE YEAR 1883.

[Compiled from sales made at the New York Stock Exchange.]

	Coupon Bonds.			Registered Bonds.			Coupon Bonds.			Registered Bonds.	
	5s. cont'd at 3 1/2.	4 1/2s. 1891.	4s. 1907.	3s. option U. S.	6s. cur'cy 1898.		5s. cont'd at 3 1/2.	4 1/2s. 1891.	4s. 1907.	3s. option U. S.	6s. cur'cy 1898.
January.						July.					
Opening	x 102	113 1/2	x 110 1/2	x 103 1/4	131 1/2	Opening	112 1/2	x 118 1/2	103 1/2	103 1/2	133 1/2
Highest	104	113 1/2	110 1/2	104 1/2	131 1/2	Highest	113	119 1/2	103 1/2	103 1/2	133 1/2
Lowest	102	112 1/2	118 1/2	103 1/2	131 1/2	Lowest	112 1/2	118 1/2	103	103	133 1/2
Closing	104	113	118 1/2	104 1/2	131 1/2	Closing	112 1/2	119	103	103	133 1/2
February.						August.					
Opening	103 1/2	113 1/2	118 1/2	104 1/2	131 1/2	Opening	113	119 1/2	103	103	133 1/2
Highest	103 1/2	113 1/2	120	104 1/2	131 1/2	Highest	113 1/2	119 1/2	103 1/2	103 1/2	133 1/2
Lowest	103 1/2	113 1/2	118 1/2	103 1/2	131 1/2	Lowest	112 1/2	118 1/2	103	103	133 1/2
Closing	103 1/2	113 1/2	119 1/2	104 1/2	131 1/2	Closing	113 1/2	119 1/2	103 1/2	103 1/2	133 1/2
March.						September.					
Opening	x 112 1/2	119 1/2	104	101 1/2	131 1/2	Opening	112 1/2	119 1/2	103 1/2	103 1/2	133 1/2
Highest	113 1/2	120 1/2	101 1/2	101 1/2	131 1/2	Highest	114	121 1/2	103 1/2	103 1/2	133 1/2
Lowest	112 1/2	119	103 1/2	103 1/2	131 1/2	Lowest	112 1/2	119 1/2	103 1/2	103 1/2	133 1/2
Closing	113 1/2	120 1/2	103 1/2	103 1/2	131 1/2	Closing	114	121 1/2	101 1/2	101 1/2	133 1/2
April.						October.					
Opening	113 1/2	x 119 1/2	x 103 1/2	103 1/2	131 1/2	Opening	114 1/2	x 120 1/2	x 100 1/2	100 1/2	135 1/2
Highest	113 1/2	120	103 1/2	103 1/2	131 1/2	Highest	114 1/2	122	100 1/2	100 1/2	135 1/2
Lowest	113 1/2	119 1/2	103	103	131 1/2	Lowest	113 1/2	120	100 1/2	100 1/2	135 1/2
Closing	113 1/2	119 1/2	103	103	131 1/2	Closing	114 1/2	122	x 100 1/2	100 1/2	135 1/2
May.						November.					
Opening	113	119 1/2	103 1/2	103 1/2	131 1/2	Opening	114 1/2	121 1/2	100 1/2	100 1/2	136 1/2
Highest	113 1/2	119 1/2	103 1/2	103 1/2	131 1/2	Highest	115	122 1/2	100 1/2	100 1/2	136 1/2
Lowest	113	119	103 1/2	103 1/2	131 1/2	Lowest	114 1/2	121 1/2	100 1/2	100 1/2	136 1/2
Closing	113 1/2	119 1/2	103 1/2	103 1/2	131 1/2	Closing	115	122 1/2	100 1/2	100 1/2	136 1/2
June.						December.					
Opening	x 112 1/2	119 1/2	103 1/2	103 1/2	131 1/2	Opening	x 114	123	100 1/2	x 134	134 1/2
Highest	113	120	104	104	131 1/2	Highest	114 1/2	125 1/2	102	134 1/2	134 1/2
Lowest	112 1/2	119 1/2	103 1/2	103 1/2	131 1/2	Lowest	113 1/2	123	100 1/2	134	134 1/2
Closing	112 1/2	120	103 1/2	103 1/2	131 1/2	Closing	114 1/2	124 1/2	102	134 1/2	134 1/2

COURSE OF PRICES OF RAILROAD AND MISCELLANEOUS STOCKS FOR THE YEAR 1883.

[Compiled from all sales of Stock at the New York Stock Exchange.]

STOCKS.	JANUARY		FEBRUARY		MARCH		APRIL		MAY		JUNE		JULY		AUGUST		SEPT'BER.		OCTOBER		NOV'BER.		DEC'BER.			
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High		
RAILROAD.																										
Albany & Susquehanna.	...	...	128	-131	...	...	130	-131	132	-132	130	-132½	...	...	127	-127	132	-132	131	-135	133	-133	134	-134		
Allegany Central.	10	-10	...	...	...	...	11	-20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Arch-on Top. & S. F.	...	...	78½	-79	78½	-80	84	-85½	82½	-83½	83½	-84½	81½	-83½	79½	-80	83½	-83½	81	-82	...	...	...	...	79½	-79½
Bost. & N.Y. Air-Ln. pri	79	-82	80	-81½	78	-80½	78	-80½	81	-81½	81½	-83	80	-82½	79½	-83	81	-83½	79½	-81½	80	-82½	82	-82½	82	-82½
Bur. C. Rap. & North.	82	-83	80½	-82	80	-81	80½	-82	81	-82	81	-82½	80	-84	80	-81½	75	-80	80	-81	80½	-80	81	-85	81	-85
Canadian Pacific.	...	...	58½	-61½	58½	-59½	58½	-61½	60	-65½	61½	-65	54½	-64½	53½	-57½	56	-59½	48½	-61½	56½	-63½	52½	-59½	52½	-59½
Canada Southern.	65	-71½	63½	-68½	65½	-69½	65½	-69½	63½	-67½	64	-68½	53½	-64½	48½	-55½	52½	-56½	47½	-55½	51½	-57½	50	-57½	50	-57½
Cedar Falls & Minn.	14	-15	12	-14	13	-13½	13½	-15	...	...	14	-17½	13	-16½	14½	-14½	...	...	...	...	10	-13	...	...	13	-13
Central Iowa.	25	-28	...	...	...	...	25	-25	...	...	...	...	...	...	18	-18	...	...	...	...	...	...	...	...	...
Central of New Jersey.	68½	-56½	68½	-73½	71	-73½	72	-79½	75½	-80½	79½	-89	81½	-88½	78½	-87½	78½	-89½	78	-90	83½	-85½	83½	-85½	83½	-85½
Central Pacific.	x83½	88	79	-83½	74½	-82½	75½	-80½	71½	-77½	74½	-77½	x76½	-77½	62½	-71½	65½	-69½	61	-67½	64½	-68	63½	-68	63½	-68
Chesapeake & Ohio.	22	-23½	20½	-23	21½	-23	20½	-22½	19½	-21½	19	-20½	16	-18½	13½	-17½	16	-17	13	-16	15	-17	11	-15½	11	-15½
1st pref.	30½	-35½	29½	-32½	30½	-33	31½	-33½	28½	-32½	28½	-31	27½	-29½	23	-29½	25	-29	23½	-28½	25½	-28½	24	-28	24	-28
2d pref	23½	-27	22½	-25½	23	-24½	23½	-25½	21½	-23½	21½	-23½	19	-21½	18	-20½	18½	-20	14½	-18	16½	-18½	16	-18	16	-18
Chicago & Alton.	134½	-137½	130	-137	131½	-135	133½	-135	132½	-135	133½	-136	132½	-136	x128	-136	132	-135	130½	-133½	133	-134	132	-134½	132	-134½
Pref.	...	...	140	-145	...	...	140	-149½	...	...	140	-140	140½	-140½	...	...	145	-150	...	...	...	...	...	...	...	...
Chic. Burl. & Quincy.	120	-125½	115½	-122½	117	-125½	121	-129½	120½	-126½	122	-126½	121	-126½	117	-124½	123	-127½	120½	-126½	124½	-128½	119½	-126½	119½	-126½
Chic. Mil. & St. Paul.	103½	-108½	97½	-106½	x97½	-102½	98½	-104½	100½	-105½	101½	-10	101½	-106	97½	-104½	102½	-106½	92½	-103	96½	-101½	91½	-99½	91½	-99½
Pref.	119½	-122	116½	-120½	116½	-120½	117	-121½	119	-121½	119	-121	117	-120½	116	-119½	x117	-122½	115	-118	116½	-119½	116	-118½	116	-118½
Chic. & Northwest.	130	-136½	128½	-133½	131½	-134½	133	-140½	128½	-135½	135½	-134½	135½	-134½	119½	-128½	122½	-129½	115½	-125½	122	-127½	x115½	-127½	115½	-127½
Pref.	145½	-151½	143	-147½	145	-150½	149½	-157	146½	-153	148½	-153½	144½	-152	137½	-146	142½	-152	134	-146	139½	-149	x141½	-149½	141½	-149½
Chic. R. I. & Pacific.	123	-127½	118	-125½	121½	-124½	122	-126½	121½	-126½	122½	-126½	120½	-124½	117½	-122½	121	-125½	x117½	-122½	120	-123	116½	-122½	116½	-122½
Chic. St. Louis & N. O.	80	-80	...	...	...	...	20½	-22	18	-22	18	-13½	13½	-19½	10½	-15	14	-15	11	-13½	12	-14½	12	-12½	12	-12½
Chic. St. Louis & Pitts.	...	...	...	...	...	...	54	-56½	54½	-57½	55	-57	50	-55	38	-46½	43	-48½	33	-47½	37	-44	33½	-38½	33½	-38½
Pref.	...	...	...	...	...	...	54	-56½	54½	-57½	55	-57	50	-55	38	-46½	43	-48½	33	-47½	37	-44	33½	-38½	33½	-38½
Chic. St. Paul M. & O.	48½	-55	44½	-49	47½	-50½	47½	-52	44	-50½	45	-48	42½	-48½	36½	-46	40½	-44	30	-40½	34½	-38½	33	-37	33	-37

COURSE OF PRICES OF RAILROAD AND MISCELLANEOUS STOCKS—CONTINUED.

STOCKS.	JANUARY		FEBRUARY		MARCH		APRIL		MAY		JUNE		JULY		AUGUST		SEPT'BER.		OCTOBER		NOV'BER.		DEC'BER.	
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High
Ch. St. P. M. & O., pref.	107 1/2	113 1/4	102 1/4	108 3/4	100 1/4	109 1/4	106	109	102 1/2	108 1/2	104	106 3/4	101 1/2	106	97	105 1/2	101	104 1/2	x91-x100 1/2	95 1/2	103 1/2	x92 1/2	99	
Cin. Ham. & Dayton	46	45	46	46	48	49 1/2	49 1/2	49	38	43	40	45	40	42	40	40 1/2	38 1/2	44	...	...	...	...	...
Cin. Sandusky & Cleve.	77	84	63 1/2	70 3/4	72 1/2	74 1/2	74	79 1/2	67 1/4	74 1/4	70 1/4	77 1/2	69 1/4	75 1/2	59	70	61	66	51	63	60 1/2	74	61	73 1/2
Cleve. Col. Cin. & Ind.	139	142	140 1/2	141	138	139 1/2	133	138 1/2	130 1/2	133	129 1/2	134	133 1/2	135 1/2	124 1/2	132 1/2	132 1/2	135	130 1/2	136	134	136	137	140
Cleve. & Pitts., guar.	31	34	31	34	34	34	34	34	48 1/2	50 1/2	50 1/2	68 1/2	65	66	61	64	...	...	...	...	31	35	...	...
Columbia & Greenv., pf.	3 1/4	4 1/2	4	6	5 1/2	7 1/4	4 1/2	5 1/2	4 1/2	5	4	4	...	...	3	3	2 1/2	3	2	2 1/2	...	...	1 1/2	2
Col. Chic. & Ind. Cen.	107 1/2	113 1/4	102 1/4	108 3/4	100 1/4	109 1/4	106	109	102 1/2	108 1/2	104	106 3/4	101 1/2	106	97	105 1/2	101	104 1/2	x91-x100 1/2	95 1/2	103 1/2	x92 1/2	99	
Assessment paid.	107 1/2	113 1/4	102 1/4	108 3/4	100 1/4	109 1/4	106	109	102 1/2	108 1/2	104	106 3/4	101 1/2	106	97	105 1/2	101	104 1/2	x91-x100 1/2	95 1/2	103 1/2	x92 1/2	99	
Reorganization effs.	107 1/2	113 1/4	102 1/4	108 3/4	100 1/4	109 1/4	106	109	102 1/2	108 1/2	104	106 3/4	101 1/2	106	97	105 1/2	101	104 1/2	x91-x100 1/2	95 1/2	103 1/2	x92 1/2	99	
Col. Hock. Val. & Tal.	70 1/4	70 1/2	63	63	63	63	63	63	...	...	...	...	...	...	...	...	...	...	...	...	50	50	...	...
Danbury & Norwalk	124 1/4	129 1/4	118 1/2	125 1/2	122	125 1/2	124 1/4	131 1/4	122	128 1/2	123 1/4	130	122 1/4	130 1/2	118 1/2	125 1/2	119 1/2	124 1/2	x111 1/2	22 1/2	113 1/4	119 1/4	115 1/4	119 1/4
Del. Lack. & Western	39 1/2	51 1/2	42 1/2	48 1/4	41	47 1/2	46 1/2	50 1/2	46	51 1/2	41 1/2	48 1/2	36 1/4	45 1/2	21 1/4	37 1/2	25	30 1/2	22 1/2	27 1/2	22 1/2	25 1/2	22 1/2	26 1/2
Denver & Rio Grande	89	89 1/2	87 1/2	87 1/2	85	92	x84 1/2	x86 1/2	82	85 1/2	81 1/2	82	82	82	78	78	85	85	79	79	...	...	77	80 1/2
Dubuque & S. City	9 1/4	10 1/4	8 1/4	9 1/2	8 1/4	9 1/2	9	11 1/4	8 1/4	10 1/4	8 1/4	10	7 1/2	9 1/4	7	8 1/2	7 1/2	8 1/2	4 1/2	8	6 1/4	7 1/4	5 1/4	7 1/4
East Tenn. Va. & Ga.	16 1/4	18 1/4	14 1/4	16 1/4	15 1/4	17 1/2	16 1/4	23	18	22	17 1/2	19 1/2	15 1/4	18 1/2	13 1/2	17	14 1/2	17	11 1/4	15 1/4	12 1/4	14 1/4	11 1/4	14 1/4
Pref.	75	75	70	75	68	70	68	68	...	...	59	59	...	...	45	45	60	60	50	50	56	56	50 1/2	55
Evansville & T. Haute	30	33 1/2	30	31 1/2	30	31 1/2	31 1/2	31 1/2	...	...	107	107	99 1/2	99 1/2	...	...	...	...	103 1/2	104	...	...	...	...
Flint & Pele Marq., pref.	6	6 1/2	5	6	5 1/2	9 1/2	8 1/2	10 1/2	7 1/2	9 1/2	9	10 1/2	...	1/2	6	7 1/4	6	7 1/2	5 1/2	6 1/2	...	...	5	5 1/2
Fort Worth & Denver	42 1/2	46 3/4	40	44	38	38	39	43	41	43	...	...	...	...	...	...	33	39	38 1/2	38 1/2	...	...	...	...
Green Bay Wn. & St. P.	72	87 1/4	80	86 1/2	78 1/4	84	81 1/2	94 1/2	93	97 1/2	92 1/2	95 1/2	90	93	90	93	90	93	90	93	...	...	...	...
Hannibal & St. Joseph	196	200	200	200	200	200	194	198	195	197	197	199	196	196	190	190	192	195	192	196	197	197	x190	190
Pref.	75	79	73	73	75	78 1/2	75 1/2	82 1/2	70	75	67	72 1/2	68	69	58	62	59	62	57 1/2	58	50	55	50 1/2	50 1/2
Harlem	141 1/2	147	x41 1/2	146 3/4	143	146	144	147 1/2	141 1/2	145 1/2	x132	148	129 1/4	134	124	132	127	130	125 1/2	132	129 1/4	134 1/4	131	134
Houston & Texas Cent.	78	81	77	80	79 1/2	80	80	81	80	81	79	80 1/2	77	80	78	79 1/2	78	81	80 1/2	83	82	83 1/2	81 1/4	84 1/4
Illinois Central	32	35	27	31 1/2	29 1/2	35 1/2	30	35 1/2	25	30 1/2	29	32	27	32	19 1/2	28 1/2	23 1/4	27 1/2	19	25	20	23 1/2	17 1/2	23 1/4
Leased line, 4 p. c.	138	138	138	138	138	138	138	138	...	...	...	...	...	...	...	...	...	...	...	...	138	138	...	...
Ind. Bloom. & West.	20 1/4	33 1/4	26	29 1/2	26 1/4	32	26 1/4	33 1/2	26	30	28 1/2	32 1/2	25 1/4	30 1/4	18 1/2	26	20 1/4	24 1/4	13 1/2	21	16 1/4	26	18 1/2	25
Joliet & Chicago	110 1/4	114 1/2	106 1/2	111	x98 1/2	111 1/2	108	114 1/2	107 1/4	111 1/2	108 1/2	113 1/2	105 1/2	110 1/2	98 1/4	107 1/2	100 1/2	105	x92 1/4	103 1/2	97 1/2	103 1/2	x94 1/4	102 1/4
Lake Erie & Western	60	65	60 1/2	63 1/2	62	63 1/2	62 1/2	69	60 1/2	69	68 1/2	86 1/2	77 1/2	86 1/2	75 1/2	82 1/2	71 1/2	79	58	73	66 1/2	73	65 1/4	70
Lake Shore	51 1/2	58 1/2	51 1/2	57 1/2	53 1/2	55 1/2	52 1/2	58 1/2	47 1/2	54 1/2	49	54 1/2	48 1/2	54 1/2	40 1/2	50 1/2	44 1/2	53 1/2	44 1/2	51 1/2	48	51 1/2	43 1/2	50 1/2
Louisiana & Mo. Riv.	63 1/4	68	60	65	55	58	54 1/2	59 1/2	55	55	39 1/2	52	45	50	45	45	40	40	30 1/2	40	35	38	30	35
Louisville & Nashville	47	51	45	53 1/2	40	49	41	45	43 1/2	44 1/2	43 1/2	49 1/2	45	49	38	45	39	45	41	46	42 1/4	49	42	47
Louisv. New Alb. & Chic.	84 1/4	90	86	88	85	85	x81 1/2	x84	83	88	82 1/2	90	83 1/2	88 1/2	80	83	86	86	82	84	80	87	86	86
Manhattan Elevated	50	50	48	53	48	48	45	45	44 1/2	44 1/2	49	50	45	48 1/2	38	38	42	43 1/2	41 1/2	46	41 1/2	46	41 1/2	46
1st pref.	18	19	15	18 1/2	18	20 1/2	23	24 1/2	21	25	23	30 1/2	24	30 1/2	16	25 1/2	18	20	12 1/2	18	15 1/2	17	15 1/2	17

COURSE OF PRICES OF RAILROAD AND MISCELLANEOUS STOCKS—CONCLUDED.

STOCKS.	JANUARY		FEBRUARY		MARCH		APRIL		MAY		JUNE		JULY		AUGUST		SEPT'BER		OCTOBER		NOV'BER		DEC'BER	
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High
Wab. St. L. & Pac., pref	52	57½	44¾	53¾	47	50¾	46	53¾	40½	47¾	42	46½	38½	45¾	29¾	39	32½	30½	29½	34¾	32	35¾	29½	35¾
Warren	118	118																						
TELEGRAPH.																								
American Tel. & Cable	65½	69½	x64¾	69	65	67¾	66	67¾	65½	69½	66½	69½	66	69½	x61½	67½	61½	65¾	59¾	64	x61½	64	57	63½
American District	30	40	31	31	35	47			30	31			29	29	29	29	28½	28½	28	28				
Bankers' & Merchants'	128	133											121	122	123	140½	x128½	133	132	135½	135½	139½	x118½	89½
Gold & Stock	98½	96½	96½	96½																	82	82		
Mutual Union	21	25	19	23½	17½	20½	18	21½	19	21	19	20	18	19	15	18½	16	18½	16	19½	17	21½	17½	17½
Western Union	79½	85½	79½	84½	83½	85½	82½	84½	80½	84	82½	88½	77½	84½	71½	80½	77½	83½	74½	81½	78½	80½	x73½	70½
EXPRESS.																								
Adams	133	135	132	135	127	133	128	139½	126½	129	128½	130½	131½	135	133½	135	131	135	130	131½	130½	133	128	131½
American	90½	93	90	92	88	91	88	92	91½	94	x89½	94½	88½	90½	88	90	88½	90½	88½	90	89½	91	x90	93½
United States	62½	65½	61½	65	59	60	58	62	55½	61½	60	63½	60	63½	59	62½	60½	61½	58½	60	57½	60½	56	60
Wells, Fargo & Co.	124½	126	122	125	122	124½	124	125½	124	125½	125	125	120½	126½	117	120½	116½	120	113	117½	114½	116½	113½	117½
COAL & MINING.																								
Cameron Coal & Iron	17½	18	14	14	15	16½																		
Central Arizona Mining	¾	¾			¾	¾					¾	¾												
Colorado Coal & Iron	28½	32½	28½	33½	31½	33	32	39½	33	38½	29	35	20½	32	19	27½	20½	23½	14	24	14½	18½	15	17½
Consolidation Coal	27½	27½	27	27½	25	26	26	26	24	24			24	24	24	27½					24	24		
Homestake Mining	17½	19	x16½	17½	15	16	15	16	x15	16½	15½	16	15½	17½	17	18			17½	18	8	10	10½	12
Maryland Coal	17	17	17	17			15	15½			15	15			12	12					10	12	10½	12
New Central Coal	14	14	13	14	12½	13	13	13½	13	13			12½	12½	10	11	10	10	9	10	9	10	9	10
Ontario Silver Mining	34½	35½	18	34	22½	24	26½	27½	24	26	25	27	27½	27½							29	30	29½	29½
Pennsylvania Coal			270	270							280½	280½	280½	280½	276	276					260	260		
Quicksilver Mining			8	8½	8½	9½	8½	8½	7½	8½	7½	8	7½	8½	7½	7½			5½	6½			5	6
Pref.	3½	39	40	41½	42	46½	44	44½	40	43½	37½	37½	38½	38½	33	34	33	33½	31	32½	30	33		
Spring Mountain Coal																								
Standard Consol. Min'g	5¾	6½	5½	5½	6½	6½	6½	7	6	6½	x6½	7	6½	7½	5½	6½	5½	6	5½	6½	6½	7		
VARIOUS.																								
Canton Co.																							50	50
Del. & Hudson Canal	107	109½	105½	108½	106½	108½	108½	112½	107½	110½	103	110½	107½	110½	x63½	108½	104½	108½	102½	107½	101½	107½	104½	106½
Iron Steamboat Co.									36	36													115	124
N. Y. & Texas Land					55	57	63	81	81	96	110	110	115	125			x110	x112						
Oregon Improv't Co.					x83	91½	80½	85½	78	84	81	86	86	91	77	88½	75	89	66	80	70	81	53	75
Oregon R'y & Nav. Co.	136	144	132	138	137	140½	138½	144½	138	140	139	150	136	146½	127	140	124	133	x96	125½	112½	118	90	115
Pacific Mail S. S.	39	43½	39½	42½	40½	41½	40½	41½	40½	43	41½	43½	35	42½	28	37	39½	39½	35½	38½	37½	42½	40½	44
Pullman Palace Car	122	126	117	122	119	122½	121	130	x26½	130	127½	134	128	134	124½	132	128	133½	124	129½	x21½	128½	112½	123
Sutro Tunnel... per sh.	¾	¾	¾	¾					¾	¾	¾	¾												

COURSE OF PRICES OF RAILROAD BONDS FOR THE YEAR 1883.

[Compiled from all sales at the New York Stock Exchange.]

BONDS.	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	
	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	
Atch. T. & S. Fe.....4½	93 - 93	90 - 90	89½ - 89½	85½ - 85½	.....	.....	.....	.....	.....	.....	.....	.....
Atlantic & Pac.—1st.....6	95½ - 93½	94 - 93½	94 - 93	21½ - 20	25½ - 22	35½ - 24½	36½ - 33½	35 - 30½	29 - 22	29½ - 26	25½ - 22	28 - 22½	26 - 21
West. Div.—Income.....6	.....	.....	96½ - 93	98½ - 96½	100 - 98	101½ - 99½	97½ - 97½	97½ - 96½	96 - 95	95½ - 94	94½ - 92½	97 - 94½	
1st.....6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Balt. & O.—1st, P.Br.....6	113 - 113	.....	114½ - 113½	.....	113½ - 113½	114½ - 114½	114 - 114	.....	114½ - 111½	112½ - 112	.....	.....	112½ - 112½
Bost. H. & Erie.—1st.....7	51 - 50	.....	45½ - 45½	40 - 37	35 - 30	36½ - 34½	39 - 39	30 - 20½	.....	26½ - 19½	35½ - 28	.....	.....
Bur. C. R. & N.—1st.....5	101½ - 100	101 - 100	101½ - 100½	101½ - 101	102½ - 101½	100 - 99	101½ - 100	101½ - 99½	100 - 99	102½ - 99½	102½ - 102	101½ - 100	.....
Ced. R. I. F. & N.—1st.....6	.....	.....	.....	.....	.....	106 - 105½	105 - 105	.....	.....	.....	.....	.....	.....
Buff. N. Y. & P.—1st.....6	.....	.....	10½ - 96½	102½ - 101	102½ - 102	102½ - 102	100 - 98	99 - 98	98½ - 98	99 - 97½	100 - 98	100½ - 99½	.....
Central Iowa—1st.....7	112 - 106	108 - 106½	108½ - 108	109 - 105½	111 - 108½	.....	.....	107½ - 105	106 - 106	106 - 106	107 - 105½	107½ - 106½	.....
Eastern Div.—1st.....6	.....	.....	.....	.....	.....	81 - 81	81 - 80½	80 - 77	81 - 79	78½ - 78½	80½ - 79½	80½ - 80	.....
Cent. R.R. of N. J.—1st.....7	118 - 117	114 - 113	114 - 114	116½ - 115	117 - 115½	117 - 116	117½ - 117½	112 - 112	114 - 113	114 - 113½	114 - 114	116½ - 114	.....
Consol., assented.....7	111½ - 108½	110½ - 109½	112½ - 110	114 - 111	115 - 114	116 - 114	114 - 112½	113½ - 111½	114½ - 112½	113 - 111	113 - 112	114 - 113	.....
Conv., assented.....7	111 - 109½	110½ - 110	113 - 110½	116 - 112½	114 - 111½	115 - 112	115 - 114	115 - 113	113½ - 113½	114½ - 114½	.....	113 - 112½	.....
Adjustment.....7	107 - 104½	106½ - 104	106½ - 105	108½ - 106½	105½ - 104	105 - 104	104½ - 104½	104 - 103	106 - 103	108½ - 105½	104½ - 104	105 - 104	.....
Conv. deb.....6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	88 - 87	.....
Income.....7	85 - 80	.....	85 - 81	87 - 86	98 - 90	100½ - 96	.....	96 - 92	95½ - 92½	95 - 92	95 - 95	98 - 96	.....
Leh. & W. B.—Assent.....7	101½ - 101½	105 - 101½	103½ - 100½	104 - 103½	105 - 104	105½ - 102½	105 - 104½	105½ - 104	104 - 102	104 - 102	104 - 102½	104 - 102½	.....
Income.....7	.....	80 - 80	81 - 81	.....	.....	83 - 81	83 - 83	.....	83 - 82½	.....	.....	.....	.....
Am. Dock & Imp.....5	.....	87½ - 83½	88½ - 88	88½ - 88½	.....	91½ - 91½	92 - 88½	91 - 91	.....	91 - 90½	91½ - 90	92 - 91	.....
Charl. Col. & Aug.—1st.....7	.....	.....	.....	.....	.....	.....	.....	106 - 106	106½ - 106½	.....	.....	.....	.....
Ches. & O.—Pur. M. Id.....6	113½ - 113½	.....	113½ - 113½	115 - 115	115 - 115	114½ - 114½	112 - 112	112 - 112	112 - 112	.....	114 - 114	111 - 114	.....
Series A.....6	109½ - 109½	107½ - 107	108½ - 107	107½ - 105	110 - 108½	110½ - 110	110 - 110	109 - 108	110 - 108½	108½ - 108	109 - 108	109 - 108	.....
Series B.....6	91½ - 89	92 - 90	92½ - 90½	83½ - 92½	91½ - 90½	92½ - 91½	92 - 91½	92½ - 91½	95½ - 92½	97 - 91½	100 - 93½	98 - 96	.....
Currency.....6	55½ - 52½	53½ - 51	53½ - 52	54½ - 51½	53½ - 49½	52 - 50	51 - 48	49½ - 43	59 - 46	49 - 42½	53 - 47½	52½ - 47½	.....
Mortgage, 1911.....6	100 - 97	101 - 100	103 - 100	100½ - 100	101 - 101	.....	100 - 100	102 - 101	102 - 101	100½ - 100	101 - 100	101 - 100½	.....
Chic. & Alton—1st.....7	117 - 117	118 - 117½	.....	118½ - 118½	.....	122 - 122	119 - 119	.....	.....	123 - 123	123 - 122	.....	.....
Sinking fund.....6	114½ - 114	114 - 113½	114 - 114	114½ - 114½	.....	.....	115½ - 115	115½ - 115½	116 - 116	117 - 117	113½ - 113½	.....	.....
Lou. & Mo. Riv.—1st.....7	.....	116½ - 114½	118 - 118	.....	113½ - 113½	117½ - 117½	.....	.....	114½ - 114½	116½ - 116½	.....	.....	.....
St. L. J. & Chic.—1st.....7	117 - 117	117 - 117	.....	115 - 113	116½ - 115½	117½ - 117½	.....	118½ - 118½	118½ - 118½	117 - 115	117 - 116½	.....	.....
Chic. B. & Q.—Consol.....7	127½ - 125½	127½ - 125½	127½ - 126½	128½ - 127½	.....	129½ - 129½	127½ - 126	127 - 126	128 - 126½	128 - 128	129 - 127½	132 - 127½	.....
Sinking fund.....5	104 - 104	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	108 - 108	.....
Debenture.....5	.....	.....	.....	.....	.....	.....	93½ - 93	93 - 89½	92½ - 91	92½ - 87½	93 - 89½	93½ - 91	.....
Iowa Div.....5	105½ - 105½	.....	.....	.....	.....	.....	.....	102½ - 102½	.....	.....	.....	.....	.....
Iowa Div.....4	88 - 86	87½ - 87	88½ - 88	86 - 86	87½ - 86½	87 - 86½	87½ - 86½	87½ - 86	87½ - 87	88 - 88	91 - 87½	91 - 89	.....
Denver Div., 1922.....4	85½ - 84	84½ - 81½	83½ - 83	84½ - 84½	85½ - 85	86½ - 85½	86½ - 85	83½ - 81	85 - 84	86½ - 84½	86 - 86	88½ - 86½	.....
Plain.....4	.....	.....	.....	80½ - 80½	80½ - 80½	81½ - 80½	.....	87 - 87	.....	.....	.....	.....	.....
Chic. & E. Ill.—1st, s.f.6	100 - 99	99½ - 95	100½ - 95½	99 - 99	101½ - 100	98 - 98	93 - 97	.....	95 - 95	95½ - 95½	100 - 100	98 - 98	.....
Chic. Mil. & St. P.—1st.....8	134 - 134	131½ - 130½	132 - 131	132 - 131	132 - 131	132½ - 131½	134 - 134	129½ - 128	129½ - 129	131 - 129½	132½ - 131½	133½ - 133	.....
2d.....7 3-10	126½ - 126	122½ - 120½	121 - 120½	121 - 120	121 - 120	121½ - 121½	122½ - 122½	.....	120 - 120	.....	122½ - 122½	122½ - 122	.....
1st, gold.....7	128½ - 127	128 - 127	.....	.....	126½ - 126½	128 - 128	.....	124 - 124	.....	124½ - 124½	126 - 124½	128 - 126½	.....
1st La Crosse Div.....7	120½ - 118½	119 - 117½	119 - 118	121 - 120	120 - 119	120½ - 119½	117½ - 117	116 - 116	117½ - 117	118 - 117½	119 - 118	119 - 118½	.....
1st I. & M. Div.....7	123½ - 122	119 - 119	119 - 119	121½ - 119½	121½ - 121½	122½ - 122½	.....	119 - 119	120 - 119	119 - 118	121 - 121	.....	.....
1st I. & D. Div.....7	124½ - 122½	.....	.....	121 - 121	.....	.....	.....	119½ - 118	.....	121 - 121	124½ - 124½	125 - 125	.....
1st C. & M. Div.....7	126 - 125	125 - 123	.....	.....	.....	125 - 125	121½ - 121½	118 - 118	.....	121 - 121	124½ - 124½	125 - 125	.....
Consol.....7	125 - 123	124 - 120	123 - 122	123 - 121	123 - 122	125 - 123½	121 - 118½	119 - 118½	122 - 118½	123½ - 121½	124½ - 123½	126½ - 124	.....
2d, 1884.....7	163½ - 103½	104 - 103½	105 - 105	100½ - 100½	101½ - 101½	.....	.....	.....	.....	101 - 101	.....	.....	.....
1st I. & D. Exten.....7	124 - 122½	.....	121 - 121	.....	123 - 123	124½ - 124	117 - 117	118½ - 118½	121 - 120	121 - 121	122½ - 122	123 - 122½	.....
1st So. West Div.....6	103 - 107	108 - 107½	108 - 107	108½ - 108½	108½ - 108½	109½ - 108½	.....	105 - 105	103 - 106	107½ - 107½	109½ - 108½	110 - 110	.....
1st La C. & Dav.....5	95 - 92	96 - 94½	97 - 97	.....	.....	97 - 96	.....	95 - 92	.....	94 - 93½	94½ - 94	94½ - 94	.....
1st So. Minn. Div.....6	107 - 105½	107 - 105½	106½ - 105½	108½ - 106½	108½ - 108	109½ - 108½	106½ - 105½	106½ - 105	107½ - 105½	108½ - 107½	110 - 109	110 - 100	.....
1st H. & D. Div.....7	118 - 115½	118 - 116	118½ - 117½	119½ - 117	121 - 121	120 - 119	117 - 115½	116½ - 116½	117 - 116½	118 - 117	119½ - 118½	121 - 119	.....
Chic. & Pac. Div.....6	109 - 108½	109½ - 108½	.....	112½ - 112	112½ - 112½	113½ - 112½	110 - 109½	110½ - 109½	.....	110½ - 110½	111 - 111	.....	.....
Western Div.....5	92 - 91½	92½ - 91½	93 - 92	95 - 93	95½ - 95	96½ - 95½	94½ - 93½	93½ - 92	94½ - 93	94½ - 93½	95½ - 93½	97 - 95	.....

COURSE OF PRICES OF RAILROAD BONDS—CONTINUED.

BONDS.	JANUARY		FEBR'Y.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPT'BER.		OCTOBER		NOV'BER.		DEC'BER.	
	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low
Chic. Mil. & St. Paul—																								
Mineral Point.....5	91½	91¼	90½	90	91½	91¼	91	91	91½	91¼	91½	90½	91½	90½	91½	90½	92	91½	92	91½	92½	91	93	93
Wis. & Min. Div.....5	91½	91¼	91½	91¼	91	91	91½	91¼	91½	90½	91½	90½	91½	90½	91½	90½	92	91½	92	91½	92½	91	93	93
Chic. & N.W.—S.F.....7	103	102½	103¼	103¼	103½	103½	103	103	103	100	103	100	103	100	103	100	105	105	105	105	105½	105½	105	105
Interest.....7	134	132	131¼	131	131½	131½	133	131	131	130	132	131½	133½	133	133½	131	131½	130½	133	130½	133	132	133½	132½
Consol.....7	104	103½	104½	104½	104½	104½	104½	104½	104½	104½	104½	104½	104½	104½	104½	104½	104½	104½	104½	104½	104½	104½	104½	104½
Extension.....7	108½	108	105	105	105½	105½	106½	105½	106½	103	106½	105½	106½	105½	104	103	105	104	105½	104½	105½	105½	106½	106
1st mort.....7	126	124½	125½	124	125	124½	126½	125½	126½	126	123½	123½	123½	123½	123½	122	123½	123	126½	123½	128	125½	124½	123
Gold, coup.....7	125½	125	125	124	124½	124½	126½	125½	126½	126	123	123	123	121	123½	122½	123½	123½	126½	123½	128	125½	124½	123
Gold, reg.....7	110	109	111	110	112½	111	110½	110½	110½	110½	111½	110	111½	110	110	110	110½	109	107½	106½	109½	109	112	110
Sinking fund, coup.....6	110	109½	110	110	112½	111	110½	110½	110½	110½	111½	110	111½	110	110	110	110½	109	107½	106½	109½	109	112	110
Registered.....6	100½	99¾	101¼	100¾	102	101½	100¾	99¾	101½	100¾	103½	101½	103	102	103½	103	104½	102¾	102½	100	103	101½	103½	103
S. f., registered.....5	101	100½	101	100½	101	101	101	100½	101	100½	101	100½	101	100½	101	100½	101	100½	101	100½	101	100½	101	100½
Debtenture.....5	101	100½	101	100½	101	101	101	100½	101	100½	101	100½	101	100½	101	100½	101	100½	101	100½	101	100½	101	100½
Escanaba & L.S.—1st 6	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121
Des M. & Min. 1st.....7	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121
Iowa Midland—1st.....8	131½	131	131½	129	133	131½	129	129	129	129	129	129	129	129	129	129	129	129	129	129	129	129	129	129
Chic. & Mil.—1st.....7	123	122	121	119	122	122	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121	121
Winona & St. P.—1st.....7	121	120	121	120	121	120	121	120	121	120	121	120	121	120	121	120	121	120	121	120	121	120	121	120
2d.....7	121	120	121	120	121	120	121	120	121	120	121	120	121	120	121	120	121	120	121	120	121	120	121	120
Mil. & Mad.—1st.....6	121	120	121	120	121	120	121	120	121	120	121	120	121	120	121	120	121	120	121	120	121	120	121	120
Chic. R. I. & P.—Coup.....6	126½	123½	125	124½	125½	123½	125	123½	126½	125½	126½	125½	126½	125½	126½	125½	126½	125½	126½	125½	126½	125½	126½	125½
Reg.....6	125½	125	124½	124	124½	124	124½	124	124½	124	124½	124	124½	124	124½	124	124½	124	124½	124	124½	124	124½	124
Keokuk & Des M.—1st.....5	104	104	103	101½	105	105	103½	100½	105	102½	107	105	104	104	109	105½	105	105	105	105	105	105	105	105
Chic. St. L. & Pitts.—1st.....5	109	107½	109	106	107½	106½	109	106½	110	108½	107½	106½	109	108	111	109½	110	109	110	107½	111½	108½	108½	107½
C. St. P. M. & O.—Cons.....6	112	112	113	108	115	114	116	113½	114	114	114½	113	114	113½	114½	113½	114½	113½	114½	113½	114½	113½	114½	113½
Chic. St. P. & M.—1st.....6	112	112	113	108	115	114	116	113½	114	114	114½	113	114	113½	114½	113½	114½	113½	114½	113½	114½	113½	114½	113½
St. P. & S. City—1st.....6	113	112½	112½	111	113	111	110½	109½	113	112	113½	112½	114½	113	116	114	116	115½	113½	113½	115	114	116	114½
Ch. & W. Ind.—1st, s. f. 6	113	112½	112½	111	113	111	110½	109½	113	112	113½	112½	114½	113	116	114	116	115½	113½	113½	115	114	116	114½
General mort.....6	113	112½	112½	111	113	111	110½	109½	113	112	113½	112½	114½	113	116	114	116	115½	113½	113½	115	114	116	114½
Cin. Laf. & Chic.—1st.....7	113	112½	112½	111	113	111	110½	109½	113	112	113½	112½	114½	113	116	114	116	115½	113½	113½	115	114	116	114½
Cin. & Spr.—Guar. 1st.....7	113	112½	112½	111	113	111	110½	109½	113	112	113½	112½	114½	113	116	114	116	115½	113½	113½	115	114	116	114½
Cl. C. C. & I.—1st, s. f. 7	122½	120½	122½	122½	122½	122½	122½	122	122½	123½	121½	121	121½	121	121	121	121	121	121	121	121	121	121	121
Consol.....7	81	83	81½	78	82	80	85	81	85½	84½	85	80½	83	80½	79½	79½	79½	76½	78	72	72½	70	72	68
Col. Coal & I.—1st, con. 6	90	97	84½	84½	85	84½	81½	80	84	82	84	82	83½	83½	83½	81	81	80½	80	80	80	80	80	79
Colum. & Greenv.—1st.....6	84½	84½	85	84½	81½	80	84	82	84	82	83½	83½	83½	83½	81	81	80½	80	80	80	80	80	80	79
Col. H. Val. & T.—1st.....5	103½	102½	103½	102½	104	103½	104½	103½	104½	103½	104½													

COURSE OF PRICES OF RAILROAD BONDS—CONTINUED.

BONDS.	JANUARY		FEBRUARY		MARCH		APRIL		MAY		JUNE		JULY		AUGUST		SEPT'BER		OCTOBER		NOV'BER		DEC'BER	
	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low
Illinois Central—																								
C. St. L. & N. O.—2d M. 6																			115	-115				
Gold.....5	104	-103½	104¾-103½		104	-103	106	-103¾	106¾-105½		107¾-105		105	-104½	105	-104	105½-104¾	105¾-105¼	108	-105¾	111	-105½		
Cedar F. & M., 1st...7	114	-114			112	-112	112	-111			112	-112							114	-114				
Ind. Bl. & W.—1st, pref.7			118	-116½					119	-117½									115	-114½				
1st.....4, 5, 6			87	-85	88	-85	91½-88		89¾-85	88	-86	87½-87	87	-84	86	-84	86	-83	86	-85	85	-85		
2d.....4, 5, 6					74	-73½			71	-69¾	71	-71	70	-70	70	-70	72	-70	71	-70	71½-69½	71½-70		
Eastern Div.....6	93	-92¾	92½-92½		92½-91½		93	-90½	93	-91	92	-90	90½-89½	89	-89	91½-91	91½-90	95	-91	91	-89			
Con. income.....6	45	-42	43	-43	49½-43½		48½-47				45	-45	41	-35			46	-41	34	-34	45	-30	38	-88
Ind. Dec. & Sp.—1st...7	102½-101½				102	-101	100	-98½	100	-100	101	-100	101½-100		102	-101¾	104	-103½	100¾-100¼	103	-102	105	-103½	
2d.....5							35	-35																
Trust Co. certs.....							47	-47																
Intert. & Gt. No.—1st.6	106	-105	106	-105½	108½-106		111	-108½	110½-108		108½-108	108½-108	108½-108	108½-107½	110½-109	110	-108	108½-106½	109	-107½				
Coupon, 1909.....6	85½-84½		85½-84		83½-82		88	-83½	87	-85¾	86½-85½	86½-85	86½-85	86	-84	81	-80	81½-79	84	-79½	83½-82½			
Jefferson—1st.....7			105	-105																				
Lake Erie & W.—1st...6	102¾-101		99	-96	99	-98	100	-98½	100	-99	100	-100	101	-98	95	-94¾	94½-94½	92	-90	95	-93	95½-95		
Income.....7	45	-45			45	-38	50	-40			50	-43	40	-35	32½-30	30	-25	25	-25	40	-35	41½-35		
Sandusky Div.....6																				91½-91½				
Income.....7									37½-37½				30	-30						37	-30			
Laf. Bl. & M.—1st...6	99½-98		100	-98½	99	-98½	100	-97½	99	-98½	100½-99	99	-99	96	-96	95	-95	91	-86	92	-89½	95½-95		
Income.....7							40	-40			50	-50			35	-35			45	-30	51	-51		
Lake Shore & M. So.—																								
M. S. & N. I. Skg. fd.7	106½-108		106¾-106½		107	-106½	107½-107		104½-104		104½-104½	105	-104½				105½-105½	107	-106	103¾-103½	104¾-103½			
Clev. & Tol.—New...7			109	-107½	108	-108			106½-106½		106¾-106¾	107¾-106¾						106	-105	106	-105½	106	-105½	
Sinking fund.....7	107	-106½	105½-105½				106½-106½				107½-107½	104½-103½								106	-106			
Cl. Pains. & Ash.....7					115½-115½		111	-111	112	-112	114½-111						112	-112						
Buff. & Erie—New...7					120	-120	122	-120													121	-121		
Det. M. & Tol.—1st...7																								
L. Shore—Dividend.7	122½-121¾		122	-121½	123	-122					120½-120½						123	-123	121	-119	121	-120½	122	-122
1st con., coup.....7	129	-125	127	-124½			124	-124						125½-125½		124	-124	126¼-126¼	127½-126¾	127½-124½				
1st con., reg.....7	126½-125		125½-125½		125½-125½		125	-124	125	-123			125½-125½							125½-124½	126	-124½		
2d con., coup.....7	123½-120½				121	-120	122	-120½	122	-121½	120½-118½	122½-122½	121½-120½	120¾-120	122½-121½	122¼-121¾	119½-118½							
2d con., reg.....7	121½-120½				121½-120		122	-121	122	-122	120½-119½				120½-120½				121½-121½	122	-118½	118	-118	
Long Island—1st.....7			117½-117½		119	-117							119	-116½			118½-118½							
1st, consol.....5	97¾-97½		98	-97½	98½-98		97½-97	98	-97½	98	-98	100	-98½	100	-100	100½-98	99½-99½	100	-99	100½-100				
Louisv. & N.—Consol.7	116½-115½		117	-117	119	-116	115½-114½	117	-115½	117	-115½	117	-116½	115½-115½	118	-116	116½-115	117½-116½	121	-116½				
2d, gold.....7	101	-101					102	-102	100½-100				101½-101½					103½-102½						
Cecilian Branch.....7					102½-101½		102½-102½				102½-102½			102	-102	102	-102	102	-102					
N. O. Mob. & T.—1st.6	91	-91	90	-90	92	-90	93½-93½	94½-94	94½-94½				96	-92			92	-92			95	-92	90	-95
E. H. & Nash.—1st...6					100	-100							97	-96½			98	-98			102½-102½			
Gen'l mort.....6	93½-90½		93	-92	95½-93		96	-95	95½-91	91½-89½	90½-89½	91	-91	93	-90½	93½-90½	96	-93½	103	-103	105½-104½			
St. Louis Div.—1st...6					50	-99	103½-100	104	-104				51	-51					51	-51				
2d.....3							51	-51																
Nash. & Decatur.....7	116½-116		116	-115	115	-115	115½-113	116	-115½	116	-116	115	-115	115½-115½			114½-114½	116½-116½						
Lou. N. Alb. & C.—1st.6	102½-101½		103	-101½	102½-102		102½-101½	102	-101½	102½-101½			100	-98½	99½-98½	99	-98½	99	-97½	103	-98½	102	-101½	
Man. B. Imp. Co.—Lim.7													77½-77½				86½-86½	77	-72½					
Mem. & Chas.—1st T. I.7													114½-114											
Metropolitan El.—1st																								

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COURSE OF PRICES OF RAILROAD BONDS—CONCLUDED.

BONDS.	JANUARY	FEBRU'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
South Carolina—1st... 6	102 1/4-101	102 1/2-102	103 -102	102 -102	103 1/4-103	103 3/4-103 3/4	103 -102 3/4	103 1/4-103	104 1/4-104	102 1/2-101 1/2	104 1/4-102	104 -103 1/2
2d..... 6	89 - 89	93 - 92	.....	94 1/4- 94	99 - 96	100 -100	.....	.....	.....	.....	.....	.....
Incomes..... 6	61 - 58	57 - 57	61 - 57	66 - 62	67 - 66	70 - 68	.....	62 1/2- 62 1/2	67 - 63	65 - 64	67 -66	60 - 60
Texas Central—1st s. f. 7	.....	106 -105 1/2	107 3/4-105	108 1/2-106	107 1/2-107	108 1/2-108	108 1/4-105 3/4	105 -105	106 -106	108 1/4-108 1/2	105 1/4-105 1/2	107 -105 1/2
Tex. & St. L. in Tx.—1st 6	.....	.....	.....	.....	.....	82 1/4- 82 1/2	84 - 84	.....	.....	.....	.....	.....
In Mo. & Ark., 1st... 6	.....	.....	.....	.....	.....	77 - 76 1/2	76 1/2- 76 1/4	.....	.....	.....	.....	.....
2d, income..... 8	.....	.....	.....	.....	.....	.....	.....	.....	26 - 26	.....	.....	.....
Tol. Delphos & Burl.—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1st, Main Line..... 6	.....	52 - 52	52 - 52	.....	.....	50 - 50	.....	.....	.....	.....	.....	.....
1st, income..... 6	.....	.....	11 1/2- 10	.....	.....	.....	.....	5 1/4- 5 1/4	5 - 5	5 - 5	.....	.....
Virginia Midland—Inc. 6	55 - 50	55 1/4- 53	58 - 53	63 - 57	66 - 60	62 1/2- 61	55 - 55	59 1/4- 56 1/2	61 1/4- 58	55 - 55	70 - 60 1/2	65 - 57
Wab. St. Louis & Pac.—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
General mort..... 6	80 1/4- 77 3/4	78 1/2- 72 1/2	80 1/4- 77 3/4	83 1/4- 79 1/2	81 1/4- 73	79 - 74	77 1/4- 72	72 1/2- 63	70 - 66	71 - 66 1/2	76 - 69	73 - 68
Chic. Div..... 5	82 - 80 1/2	81 1/2- 78	80 - 80	83 - 83	82 - 82	82 3/4- 81 1/2	79 1/2- 77	78 1/2- 77	77 - 75 3/4	76 1/2- 74	77 - 75 1/2	78 - 76 1/2
Havana Div..... 6	87 - 87	.....	.....	88 - 87	.....	.....	.....	.....	.....	85 - 85	.....	.....
Tol. P. & W.—1st... 7	107 3/4-107	107 1/2-107	109 -108	107 1/2-107	107 1/2-105 1/2	106 1/2-106 1/2	106 -105	105 1/2-104	107 -103	106 -104 1/2	105 1/4-105 1/2	.....
Iowa Division..... 6	.....	90 - 90	.....	.....	.....	89 - 88	86 1/2- 86	.....	78 - 78	.....	.....	.....
Cairo Div..... 5	82 - 82	81 - 79 1/2	.....	.....	.....	.....	.....	83 - 83	81 - 81	.....	75 - 75	72 - 72
Wabash R'y—Mort. 7	95 - 95	.....	.....	.....	.....	.....	.....	.....	.....	.....	85 - 85	86 - 86
Tol. & W.—1st, ext'd 7	108 1/4-108	106 1/2-105 1/2	106 -106	108 -106 1/2	107 -107	107 3/4-107 1/4	108 1/4-107 3/4	105 -104	106 -103	107 -166	107 3/4-106 3/4	108 1/2-107
1st, St. Louis Div... 7	105 -103 1/2	102 1/4-101 1/2	102 -101	103 -101	101 1/4- 99 1/2	101 3/4-100 3/4	101 1/2-100	96 1/2- 95	.....	97 1/2- 97 1/2	98 1/2- 97 1/2	101 -100
2d, extended... 7	100 1/4-100	101 -100 1/4	100 1/2- 99 3/4	102 1/4-100 1/2	99 3/4- 98	100 - 98 1/4	99 1/2- 98 1/2	99 - 96	98 1/2- 97 1/2	101 -100	98 1/4- 97 1/4	99 - 98
Equipment..... 7	.....	80 - 55	80 - 80	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol., conv..... 7	97 1/2- 97 1/2	98 - 96	92 - 92	97 1/2- 96	.....	96 - 96	90 - 90	.....	87 - 83	86 1/2- 83 1/2	86 1/4- 84 1/4	86 - 85
Gt. Western—1st... 7	108 1/4-108	105 -104 1/2	105 -104 1/2	106 -105 1/2	106 1/4-106 1/4	107 -106 1/2	107 -107	102 1/2-101	104 -103	104 1/2-104	106 -104 1/2	.....
2d..... 7	100 1/4- 99	100 1/2- 99 3/4	100 1/2-100	103 -101 1/2	100 - 98 3/4	101 1/4- 98 3/4	99 1/2- 98 1/2	99 1/2- 97 1/2	99 - 99	102 -100	99 - 97 1/2	99 - 98 1/2
Quincy & Tol.—1st... 7	.....	.....	103 -101	103 -103	100 -100	.....	102 -102	.....	.....	.....	.....	.....
St. L. K. C. & N.—R. I. E. 7	108 1/4-107 1/4	109 -108	108 -108	.....	107 -106 3/4	108 -106	107 1/2-106 1/2	107 1/4-105	107 -101 1/4	105 1/2-104 1/2	105 -104	109 -106
Omaha Div..... 7	108 1/2-108 3/4	109 3/4-108 3/4	.....	110 -108	108 1/2-107	110 1/2-108 1/2	111 -110	.....	109 -109	106 -105 1/2	.....	109 -109
Clarinda Branch... 6	.....	.....	.....	.....	.....	90 1/2- 90 1/2	.....	.....	.....	80 - 80	.....	.....
St. Chas. Bridge..... 6	95 - 95	90 - 90	.....	.....	.....	80 - 79 1/2	.....	.....	.....	.....	80 1/2- 80 1/2	.....
North. Mo.—1st... 7	119 1/2-118 3/4	119 1/4-119	119 1/4-119	120 -119 1/2	120 -120	121 -120	118 1/2-117	.....	119 1/2-119 1/2	119 -119	122 -118	121 -120
Wabash—Fund'd int.—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dec. & E. St. Louis... 6	90 - 90	.....	.....	.....	80 - 80	.....	.....	.....	.....	.....	.....	.....
Gt. Western—2d... 7	100 1/2- 99	100 1/2- 99 3/4	100 1/2-100	103 -101 1/2	100 - 98 3/4	.....	.....	.....	.....	.....	.....	.....
2d..... 6	.....	84 - 84	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consol., convert... 6	.....	84 - 84	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tol. & Wab. 2d... 6	.....	85 - 85	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West. Un. Tel.—Corp. 7	117 -117	117 -117	.....	.....	114 -113	114 1/2-113 1/2	114 1/2-114 1/2	.....	114 1/2-114	.....	112 1/2-112 1/2	113 1/2-112 1/2
Reg..... 7	116 -115 1/2	117 1/2-117	115 1/2-115 1/2	116 -114 1/4	113 1/4-113	114 -114	114 -113 1/4	113 1/2-112 1/2	114 -112 1/4	115 -114 1/2	112 1/2-112 1/2	113 1/2-112

COURSE OF PRICES OF STATE SECURITIES DURING THE YEAR 1883.

[Compiled from prices bid at the New York Stock Exchange on each Friday.]

SECURITIES.	JANUARY		FEBR'Y.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPT'BER.		OCTOBER.		NOV'BER.		DEC'BER.		
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	
Alabama—Cl. A, 3 to 5, 1906.	83	84	81	82½	81½	82¾	82	82¾	83	83	83¾	84	80	82	81	81½	81	81½	81¾	81½	81¾	82¼	82¼	82¼	82½
Class A, small	85	88	84	85	83	85	83	83	83	84	84	85	83	84	82½	83	83	83	83	83	83	83	83	83	83
Class B, 5s, 1906	100	100	100	100	100	101	109	101	101	102	102	103	99	100	98	100	99	99	98	99	99	100	100	100	100
Class C, 4s, 1906	85	85½	83	84½	82½	83	83	83	83	84	84	84½	81	82	81	81½	81½	81½	81	81½	81	81½	82½	82½	83½
6s, 19-20, 1900	102	110	100	104	104	104	104	105	105	107	108	113	107	111	107	107	108	108	105	108	105	105	105	105	105
Arkansas—6s, fd., 1899-1900	25	24	18	20	10	10	10	12½	11	12	10	11	11	14	10	13	10	10	10	10	10	15	12	16	16
7s, L. R. & Ft. S. issue.	35	49	45	68	47	47	51	53	40	49	40	57	40	49	35	48	40	48½	12½	25	20	20	20	22	22
7s, Memphis & Little Rock	35	50	40	60	35	48	49½	55	43	47	40	52	40	52	40	44½	25	50	35	50	10	20	20	22	22
7s, L. R. P. B. & N. O.	34	38	38	51	35	46½	50	51	40	45	35	52	35	52	35	45	25	43	30	35	10	15	15	19	19
7s, Miss. O. & R. R.	32	36¾	37	51	35	47	48	51	40	40	35	48	35	45	30	40	30	35	10	15	15	19	19	19	19
7s, Ark. Central RR.	14	19	17	19½	15	17¾	20	21	13	16	14	20	13	20	15	18	16	19	7	7½	7	9¼	9	9½	9½
Connecticut—6s, 1884	100	100½	101	102	102	102	102	102	102	102½	102½	103	100	100	100	100	100	100	101	101	101½	102	102½	102½	103
Georgia—6s, 1886	107	107½	103	104	104	104	102	102	102	102	103	106	105	106	102	105	102	102	102	102	102½	103	103	103	103
7s, new bonds, 1886	105	106	106	106½	106½	106½	106½	106½	106½	106½	106½	107	106½	107	103½	107	104	104	104	104	104	104	105	104½	105
7s, endorsed, 1886	105	106	106	106½	106½	106½	106½	106½	106½	106½	106½	107	106½	107	103½	107	104	104	104	104	104	104	105	104½	105
7s, gold bonds, 1890	114	114	114	114	114	115	114	114½	114½	115	113	116½	112½	113	112	113	112	113	70½	73¼	73¼	75½	73¼	75	75
Louisiana—7s, consol., 1914	72½	73½	73	73½	65	73	63	64¾	64¾	65	64¾	65½	64	65	65	66	60½	65	65	66	67	71	70	71	71
7s, small bonds	64	69	68	68	62	69	60	60	60	60	60	60	60	60	60	60	59½	62½	62½	65	64	67	66	66½	66½
Ex matured coupon	65	67	64½	65	55	60	58	58	58	58	58	58	57	57	57	57½	55	58	116	116	116	117	116	117	116
Michigan—7s, 1890.	115	118	114	115	115	116	115	116	116	116	116	117	116	117	116	116	116	116	116	116	116	117	116	117	116
Missouri—6s, due 1883.	100	103	100	100½	101	101½	103	103	102½	102½	102½	103	100	100	100	100	106	106½	106	107	106	107	107	107	107
6s, 1883	105½	106	106	107	106	107	107	108	107½	108	108½	109½	106	106	106	106	106	106½	106	107	107	108	107	108	108
6s, 1887	106½	107	107	107½	107	108	107	109½	109	109	109½	110½	107	107	107	107	107	107½	107	108	107	108	107	108	108
6s, 1888	107½	109½	109	109½	109	109½	109	111	110	111	110½	112½	108	108½	108	108½	108	108½	108	109	109	110	110	111	111
6s, 1889-1890	110	111	110	110	110	110½	110	112	111½	112½	112½	113	109	110	109	110	109	110	110	110	110	111	110	111	111
Asylum or Univ., 1892	112½	114	112	113	112	113	112	116	113	114	115	111	111	111	112	113	112	112	112	114	113	114	114	114	114
Funding bonds, 1894-95	117	129	116	118	116	117	117	119	117	119	120	121	117	117	116	117	116	117	117	117	117	117	117	117	117
Hannibal & St. Jo., 1886	108	109½	109	109	109	109	109	110	109	110	109	109½	109	109	109	109½	109	109½	109	109	109	109	110	110	110
Hannibal & St. Jo., 1887	108	109½	109	109	109	109	109	110	109	110	109	109½	109	109	108	108	108	108	108	108	108	108	108	108	108
New York—6s, gold, reg., '87	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107
6s, gold coupon, 1887	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107
6s, loan, 1891	118	119	118	119	118	119	118	119	118	119	118	119	118	119	118	119	118	119	118	119	118	119	118	119	119
6s, loan, 1892	119	120	119	120	119	120	119	120	119	120	119	120	119	120	119	120	119	120	119	120	119	120	119	120	120
6s, loan, 1893	120	121	119	120	119	120	119	120	119	120	119	120	119	120	119	120	119	120	119	120	119	120	119	120	120
No. Carolina—6s, old, '84-'98	24	30	30	31	29	32	30	31	30	31	30	31½	30	31	30	31	30	30	30	30	30	30	30	30	30½
6s, old, A. & O.	28	30	30	31	29	32	30	31	30	31	30	31½	30	31	30	31	30	30	30	30	30	30	30	30	30½
N. Car. RR., 1883-4-5	135	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155
N. Car. RR., 7s, coupon off	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130
N. Car. RR., A. & O.	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155	155
N. Car. RR., 7s, coupon off	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130
Funding act, 1866-1900	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Funding act, 1868-1898	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
New bonds, J. & J., 1892-98	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
New bonds, A. & O.	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Chatham RR.	4	6	5	5½	3½	5	2½	3½	3½	3½	3½	3½	3	3½	3	3½	3½	4	3	3½	3	3½	2½	3½	3½
Special tax, class 1, 1898-9	6½	8½	6	7	5	6	5½	6	5	5	5	5	4	5	4	4	4	4	4	4	4	4	4	4	4
Special tax, class 2	6½	8½	6	7	5	6	5½	6	5	5	5	5	4	5	4	4	4	4	4	4	4	4	4	4	4
To W'n N. C. RR.	8	8½	6½	7½	5	6½	5	6	4	5	4	4½	4	4½	4	4½	4	4	4	4	4	4	4	4	4
To Western RR.	8½	8½	6½	7	5	6	5	5½	4	5	4	4½	4	4½	4	4½	4	4	4	4	4	4	4	4	4
To W'il. C. & Ru. RR.	7¾	8	6	7	5	6	5	5½	4	5	4	4½	4	4½	4	4½	4	4	4	4	4	4	4	4	4
To W'n & Tar. RR.	6	7¾	6	7	5	6	5	5½	4	5	4	4½	4	4½	4	4½	4	4	4	4	4	4	4	4	4
Consol., 4s, 1910	78	78	77½	78¾	78	78¾	78½	79	79	79½	79½	79½	76	78	77½	78	78	78¾	78½	79	79	79	80	80½	82½
Small bonds	75	77	75	78	75	78	75	77	78	78	78	78	76	76	76	76	76	76	76	77	78	79	80	81	81
Ohio—6s, 1886	107	107	106	108	108½	109½	109	109	109	109	106	109	106	109	106	109½	107	107½	107	107½	107	108	106	108	108½
Rhode Island—6s ep., '93-99	115	116	115	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	117
South Carolina—6s, act. Mar. 23, 1869, non-fund., 1888	5	6½	6½	6½	5½	5½	4	5	2½	3½	3½	3½	3	3½	3	3½	3	3	3	3	3	2½	3	2½	2¾
Brown consol., 6s, 1893	101	102½	101	102½	102½	102½	102½	103	103½	104	104	104½	100	101	102	102½	102	103	103	104	104	104	104	104	104½
Tennessee—6s, old, 1890-28	42	43½	41	44½	40	42	41	42	39	39½	39	40½	30	39	36	38	36	38	35	38	38	40	37	40	40
6s, new bds., 1892-78-1900	41																								

THE DEBT STATEMENT FOR DEC., 1883.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of December, 1883:

INTEREST-BEARING DEBT

Character of Issue.	Authorizing Act.	When Payable.	Interest Periods.	Amount Outstanding.	
				Registered.	Coupon.
3s of 1882..	July 12, '82	At option.	Q.-A.	\$274,937,250	\$.....
4½s of 1891	'70 and '71	Sept. 1, '91	Q.-M.	192,806,550	57,193,450
4s of 1907..	'70 and '71	July 1, 1907	Q.-J.	585,768,700	151,864,050
4s, ref. ctfs.	Feb. 26, '79			\$1,053,512,500	\$209,057,500
3s, navy p.f.d.	July 23, '68				\$315,150
					14,000,000
Aggregate of interest-bearing debt....				\$1,276,885,150	

On the foregoing issues there is a total of \$1,930,229 interest over-due and not yet called for. The total current accrued interest to date is \$9,901,665.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment, of \$15,138,795 principal and \$336,198 interest. Of called bonds embraced in this total the principal is as follows: 5-20s of 1862, \$357,950; do 1864, \$50,400; do 1865, \$60,150; consols of 1865, \$285,800; do 1867, \$627,950; do 1868, \$101,700; 10-40s of 1864, \$191,750; funded loan of 1881, \$331,050; 3's certs., \$5,000; 6s of 1861, continued at 3½ per cent, \$278,400; 6s of 1863, continued at 3½ per cent, \$65,150; 5s of 1881, continued at 3½, \$2,110,900; loan of 1882, 3s, \$9,707,950.

DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.	Amount.
Old demand notes....	July 17, '61; Feb. 12, '62	\$58,696
Legal-tender notes....	Feb. 25, '62; July 11, '62; Mar. 3, '63	346,881,016
Certificates of deposit	June 8, '72	14,560,000
Gold certificates.....	March 3, '63; July 12, '82	91,031,920
Silver certificates.....	February 28, '78	109,898,611
Fractional currency {	July 17, '62; Mar. 3, '63; June 30, '64	\$15,365,362
Less amt. est'd lost or destr'yed, act J'e 21, '79		8,375,934
Aggregate of debt bearing no interest.....		\$569,219,655
Unclaimed Pacific Railroad interest.....		4,229

RECAPITULATION.

	Amount Outstanding.	Interest.
Interest-bearing debt—		
Bonds at 4½ per cent.....	\$250,000,000	
Bonds at 1 per cent.....	737,632,750	
Bonds at 3 per cent.....	274,937,250	
Refunding certificates.....	315,150	
Navy pension fund.....	14,000,000	
Total interest-bearing debt.....	\$1,276,885,150	\$11,831,895
Debt on which int. has ceas'd since maturity	15,138,795	336,198
Debt bearing no interest—		
Old demand and legal-tender notes....	346,739,696	
Certificates of deposit.....	14,560,000	
Gold and silver certificates.....	200,930,531	
Fractional currency.....	6,989,428	
Total debt bearing no interest.....	\$569,219,655	
Unclaimed Pacific Railroad interest.....		4,229
Total.....	\$1,861,243,600	\$12,172,323
Total debt, principal and interest, to date.....		\$1,873,415,924
Total cash in Treasury.....		375,374,200
Debt, less cash in Treasury, Jan. 1, 1884.....		\$1,498,041,723
Debt, less cash in Treasury, Dec. 1, 1883.....		1,503,785,060
Decrease of debt during the past month.....		\$11,743,337
Decrease of debt since June 30, 1883.....		\$53,049,483

CURRENT LIABILITIES—		
Interest due and unpaid.....		\$1,930,229
Debt on which interest has ceased.....		15,138,795
Interest thereon.....		336,198
Gold and silver certificates.....		200,930,531
U. S. notes held for redemption of certificates of deposit.....		14,560,000
Cash balance available January 1, 1884.....		112,478,415
Total.....		\$375,374,200
AVAILABLE ASSETS—		
Cash in the Treasury.....		\$375,374,200

BONDS ISSUED TO THE PACIFIC RAILWAY COMPANY.**INTEREST PAYABLE BY THE UNITED STATES.**

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportation.	Balance of interest paid by U. S.
Central Pacific..	\$25,885,120	\$23,452,555	\$4,752,173	\$18,052,149
Kansas Pacific..	6,303,000	6,139,333	3,954,925	3,974,165
Union Pacific....	27,236,512	24,357,850	9,522,138	15,137,711
Central Br. U. P..	1,000,000	1,519,808	162,339	1,357,469
Western Pacific..	1,970,560	1,668,248	9,367	1,658,881
Sioux City & Pac.	1,628,320	1,164,237	139,892	1,334,165
Total.....	\$64,623,512	\$59,222,693	\$17,631,894	\$19,935,000

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of \$1,000, \$5,000 and \$10,000; bear 6 per cent interest, in currency, payable January 1 and July 1, and mature 30 years from their date.

UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, was issued this week. It is based upon the actual returns

from Assistant Treasurers, depositaries and superintendents in mints and assay offices:

LIABILITIES, DECEMBER 31, 1883.

Post-office Department account.....	\$8,043,203 37
Disbursing officers balances.....	32,178,362 28
Fund for redemption of notes of national banks "failed," "in liquidation," and "reducing circulation".....	38,587,268 60
Undistributed assets of failed national banks.....	359,602 19
Five per cent fund for redemption of nat'l bank notes.....	14,511,274 72
Fund for redemption of national bank gold notes.....	227,304 00
Currency and minor-coin redemption account.....	7,623 49
Fractional silver-coin redemption account.....	65,552 45
Interest account, Pacific Railroads and L. & P. Canal Co.....	570 00
Treasurer U. S., agent for paying interest on D. C. bonds.....	34,243 92
Treasurer's transfer checks and drafts outstanding.....	4,394,600 17
Treasurer's general account—	
Interest due and unpaid.....	\$1,930,229 97
Matured bonds and interest.....	321,435 90
Called bonds and interest.....	14,330,207 91
Old debt.....	773,350 18
Gold certificates.....	91,031,920 00
Silver certificates.....	109,898,611 00
Certificates of deposit.....	14,560,000 00
Balance, including bullion fund.....	113,173,156 03
Total Treasurer's general account.....	\$376,068,910 99
Less unavailable funds.....	694,710 31
Total.....	\$375,374,200 68

\$173,783,310 87

ASSETS, DECEMBER 31, 1883.

Gold coin.....	\$152,608,333 46
Gold bullion.....	66,406,346 17
Standard silver dollars.....	119,449,385 00
Fractional silver coin.....	27,224,126 33
Silver bullion.....	4,531,372 93
Gold certificates.....	27,446,780 00
Silver certificates.....	13,180,890 00
United States notes.....	39,644,248 72
National bank notes.....	8,955,820 16
National bank gold notes.....	
Fractional currency.....	6,221 84
Deposits held by national bank depositaries.....	13,313,040 33
Minor coin.....	531,306 24
New York and San Francisco exchange.....	
One and two-year notes, &c.....	435 68
Redeemed certificates of deposit, June 8, 1872.....	89,000 00
Quarterly interest checks and coin coupons paid.....	71,433 00
United States bonds and interest.....	
Interest on District of Columbia bonds.....	81 50
Speaker's certificate.....	327,839 51
Pacific Railroad interest paid.....	

\$173,783,310 87

IMPORTS AND EXPORTS FOR NOVEMBER, 1883, AND FOR THE ELEVEN AND TWELVE MONTHS ENDED NOVEMBER 30, 1883.

[Prepared by the Bureau of Statistics and corrected to Dec. 26, 1883.]

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

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

Month of November 1883.....	\$23,375,753
Five months ended November 30, 1883.....	40,451,394
Eleven months ended November 30, 1883.....	86,534,413
Twelve months ended November 30, 1883.....	120,000,090

The total values of imports and of domestic and foreign exports for the month of November, 1883, and for the eleven and twelve months ended November 30, 1883, are presented in the following tables:

MERCHANDISE.

	For the month of November.	For the 11 months ended Nov. 30.	For the 12 months ended Nov. 30.
1883.—Exports—Domestic.....	\$78,563,705	\$702,944,795	\$733,307,443
Foreign.....	1,421,368	16,584,830	19,188,208
Total.....	\$79,985,073	\$719,529,625	\$812,495,651
Imports.....	\$6,639,320	632,995,212	692,495,561
Excess of exports over imports.....	\$23,375,753	\$86,534,413	\$120,000,090
1882.—Exports—Domestic.....	\$79,758,735	\$659,548,661	\$731,432,329
Foreign.....	1,210,785	15,467,259	17,645,233
Total.....	\$80,969,520	\$675,015,920	\$752,077,562
Imports.....	55,183,682	693,343,158	750,680,760
Excess of exports over imports.....	\$25,785,838	\$81,672,762	\$101,396,802
Excess of imports over exports.....		18,327,234	

GOLD AND SILVER—COIN AND BULLION.

1883.—Exports—Dom.—Gold.....	\$208,203	\$2,954,663	\$3,129,862
do Silver.....	1,037,401	13,143,028	14,167,595
Foreign—Gold.....	5,169	2,658,233	2,488,301
do Silver.....	922,714	9,878,918	10,881,734
Total.....	\$2,963,486	\$28,629,842	\$30,667,492
Imports—Gold.....	\$4,363,816	\$21,052,747	\$23,199,699
Silver.....	1,495,904	12,714,364	13,885,429
Total.....	\$5,859,720	\$33,767,111	\$37,085,128
Excess of exports over imports.....	\$	\$	\$
Excess of imports over exports.....	3,496,234	5,137,268	6,417,636
1882.—Exports—Dom.—Gold.....	\$50,225	\$37,395,393	\$37,497,997
do Silver.....	430,215	10,636,380	11,526,490
Foreign—Gold.....	2,500	1,319,419	1,324,904
do Silver.....	495,524	4,649,292	5,014,483
Total.....	\$978,484	\$51,000,489	\$55,363,874
Imports—Gold.....	\$2,241,787	\$11,255,576	\$13,983,749
Silver.....	1,727,471	7,927,324	8,678,818
Total.....	\$3,969,258	\$19,182,900	\$22,662,567
Excess of exports over imports.....	\$	\$34,817,589	\$32,701,307
Excess of imports over exports.....	2,990,794		

TOTAL MERCHANDISE AND COIN AND BULLION.

	For the month of November.	For the 11 m'nths ended Nov. 30.	For the 12 m'nths ended Nov. 30.
1883.—Exports—Domestic	\$79,999,317	\$719,043,486	\$810,604,900
Foreign	2,349,242	29,115,986	32,558,243
Total	\$82,348,559	\$748,159,472	\$843,163,143
Imports	62,469,040	666,762,327	729,580,689
Excess of exports over imports	19,879,519	\$81,397,145	\$113,582,454
Excess of imports over exports			
1882.—Exports—Domestic	\$80,239,175	\$707,580,439	\$783,456,816
Foreign	1,708,898	21,435,970	23,934,629
Total	\$81,947,954	\$729,016,409	\$807,441,436
Imports	59,152,916	712,526,058	773,343,327
Excess of exports over imports	\$22,795,044	\$16,490,351	\$31,098,109
Excess of imports over exports			

The following is a statement showing, by principal customs districts, the values of merchandise imported into, and exported from, the United States during the month of November, 1883, and the values of imported merchandise remaining in the warehouses of the United States November 30, 1883:

Customs Districts.	Imports.	Domestic Exports.	Foreign Exports.	Remaining in warehouse Nov. 30, '83
Baltimore, Md.	\$ 87,501	\$ 3,108,734	\$ 1,554	\$ 137,171
Banger, Me.	38,220	43,831		39
Bath, Me.	924			85,200
Beaufort, S. C.	25,258	11,437		
Boston & Charlestown, Mass.	4,734,532	4,709,641	25,171	5,338,663
Brazos de Santiago, Tex.	29,173	113,450	13,802	415
Brunswick, Ga.	159	64,493		
Buffalo Creek, N. Y.	629,780	23,164		2,360
Cape Vincent, N. Y.	31,452	17,359	967	
Champlain, N. Y.	357,122	144,107		2,640
Charleston, S. C.	46,948	3,809,069	2	769
Chicago, Ill.	145,942	192,000	1,891	364,691
Corpus Christi, Texas.	52,688	141,398	12,578	
Cuyahoga, Ohio.	1,236	61,408		3,516
Detroit, Mich.	176,627	423,035	11,405	50,894
Duluth, Minn.	2,809	137,835	8,994	
Erie, Pa.	18,360			16,914
Galveston, Texas.	237,111	3,840,812	8,348	50,848
Genesee, N. Y.	152,316	64,857	6,873	5,227
Humboldt, Cal.		43,072		
Huron, Mich.	212,193	1,097,936	164,663	
Key West, Florida.	63,703	32,174		73,219
Miami, Ohio.	81,681	62,804		
Minnesota, Minn.	81,129	181,583		4,199
Mobile, Ala.	3,521	426,216		57,017
New Haven, Conn.	17,047	16,934	83	15,043
New Orleans, La.	1,081,159	11,904,838	39,980	321,521
New York, N. Y.	38,412,074	27,473,212	919,459	17,541,435
Niagara, N. Y.	339,758	924		
Norfolk and Portsmouth, Va.	5,794	3,290,112		
Oregon, Oregon.	2,750	225,866		
Oswegatchie, N. Y.	325,273	308,916	1,072	10,049
Oswego, N. Y.	1,721,213	157,846		501,472
Paso del Norte, Tex. & N.M.	97,905		56,236	
Passamaquoddy, Me.	73,559	47,989		7,948
Pensacola, Fla.	1,027	100,051		
Philadelphia, Pa.	2,511,043	3,718,691	4,333	1,431,573
Portland & Falmouth, Me.	143,773	345,114	35,548	192,250
Portsmouth, N. H.	2,616			50,965
Providence, R. I.	26,841			12,065
Puget Sound, Wash.	6,057	213,581		
Richmond, Va.	236	138,077		
Salem and Beverly, Mass.	3,455			81,962
Saluria, Texas.	10,242	129,036	266	
San Francisco, Cal.	3,005,608	4,719,664	77,121	1,497,929
Savannah, Ga.	135,840	4,406,946		6,059
Vermont, Vt.	490,945	226,276		42,509
Wilmington, N. C.	27,996	1,030,160		50,773
Wilmington, N. C.	47,908	842,211		276
Yorktown, Va.	10,261	391,180		
Interior ports.				298,834
All other customs districts.	87,101	91,662		111,169
Totals	56,609,320	78,563,705	1,421,368	28,276,924

Monetary and Commercial English News

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending January 4:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz. d.	51	51		51	50 7/8	50 7/8
Consols for money.	100 1/16	100 1/16		100 1/16	101 1/16	101 1/16
Consols for account.	100 1/16	100 1/16		100 1/16	101 1/16	101 1/16
Fr'ch rentes (in Paris) fr.	75 7/10	75 5/55		75 3/10	75 4/10	75 5/55
U. S. 4 1/2s of 1891.	118 1/8	118 1/8		118	117 3/4	117 3/4
U. S. 4s of 1907.	127 3/8	127 1/4		127 1/4	127	127
Canadian Pacific.	57 1/4	56 1/2		56 1/4	59	58 1/4
Chic. Mil. & St. Paul.	96 5/8	96 1/2		95 1/2	96 1/2	96 1/4
Erie, common stock.	28 7/8	28 7/8		27 3/4	28 3/8	28 1/8
Illinois Central.	136 1/2	135 1/2		136 1/2	137 1/2	138 1/4
N. Y. Ontario & West'n.	18 3/8					
Pennsylvania.	60 1/8	60		60	60 1/8	60 1/2
Philadelphia & Reading.	28 5/8	28 5/8		28 3/8	28 5/8	29 3/8
New York Central.	117 1/8	115 3/4		116	116 3/4	116 3/4
Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State). 100 lb.	s. d. 12 0	s. d. 12 0		s. d. 12 0	s. d. 12 0	s. d. 12 0
Wheat, No. 1, wh.	8 7	8 7		8 7	8 7	8 7
Spring, No. 2, old	8 4	8 4		8 4	8 4	8 4
Spring, No. 2, n.	8 3	8 3		8 3	8 3	8 3
Winter, South, n.	9 8	9 8		9 8	9 8	9 8
Winter, West, n.	8 6	8 6		8 6	8 6	8 6
Cal., No. 1	8 11	8 11		8 11	8 11	8 11
Cal., No. 2	8 6	8 6		8 6	8 6	8 6
Corn, mix., new	5 3 1/2	5 3 1/2		5 3 1/2	5 3 1/2	5 4
Pork, West. mess. 7 bbl.	63 0	63 0		62 0	63 0	63 0
Bacon, long clear, new.	39 0	39 0		39 0	39 0	39 0
Beef, pr. mess, new. 7 cwt.	77 0	77 0		77 0	77 0	77 0
Lard, prime West. 7 cwt.	45 3	45 0		45 3	45 6	45 6
Cheese, Am. choice.	62 0	62 0		62 0	64 6	65 0

Commercial and Miscellaneous News

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositories on Jan. 1. We gave the statement for Dec. 1 in CHRONICLE of Dec. 8, page 615, and by referring to that the changes made during the month can be seen.

Description of Bonds.	U. S. Bonds Held Jan. 1, 1884, to Secure—		
	Public Deposits in Banks.	Bank Circulation.	Total Held.
3s, Act July 12, 1882.	\$9,180,450	\$193,481,900	\$202,662,350
Currency 6s.	120,000	3,518,000	3,638,000
5 per cents.			
4 1/2 per cents.	1,012,000	42,554,000	43,566,000
4 per cents.	6,508,350	107,112,300	114,020,850
5s, ext. at 3 1/2.	25,000	422,000	447,000
6s, ext. at 3 1/2.			
Total.	\$16,846,000	\$317,538,200	\$364,384,200

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$7,413,394, against \$10,354,526 the preceding week and \$8,788,770 two weeks previous. The exports for the week ended Jan. 1 amounted to \$5,432,515, against \$8,241,372 last week and \$7,334,122 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Dec. 27 and for the week ending (for general merchandise) Dec. 28; also totals since the beginning of first week in January, 1883:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods.	\$1,573,010	\$1,848,112	\$2,862,957	\$1,495,900
Gen'l mer'dise.	3,413,281	5,081,485	7,163,927	5,917,494
Total.	\$5,016,291	\$6,929,597	\$10,026,884	\$7,413,394
Since Jan. 1.				
Dry goods.	\$119,841,120	\$111,407,545	\$132,262,760	\$121,508,817
Gen'l mer'dise.	351,209,016	327,623,512	365,517,450	339,371,217
Total 52 weeks.	\$471,053,136	\$439,031,057	\$497,780,210	\$460,880,034

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 Jan. 1, 1884, and from January 1, 1883, to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week.	\$7,648,993	\$6,395,100	\$6,477,550	\$5,432,515
Prev. reported.	406,077,685	370,654,879	311,399,730	350,930,214
Total 52 weeks.	\$413,726,678	\$377,049,979	\$347,877,280	\$356,362,729

The following table shows the exports and imports of specie at the port of New York for the week ending Dec. 29, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881.

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.		\$19,800	\$43,799	\$1,590,961
France.			109,360	1,693,189
Germany.				3,519,511
West Indies.		21,555	15,895	4,532,650
Mexico.				84,388
South America.		308,603	5,200	239,325
All other countries.		355,221		122,983
Total 1883.		\$705,179	\$165,254	\$14,803,007
Total 1882.		33,937,454	132,228	4,463,793
Total 1881.	3,000	451,551	115,939	53,139,801
Silver.				
Great Britain.	\$214,150	\$14,461,516	\$.....	\$.....
France.	18,195	516,471		1,666
German.		5,409		248,372
West Indies.		77,738	35,830	1,079,423
Mexico.			41,675	4,493,734
South America.		13,773	5,577	165,516
All other countries.		82,679		15,704
Total 1883.	\$232,345	\$15,157,577	\$83,082	\$6,004,417
Total 1882.	616,480	11,564,925	59,826	3,232,708
Total 1881.	272,500	10,865,665	42,850	2,820,864

Of the above imports for the week in 1883, \$15,842 were American gold coin and \$18,798 American silver coin.

Banking and Financial.

DIAMONDS.

ALFRED H. SMITH & CO.,

182 BROADWAY, COR. JOHN ST.,

IMPORTERS OF

Diamonds, Fine Rubies, Sapphires & other Precious Stones, EXCLUSIVELY.

The Bankers' Gazette.

DIVIDENDS.

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Atchison Top. & Santa Fe (quar.)	\$1 50	Feb. 15	Jan. 12 to Jan. 18
Boston & Lowell	3	Jan. 1	
Connecticut River	4	Jan. 1	
Det. Hillsd. & Southwest	2	Jan. 5	
East Mahanoy	\$1 50	Jan. 15	
East Pennsylvania	\$1 50	Jan. 15	Jan. 1 to Jan. 9
Granite	3	Jan. 1	
Housatonic pref. (quar.)	\$2	Jan. 15	Jan. 5 to Jan. 15
Long Island (quar.)	1	Feb. 1	Jan. 16 to Feb. 1
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Paterson & Hudson	4 1/2	Jan. 3	
Paterson & Ramapo	4 1/2	Jan. 3	
Pittsburg Ft. W. & Chic. (quar.)	1 1/4	Jan. 8	
Do special guar. (quar.)	1 1/4	Jan. 2	
Pittsburg & North Adams	2 1/2	Jan. 1	
Portland Saco & Portsmouth	3	Jan. 15	
Providence & Worcester	3	Jan. 1	
Richmond & Petersburg	2 1/2	Jan. 1	
Ware River	3 1/2	Jan. 1	
Worcester & Nashua	1 1/4	Jan. 1	
West Jersey & Atlantic	4	Jan. 5	
Banks.			
Leather Manufacturers'	5	Jan. 2	Dec. 29 to Jan. 1
St. Nicholas	4	Jan. 2	
Insurance.			
Firemen's	4	Jan. 7	
Hanover	5	On dem.	
Long Island	5	On dem.	
People's Fire	5	On dem.	
Miscellaneous.			
N. Y. Mutual Telegraph	1	Jan. 15	Jan. 13 to Jan. 15
Union Trust (quar.)	2 1/2	Jan. 10	Jan. 8 to Jan. 15

NEW YORK, FRIDAY, JANUARY 4-5 P. M.

The Money Market and Financial Situation.—A feature of some interest in financial affairs is the favorable report of the Superintendent of the Banking Department of the State of New York for the year to September 30, 1883, which shows that the aggregate of deposits in the eighty-four banks operating under charters from the State have increased over 33 per cent in the year by the sum of \$31,863,983, and are now more than double what they were in 1879. The condensed statement of the progress of the various leading items of the report for the last five years indicates that the business and profits of these banks organized under State laws have increased to an extent which makes a favorable comparison with the same items in the business of the national banks. It should be said, however, that in part the recent increase is due to the conversion of some of the national banks to the State system.

Date.	Capital.	Due deposits on demand.	Loans and discounts.	Profits and surplus.
Sept., 1879	\$19,353,200	\$52,259,589	\$51,174,579	\$7,236,465
Sept., 1880	18,738,200	61,795,773	66,179,259	8,058,180
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There have been no special developments in the way of what could be strictly called "failures" in the last week. The resignation of Mr. Villard from the presidency of the Northern Pacific and the incidental development that his private fortune has been lost cannot be called a failure in the mercantile sense of the word. So, also, the fact that the resources of the North River Construction Company are apparently proving insufficient to build and fully equip the New York West Shore & Buffalo Railroad, the actual cost of which has been from \$5,000,000 to \$7,000,000 over the original estimates, is important only as showing that the West Shore Company may be obliged to raise something like that sum either by a second mortgage or by some other method.

In the New York money market there is still as much of a plethora of unemployed funds as ever, and the amount is daily being increased by the annual interest and dividend disbursements. The distrustful feeling, which has been largely due to the expectation of just such developments as those above referred to in connection with the Northern Pacific and the New York West Shore & Buffalo railroads, still prevails to a large extent, though the better understanding of the real facts in each case has done something to help restore confidence, and in the last day or two there have been more indications of a disposition to invest in railway stocks and bonds than for several weeks before. The rates for money, however, continue extremely low. For call loans on stock collaterals they have ranged from 2 to 3 1/2 per cent during the week. The rates for time loans have continued at 4 1/2 and 5 on similar collaterals for six months. Rates for mercantile discounts remain at 5 and 5 1/2 for first class double-name paper for 60 days and four months, and 6 and 6 1/2 for single names.

The great foreign banks all show considerable losses of specie during the week. The Bank of England lost £129,000. The Bank of France lost 10,262,000 francs in gold and 6,313,000 francs in silver. The Bank of Germany lost 17,766,000 marks. The Bank of England reserve was decreased from 39 13-16 per cent last week to 34 1/8 per cent this week. The Bank rate of discount, however, remained unchanged at 3 per cent.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. Dec. 29.	Differences from previous week.	1882. Dec. 30.	1881. Dec. 31.
Loans and dis.	\$327,535,700	Dec. \$536,400	\$311,071,200	\$315,443,400
Specie	60,468,100	Dec. 226,600	57,627,100	57,782,500
Circulation	15,156,800	Inc. 32,500	17,625,500	20,162,400
Net deposits	320,793,000	Dec. 964,800	291,663,600	289,890,400
Legal tenders	26,479,100	Dec. 160,400	18,664,200	15,942,000
Legal reserve	\$80,198,250	Dec. \$241,200	\$72,915,900	\$72,472,600
Reserve held	\$6,947,200	Dec. 387,600	76,291,300	73,724,500
Surplus	\$6,748,950	Dec. \$145,000	\$3,375,400	\$1,251,900

Exchange.—The market for sterling has been higher this week, and quotations have been marked up half a cent, namely to 4 83 and 4 86 as the posted rates, the rates for actual business on Friday, the 4th, being as follows, viz.: Sixty days, 4 82 @ 4 82 1/4; demand, 4 85 @ 4 85 1/4; cables, 4 85 1/2 @ 4 86; commercial bills selling at 4 80 1/2 @ 4 81. Continental exchange has also been firmer during the week.

United States Bonds.—There has been some abatement in the demand for government bonds, and as a consequence prices show a falling off. The 4 1/2s are 5/8 lower and the 4s 5/8 @ 7/8 lower. For the 3s par is bid.

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

	Interest Periods.	Dec. 29	Dec. 31	Jan. 1	Jan. 2	Jan. 3	Jan. 4
4 1/2s, 1891	reg. Q.-Mar.	115	114 3/4		114 3/8	114 3/8	114 1/4
4 1/2s, 1891	coup. Q.-Mar.	114 7/8	114 7/8		114 7/8	114 3/8	114 1/4
4s, 1907	reg. Q.-Jan.	123 7/8	123 7/8		123 3/8	123 1/2	123 3/8
4s, 1907	coup. Q.-Jan.	124 7/8	124 7/8		x 23 3/4	123 3/8	123 1/4
3s, option U. S.	reg. Q.-Feb.	101	101		100 1/4	100 1/4	100
6s, cur'cy, '95	reg. J. & J.	128	123		123	128	130
6s, cur'cy, '96	reg. J. & J.	130	130		130	130	132
6s, cur'cy, '97	reg. J. & J.	132	132		132	132	134
6s, cur'cy, '98	reg. J. & J.	134	134		134	134	135
6s, cur'cy, '99	reg. J. & J.	135	135		135 1/2	135 1/2	135 1/2

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

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
Dec. 29	\$ 1,042,190 79	\$ 973,399 35	\$ 117,241,784 63	\$ 7,235,916 72
" 31	839,552 27	1,080,209 88	116,878,288 48	7,358,753 26
Jan. 1				
" 2	1,124,222 68	1,657,352 09	116,616,106 84	7,087,797 49
" 3	* 1,559,936 05	4,904,794 65	116,463,194 07	6,895,821 36
" 4	1,222,807 27	2,345,501 92	115,598,970 60	6,637,350 18
Total	8,788,679 06	10,961,267 89		

* Includes \$3,000,000 gold certificates put into cash.

State and Railroad Bonds.—The market for railroad bonds was generally lower during the first three days of the past week, but in the last three days has shown a general tendency toward higher prices. The recovery about offsets the previous decline, though the figures of prices do not show this in many cases, from the fact that a majority of the bonds are now quoted ex-interest. The greatest activity and the greatest fluctuation have been in the New York West Shore & Buffalo 5s, which twice during the week have made dips to 64. The first time this decline included the 2 1/2 per cent semi-annual interest, and the second decline to 64 was ex-interest. The range has been 69 1/8, 64, 66 1/2, including interest, and 64, 67 1/2, 65 1/4 ex-interest. The business in these bonds has averaged nearly \$1,000,000 for each of the business days. The range of prices for other bonds during the week has been as follows, viz: Burlington & Quincy debenture 5s at 91 3/4 @ 93 1/2; Central Pacific gold bonds at 115 @ 116 @ ex interest 111 5/8 @ 118 1/2; Canada Southern firsts at 98 1/4 @ 95 3/8 x; East Tennessee 5s at 75 @ 74 @ x 72 1/2 @ 74; do incomes at 30 @ 27 @ 28; Northern Pacific firsts at 105 1/8 @ 103 3/4 @ x 101 1/8 @ 102 1/2 @ 104; Kansas & Texas general mortgage 6s at 80 1/8 @ 80 @ 81 1/2; New York Chicago and St. Louis firsts at 102 @ 101 1/2 @ 102 1/2 @ 101 3/4; Ohio Central firsts at 64 @ 65; Ohio Southern incomes at 20 @ 25; Oregon Short Line 6s at 92 1/2 @ 89 3/4 @ 90; Oregon Railway & Nav. 6s at 107 1/2 @ 106 @ x 102 1/4 @ 104 1/2 @ 104; Erie second consols at 92 1/2 @ 88 @ 91 3/4; New Orleans & Pacific firsts at 88 1/4 @ x 84 @ 85; New York & New England 7s at 105 @ x 100 @ 93; and Texas & Pacific—Rio Grande division firsts at 72 @ 71 1/4 @ 73 1/2.

In State bonds transactions were confined to Tennessee issues, at 37 1/4 for the old, 37 1/2 @ 37 5/8 @ 37 1/4 for the new, and 41 for the compromise.

Railroad and Miscellaneous Stocks.—The stock market has been very much unsettled during the week, owing to conflicting views taken by the public of the developments expected in connection with the examination and report on the financial condition of the Oregon & Trans-Continental Company, the doubt about the settlement of the troubles among the Iowa and Nebraska pools, the complications of the Delaware Lackawanna & Western with the Trunk Line Pool, etc., etc. During the first two of the last seven days the majority of speculators were disposed to take bearish views, and there were free predictions of unfavorable developments on each of the above features. The last three days, however, have shown a considerable recovery of confidence, and the result is that the declines of the first few days have in most cases been more than recovered, some of the advances being important, while only a few of the active stocks show declines for the week. The fluctuations, however, have been wider than usual, as will be seen by the table on another page, some stocks having touched lower prices in the last week than ever before.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING JAN. 4, AND FOR YEARS 1883 AND 1882.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES.						Sales of the Week (Shares).	Range for Year 1883.		For Full Year 1882.	
	Saturday, Dec. 29.	Monday, Dec. 31.	Tuesday, Jan. 1.	Wednesday, Jan. 2.	Thursday, Jan. 3.	Friday, Jan. 4.		Lowest.	Highest.	Low.	High.
RAILROADS.											
Atchison Topeka & Santa Fe.				82½	82½	82½	262	78½	Feb. 17	84¼	June 14
Boston & N. Y. Air-L., pref.								78	Mar. 28	84¼	May 3
Burlington Ced. Rapids & No.								75	Sept. 24	86	Nov. 13
Canadian Pacific.	54½	55½	54	54½	56	57	32,250	47½	Oct. 20	65½	May 3
Canada Southern.	52½	52½	50	52½	51½	52	6,900	47½	Oct. 17	71¼	Jan. 19
Central of New Jersey.	*83	84	83½	84	85¼	86½	6,300	68½	Jan. 3	90	Oct. 18
Central Pacific.	64½	64½	63½	64½	64½	66½	16,235	61	Oct. 16	88	Jan. 5
Chesapeake & Ohio.	*14	14½	*14	15	14½	14½	332	13	Oct. 17	23½	Jan. 20
Do 1st pref.	*24	27	*24½	26	24	27		23	Aug. 14	35½	Jan. 20
Do 2d. pref.	16	16	17	17	*16½	17½	230	14½	Oct. 18	27	Jan. 22
Chicago & Alton.	133½	133½	134½	134½	133½	133½	198	128	Aug. 15	137½	Jan. 22
Chicago Burlington & Quincy.	120½	120½	119½	120½	120½	121	11,055	115½	Feb. 20	129½	Apr. 13
Chicago Milwaukee & St. Paul.	93½	94½	91½	93½	92½	93½	179,190	91½	Dec. 26	108½	Jan. 20
Do pref.	*117	118	116	116½	116½	117	1,652	115	Oct. 17	122½	Sept. 7
Chicago & Northwestern.	116½	117½	116½	117½	116½	117	33,150	115½	Dec. 12	140½	Apr. 13
Do pref.	144	144½	144½	144½	146	146½	1,724	134	Oct. 17	157½	Apr. 13
Chicago Rock Island & Pacific.	117½	117½	116½	117½	117½	117½	1,655	116½	Dec. 31	127½	Jan. 5
Chicago St. Louis & Pittsburg.	12	12	33	33½	34	36	340	10½	Aug. 31	22	Apr. 21
Do pref.	33½	33½	33	33½	34	36	533	33	Oct. 17	57½	May 16
Chicago St. Paul Minn. & Om.	94½	95	92½	94½	93½	94½	6,854	30	Oct. 17	55	Jan. 18
Do	94½	95	92½	94½	93½	94½	5,309	91	Oct. 17	113½	Jan. 5
Cleveland Col. Cinn. & Ind.	65	65	65	65	66½	66	722	54	Oct. 3	84	Jan. 5
Cleveland & Pittsburg, guar.	138½	138½					108	124½	Aug. 13	142	Jan. 26
Columbus Chic. & Ind. Cent.	1	1					400	1½	Dec. 7	7¼	Mar. 5
Delaware Lackawanna & West.	117½	117½	116½	117½	116½	117½	162,120	111½	Oct. 17	131½	Apr. 13
Denver & Rio Grande.	24½	25½	24½	25	24½	25½	12,340	21½	Aug. 21	51½	May 3
East Tennessee Va. & Ga.	*5½	6	*5½	6	6¼	6¼	2,100	4½	Oct. 17	11¼	Apr. 13
Do pref.	*11½	12	*11½	11½	12	13	500	11½	Oct. 17	23	Apr. 14
Evansville & Terre Haute.								45	Aug. 28	75	Jan. 29
Green Bay Winona & St. Paul.	*5	6	*5	6				5	Feb. 9	107½	Apr. 12
Hannibal & St. Joseph.								38	Mar. 6	46½	Jan. 17
Do pref.								72	Jan. 3	97½	May 5
Harlem.							100	190	Aug. 28	200	Jan. 29
Houston & Texas Central.	*49	52	*50	55	*45	51	300	50	Nov. 2	82½	Apr. 5
Illinois Central.	*131½	133	131	132	132½	134	450	121	Aug. 14	148	June 14
Do leased line.	82	82	82	83			92	77	Feb. 17	84¼	Dec. 7
Indiana Bloom'n & Western.	18½	18½	*17	19	17½	17½	420	17½	Dec. 26	35½	Apr. 9
Lake Erie & Western.	17½	18½	18½	18½	18½	18½	2,150	13½	Oct. 16	33½	Jan. 18
Lake Shore.	98½	98½	94½	98½	95½	97	110,158	92½	Oct. 18	114½	Jan. 18
Long Island.	66	66	65½	66	67	67	630	58	Oct. 17	86½	June 30
Louisiana & Missouri River.	45	45½	44	45	45½	46½	51,100	13	Sept. 18	25	Nov. 21
Louisville & Nashville.	45	45½	44	45	45½	46½	100	40½	Aug. 27	58½	Jan. 29
Louisville New Albany & Chic.	42	42½	42	42	42	43	700	38	Dec. 27	68	Jan. 5
Manhattan Elevated.	86	90	*86	90	*86	90		38	Aug. 14	53½	Feb. 9
Do 1st pref.	42	42½	42	42½	40	43		80	Aug. 18	90	Jan. 18
Do common.	42	42½	42	42½	40	43		38	Aug. 17	53	Feb. 10
Manhattan Beach Co.	31	35	32	31	32½	34	635	12½	Oct. 18	30½	June 30
Memphis & Charleston.	*32	34	30	30	*30	34	3,500	32	Dec. 31	55	Jan. 8
Metropolitan Elevated.	89½	90	88½	89½	87	87½	100	76	May 17	95½	Sept. 14
Michigan Central.	89½	90	88½	89½	87	87½	5,809	77	Oct. 17	100½	Jan. 19
Milwaukee L. Sh. & Western.			39		38	38	100	10	June 11	18	Jan. 4
Do pref.	17½	17½			17½	17½		35	Oct. 19	48½	Jan. 20
Minneapolis & St. Louis.	35	36	34½		34½	34½	1,000	16½	Dec. 26	30½	Jan. 18
Do pref.	21½	21½	21	21½	21½	22½		33	Dec. 22	68½	Jan. 18
Missouri Kansas & Texas.	88½	91½	86	89½	86½	89½	10,500	19½	Oct. 17	34½	Jan. 18
Missouri Pacific.	*10½	11½	*9½	11	10½	10½	109,116	86	Dec. 31	106½	Apr. 9
Mobile & Ohio.							169	10	Oct. 16	19½	Jan. 5
Morris & Essex.							6	120	Feb. 15	129½	June 11
Nashville Chattanooga & St. L.	*52	56	*52	56	*52	56	38,362	50½	May 17	64½	Jan. 22
New York Central & Hudson.	112½	113½	111½	112½	112½	113½	905	111½	Dec. 31	129½	Mar. 10
New York Chic. & St. Louis.	18½	19	18	18½	18½	19	1,300	7	Aug. 13	15½	Jan. 5
Do pref.	120	130	115	130	105	130		13½	Oct. 17	35	Jan. 4
New York Elevated.	85½	85½	86	86	86½	87½	315	90	Aug. 23	105	Feb. 16
New York Lack. & Western.	27½	27½	26½	27½	26½	27½	58,900	26½	Dec. 31	40½	Jan. 18
New York Lake Erie & West.	19	20½	18	18½	14	14½	120	26½	Dec. 31	40½	Jan. 18
Do pref.	176½	178½	176½	178½	15½	16½	10,135	17½	Dec. 19	52½	Jan. 9
New York & New England.	16½	16½	15½	16½	15½	16½	22	169	Jan. 16	182	May 28
New York New Haven & Hart.							4,800	15½	Dec. 19	29½	Apr. 14
New York Ontario & Western.							100	4½	Oct. 15	8½	May 10
New York Susq. & Western.								14	Oct. 16	21½	May 10
Do pref.	*12	13½	*12	13½	40	41		10	Apr. 26	18	Jan. 8
Norfolk & Western.	*39½	40½	39½	40	25	25½	300	32	Aug. 14	49½	Jan. 20
Do pref.	23½	24½	23½	24½	51½	52½	37,092	23½	Oct. 17	53½	June 14
Northern Pacific.	50	52½	50	52	51½	53½	14,442	49½	Dec. 17	90½	June 14
Do	2½	2½	2½	2½	2½	2½	2,067	2	Oct. 3	14¼	Apr. 13
Ohio Central.	22½	23	22½	23	22½	23	1,200	21	Dec. 26	36½	Apr. 13
Ohio & Mississippi.								7	July 24	14¼	Apr. 24
Ohio Southern.	30	31½	29½	31½	30½	32½	26,980	29½	Dec. 31	89	Jan. 19
Oregon & Trans-Continental.	*14	14	13½	14½	14	14½	600	12	Aug. 30	28	Jan. 18
Peoria Decatur & Evansville.	55½	55½	55	55½	56½	57½	40,000	46½	Aug. 27	61½	June 15
Philadelphia & Reading.							18	129½	Sept. 24	138	Jan. 10
Pittsburg Ft. Wayne & Chic.	*54	54	*54	54	*54	60		4	Dec. 17	15½	Apr. 16
Rich. & Allegh. stock trust cfs.	28	28½	27½		28½	29½		47	Jan. 13	72	July 23
Richmond & Danville.	15½	15½	14½	15½	14½	15½	1,000	21	Feb. 16	39	June 2
Richmond & West Point.	44	44	44	44	41	43	6,110	11	Aug.		

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Sept., 1883	21,761,700	113,914,963	96,338,963	11,146,418

There have been no special developments in the way of what could be strictly called "failures" in the last week. The resignation of Mr. Villard from the presidency of the Northern Pacific and the incidental development that his private fortune has been lost cannot be called a failure in the mercantile sense of the word. So, also, the fact that the resources of the North River Construction Company are apparently proving insufficient to build and fully equip the New York West Shore & Buffalo Railroad, the actual cost of which has been from \$5,000,000 to \$7,000,000 over the original estimates, is important only as showing that the West Shore Company may be obliged to raise something like that sum either by a second mortgage or by some other method.

In the New York money market there is still as much of a plethora of unemployed funds as ever, and the amount is daily being increased by the annual interest and dividend disbursements. The distrustful feeling, which has been largely due to the expectation of just such developments as those above referred to in connection with the Northern Pacific and the New York West Shore & Buffalo railroads, still prevails to a large extent, though the better understanding of the real facts in each case has done something to help restore confidence, and in the last day or two there have been more indications of a disposition to invest in railway stocks and bonds than for several weeks before. The rates for money, however, continue extremely low. For call loans on stock collaterals they have ranged from 2 to 3 1/2 per cent during the week. The rates for time loans have continued at 4 1/2 and 5 on similar collaterals for six months. Rates for mercantile discounts remain at 5 and 5 1/2 for first class double-name paper for 60 days and four months, and 6 and 6 1/2 for single names.

The great foreign banks all show considerable losses of specie during the week. The Bank of England lost £129,000. The Bank of France lost 10,262,000 francs in gold and 6,313,000 francs in silver. The Bank of Germany lost 17,766,000 marks. The Bank of England reserve was decreased from 39 13-16 per cent last week to 34 1/8 per cent this week. The Bank rate of discount, however, remained unchanged at 3 per cent.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. Dec. 29.	Differences from previous week.	1882. Dec. 30.	1881. Dec. 31.
Loans and dis.	\$327,535,700	Dec. \$536,400	\$311,071,200	\$315,443,400
Specie	60,468,100	Dec. 226,600	57,627,100	57,782,500
Circulation	15,156,800	Inc. 32,500	17,625,500	20,162,400
Net deposits	320,793,000	Dec. 964,500	291,663,600	289,890,400
Legal tenders	26,479,100	Dec. 160,400	18,664,200	15,942,000
Legal reserve.	\$80,198,250	Dec. \$241,200	\$72,915,900	\$72,472,600
Reserve held.	\$6,947,200	Dec. 387,600	76,291,300	73,724,500
Surplus	\$6,748,950	Dec. \$145,000	\$3,375,400	\$1,251,900

Exchange.—The market for sterling has been higher this week, and quotations have been marked up half a cent, namely to 4 83 and 4 86 as the posted rates, the rates for actual business on Friday, the 4th, being as follows, viz.: Sixty days, 4 82@4 82 1/4; demand, 4 85@4 85 1/4; cables, 4 85 1/2 @4 86; commercial bills selling at 4 80 1/2 @4 81. Continental exchange has also been firmer during the week.

United States Bonds.—There has been some abatement in the demand for government bonds, and as a consequence prices show a falling off. The 4 1/8s are 5/8 lower and the 4s 3/8 @ 7/8 lower. For the 3s par is bid.

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

	Interest Periods.	Dec. 29.	Dec. 31.	Jan. 1.	Jan. 2.	Jan. 3.	Jan. 4.
4 1/8s, 1891	reg. Q.-Mar.	115	114 3/4		*114 7/8	114 5/8	114 1/4
4 1/8s, 1891	coup. Q.-Mar.	*114 7/8	*114 7/8		114 7/8	114 5/8	*114 1/4
4s, 1907	reg. Q.-Jan.	123 7/8	*123 7/8		123 5/8	*123 1/2	*123 3/8
4s, 1907	coup. Q.-Jan.	124 7/8	124 7/8		x 23 3/4	123 3/8	123 1/4
3s, option U. S.	reg. Q.-Feb.	*101	*101		*100 1/4	*100 1/4	*100
6s, cur'cy, '95	reg. J. & J.	*128	*128		*128	*128	*130
6s, cur'cy, '96	reg. J. & J.	*130	*130		*130	*130	*132
6s, cur'cy, '97	reg. J. & J.	*132	*132		*132	*132	*134
6s, cur'cy, '98	reg. J. & J.	*134	*134		*134	*134	*136
6s, cur'cy, '99	reg. J. & J.	*135	*135		*135 1/2	*135 1/2	*135 1/2

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

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
	\$	\$	Coin.	Currency.
Dec. 29	1,042,190 79	973,399 35	117,241,784 63	7,235,916 72
" 31	839,552 27	1,080,209 88	116,878,288 48	7,358,755 26
Jan. 1				
" 2	1,124,222 68	1,657,352 09	116,616,106 81	7,087,797 49
" 3	*4,559,946 05	4,904,794 65	116,463,194 07	6,895,821 36
" 4	1,222,807 27	2,345,501 92	115,598,970 60	6,637,350 18
Total	8,788,679 06	10,961,267 89		

* Includes \$3,000,000 gold certificates put into cash.

State and Railroad Bonds.—The market for railroad bonds was generally lower during the first three days of the past week, but in the last three days has shown a general tendency toward higher prices. The recovery about offsets the previous decline, though the figures of prices do not show this in many cases, from the fact that a majority of the bonds are now quoted ex-interest. The greatest activity and the greatest fluctuation have been in the New York West Shore & Buffalo 5s, which twice during the week have made dips to 64. The first time this decline included the 2 1/2 per cent semi-annual interest, and the second decline to 64 was ex-interest. The range has been 69 1/8, 64, 66 1/2, including interest, and 64, 67 1/2, 65 1/4 ex-interest. The business in these bonds has averaged nearly \$1,000,000 for each of the business days. The range of prices for other bonds during the week has been as follows, viz: Burlington & Quincy debenture 5s at 91 3/4 @ 93 1/2; Central Pacific gold bonds at 115 @ 116 @ ex interest 111 5/8 @ 1 1/8 @ 1/2; Canada Southern firsts at 98 1/4 @ 95 5/8 x; East Tennessee 5s at 75 @ 74 @ x 72 1/2 @ 1/4; do incomes at 30 @ 27 @ 28; Northern Pacific firsts at 105 1/8 @ 103 3/4 @ x 101 1/8 @ 102 1/2 @ 1/4; Kansas & Texas general mortgage 6s at 80 1/8 @ 80 @ 81 1/2; New York Chicago and St. Louis firsts at 102 @ 101 1/2 @ 102 1/2 @ 101 3/4; Ohio Central firsts at 64 @ 65; Ohio Southern incomes at 20 @ 25; Oregon Short Line 6s at 92 1/2 @ 89 3/4 @ 90; Oregon Railway & Nav. 6s at 107 1/2 @ 106 @ x 102 1/4 @ 104 1/2 @ 1/4; Erie second consols at 92 1/2 @ 88 @ 91 3/4; New Orleans & Pacific firsts at 88 1/4 @ x 84 @ 85; New York & New England 7s at 105 @ x 100 @ 93; and Texas & Pacific—Rio Grande division firsts at 72 @ 71 1/4 @ 73 1/2.

In State bonds transactions were confined to Tennessee issues, at 37 1/4 for the old, 37 1/2 @ 37 5/8 @ 37 1/4 for the new, and 41 for the compromise.

Railroad and Miscellaneous Stocks.—The stock market has been very much unsettled during the week, owing to conflicting views taken by the public of the developments expected in connection with the examination and report on the financial condition of the Oregon & Trans-Continental Company, the doubt about the settlement of the troubles among the Iowa and Nebraska pools, the complications of the Delaware Lackawanna & Western with the Trunk Line Pool, etc., etc. During the first two of the last seven days the majority of speculators were disposed to take bearish views, and there were free predictions of unfavorable developments on each of the above features. The last three days, however, have shown a considerable recovery of confidence, and the result is that the declines of the first few days have in most cases been more than recovered, some of the advances being important, while only a few of the active stocks show declines for the week. The fluctuations, however, have been wider than usual, as will be seen by the table on another page, some stocks having touched lower prices in the last week than ever before.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING JAN. 4, AND FOR YEARS 1883 AND 1882.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES.						Sales of the Week (Shares).	Range for Year 1883.		For Full Year 1882.					
	Saturday, Dec. 29.	Monday, Dec. 31.	Tuesday, Jan. 1.	Wednesday, Jan. 2.	Thursday, Jan. 3.	Friday, Jan. 4.		Lowest.	Highest.	Low.	High.				
RAILROADS.															
Atchison Topeka & Santa Fe.				82½	82½	82½	82½		78½	Feb. 17	84½	June 14	84	95½	
Boston & N. Y. Air-L., pref.								262	78	Mar. 28	84½	May 3	60	80½	
Burlington Ced. Rapids & No.									75	Sept. 24	86	Nov. 13	67	85½	
Canadian Pacific.	54½	55½	54	54½	55½	56½	57	32,250	48½	Oct. 20	65½	May 3			
Canada Southern.	52½	52½	50	52½	51½	52		6,900	47½	Oct. 17	71½	Jan. 19	44	73	
Central of New Jersey.	*83	84	83½	84	85½	86½		6,300	68½	Jan. 3	90	Oct. 18	63½	97½	
Central Pacific.	64½	64½	63½	64½	64½	65½		16,235	61	Oct. 16	88	Jan. 5	82½	97½	
Chesapeake & Ohio.	*14	14½	*14	15	14½	14½		332	13	Oct. 17	23½	Jan. 20	19½	27	
Do 1st pref.	*24	27	*24½	26	24	27			23	Aug. 14	35½	Jan. 20	27½	41½	
Do 2d. pref.	16	16	17	17	16½	17½		230	14½	Oct. 18	27	Jan. 22	21	29	
Chicago & Alton.	133½	133½	134½	134½	133½	133½		198	128	Aug. 15	137½	Jan. 22	127½	145½	
Chicago Burlington & Quincy.	120½	120½	119½	120½	120½	121		11,055	115½	Feb. 20	129½	Apr. 13	120½	141	
Chicago Milwaukee & St. Paul.	93½	94½	91½	93½	94½	93½		179,190	91½	Dec. 26	108½	Jan. 20	96½	128½	
Do pref.	*117	118	116	116½	116½	117			1,652	115	Oct. 17	122½	Sept. 7	114½	144½
Chicago & Northwestern.	116½	117½	116½	117½	116½	118½		33,150	115½	Dec. 12	140½	Apr. 13	124	150½	
Do pref.	144	144½	144½	144½	146	146½		1,724	134	Oct. 17	157	Apr. 13	136	175	
Chicago Rock Island & Pacific.	117½	117½	116½	117½	117½	117½		1,655	116½	Dec. 31	127½	Jan. 5	122	140½	
Chicago St. Louis & Pittsburg.	12	12	11½	12	11½	12		340	10½	Aug. 31	22	Apr. 21			
Do pref.	35	35	33½	33½	34	36		533	33	Oct. 17	57½	May 16			
Chicago St. Paul Minn. & Om.	33½	33½	33	33½	33½	34		6,854	30	Oct. 17	55	Jan. 18	29½	58½	
Do pref.	94½	95	92½	94½	95	94½		5,399	91	Oct. 17	113½	Jan. 5	97½	117	
Cleveland Col. Cinn. & Ind.	65	65	65	65	66½	66		722	54	Oct. 3	84	Jan. 5	65½	92½	
Cleveland & Pittsburg, guar.	138½	138½			66½	66		108	124½	Aug. 13	142	Jan. 26	133	140	
Columbus Chic. & Ind. Cent.	1½	1½						400	1½	Dec. 7	7½	Mar. 5	37½	21½	
Delaware Lackawanna & West.	117½	117½	116½	117½	116½	117½		162,120	111½	Oct. 17	131½	Apr. 13	116½	150½	
Denver & Rio Grande.	24½	25½	24½	25	24½	25½		12,310	21½	Aug. 21	51½	May 3	38½	74½	
East Tennessee Va. & Ga.	*5½	6	*5½	6	6	6		2,100	4½	Oct. 17	11½	Apr. 13	8	16	
Do pref.	*11½	12	*11½	11½	12	13		500	11½	Oct. 17	23	Apr. 14	15½	26½	
Evansville & Terre Haute.								45	Aug. 28	75	Jan. 29	68	86½		
Green Bay Winona & St. Paul.	*5	6	*5	6				5	Feb. 9	10½	Apr. 12	6	18		
Hannibal & St. Joseph.								38	Mar. 6	46½	Jan. 17	45	110		
Do pref.								72	Jan. 3	97½	May 5	72	111½		
Harlem.						193	193	100	190	Aug. 28	200	Jan. 29	196	203	
Houston & Texas Central.	*49	52	*50	55	*45	54	50	300	50	Nov. 2	82½	Apr. 5	61	92½	
Illinois Central.	131½	133	131	132	132½	133	134	450	124	Aug. 11	148	June 14	127½	150½	
Do leased line.	82	82	83	83				92	77	Feb. 17	84½	Dec. 7			
Indiana Bloom'n & Western.	18½	18½	*17	19	17½	17½	18	420	17½	Dec. 26	35½	Apr. 9	30	49½	
Lake Erie & Western.	17½	18½	18½	18½	18½	18½	18½	2,450	13½	Oct. 16	33½	Jan. 18	23½	45	
Lake Shore.	98½	99½	99½	98½	95½	96½	97	110,458	92½	Oct. 18	114½	Jan. 18	98	120½	
Long Island.	66	66	65½	66	65	67	67	690	58	Oct. 17	86½	June 30	49½	65	
Louisiana & Missouri River.									13	Sept. 18	25	Nov. 21	14½	24	
Louisville & Nashville.	45	45½	44	45	43½	44½	45½	51,100	40½	Aug. 27	58½	Jan. 29	46½	100½	
Louisville New Albany & Chic.								100	30	Dec. 27	68	Jan. 5	57	78	
Manhattan Elevated.	42	42½	42	42	41	42½	43	700	38	Aug. 14	53½	Feb. 9	40	60½	
Do 1st pref.	*86	90	*86	90	*86	90		80	Aug. 18	90	Jan. 18	82	98½		
Do common.	42	42½	42	42½	40	43		38	Aug. 17	53	Feb. 10	40	56		
Manhattan Beach Co.								635	12½	Oct. 18	30½	June 30	15	37	
Memphis & Charleston.	34	35	32	31	32½	32½	34	3,500	32	Dec. 31	55	Jan. 8	42½	82½	
Metropolitan Elevated.	*92	94	90	90	*90	94		100	76	May 17	95½	Sept. 14	77	93	
Michigan Central.	89½	90	88½	89½	87	87½		5,800	77	Oct. 17	100½	Jan. 19	77	105	
Milwaukee L. Sh. & Western.									10	June 11	18	Jan. 4	13	21	
Do pref.								100	35	Oct. 19	48½	Jan. 20	41½	58½	
Minneapolis & St. Louis.	17½	17½			17½	17½		16½	16½	Dec. 26	30½	Jan. 18	19	36½	
Do pref.	35	36	*34	34½	34	35		1,000	33	Dec. 22	68½	Jan. 18	59	77	
Missouri Kansas & Texas.	21½	21½	21	21½	21½	22½		10,500	19½	Oct. 17	34½	Jan. 18	26½	42½	
Missouri Pacific.	83½	91½	86	89½	86½	88½	89½	109,116	86	Dec. 31	106½	Apr. 9	86½	112½	
Mobile & Ohio.	*10½	11½	*9½	11	10½	10½		169	10	Oct. 16	19½	Jan. 5	12	35½	
Morris & Essex.									120	Feb. 15	129½	June 11	119½	128	
Nashville Chattanooga & St. L.	52	56	*52		52	56		50½	50½	May 17	64½	Jan. 22	47	87½	
New York Central & Hudson.	112½	113½	111½	112½	112½	113½		38,362	111½	Dec. 31	129½	Mar. 10	123½	138	
New York Chic. & St. Louis.	*84	94	88	88	88	94		905	7	Aug. 13	15½	Jan. 5	10½	17½	
Do pref.	18½	19	18	18½	18½	19		1,300	13½	Oct. 17	35	Jan. 4	27	37½	
New York Elevated.	120	120	115	130	105	130			90	Aug. 23	105	Feb. 16	100	109½	
New York Lack. & Western.	85½	85½	86	86	86½	87½		315	83½	Oct. 19	89½	Mar. 5			
New York Lake Erie & West.	27½	27½	26½	27½	26½	27½		58,900	26½	Dec. 31	40½	Jan. 18	33½	43½	
Do pref.	19	20½	18	18½	14	15½		420	72	Aug. 13	83	Jan. 5	67	88½	
New York & New England.								10,135	17½	Dec. 19	52½	Jan. 9	45	60½	
New York New Haven & Hart.	16½	16½	15½	16½	15½	16½		22	169	Jan. 16	183	May 28	168	186	
New York Ontario & Western.								4,800	15½	Dec. 19	29½	Apr. 14	20½	31½	
New York Susq. & Western.								100	4½	Oct. 15	8½	May 10			
Do pref.									14	Oct. 16	21½	May 10			
Norfolk															

RAILROAD EARNINGS.

Roads.	Latest Earnings Reported.	Jan. 1 to Latest Date.			
		1883.	1882.	1883.	1882.
Ala. Gt. Southern	November.	107,319	98,086	952,392	761,973
Atch. Top. & S. Fe	November.	1,340,762	1,349,312	13,011,531	13,314,665
Buff. N. Y. & Phil.	September.	268,353	241,424		
Bur. Ced. R. & No.	3d wk Dec.	58,492	60,217	2,779,156	2,722,931
Canad'n Pacific	3d wk Dec.	67,000	57,000	5,183,534	2,463,345
Central Iowa	2d wk Dec.	35,096	27,018	1,237,692	1,112,457
Central Pacific	November.	2,100,000	2,139,259	22,878,232	23,612,409
Chesap. & Ohio	3d wk Dec.	73,405	66,250	3,826,934	3,269,299
Chicago & Alton	4th wk Dec.	163,898	166,315	8,735,929	8,215,494
Chic. Bur. & Q.	October.	2,742,480	2,270,414	21,376,677	17,324,323
Chic. & East. Ill.	3d wk Dec.	32,037	38,997	1,624,087	1,756,583
Chic. & Gr. Trunk	Wk Dec 22	61,283	59,050	2,887,172	2,216,271
Chic. Mil. & St. P.	4th wk Dec.	657,000	650,241	23,660,000	20,386,719
Chic. & Northw.	4th wk Dec.	513,000	664,700	25,059,364	23,977,667
Ch. St. P. Min. & O.	4th wk Dec.	112,106	123,106	5,474,887	4,962,200
Chic. & W. Mich.	2d wk Dec.	23,407	26,223		
Cin. Ind. St. L. & C.	2d wk Dec.	45,754	46,295	2,405,116	2,478,129
Cincinnati South	November.	237,483	242,827	2,364,047	2,358,321
Cin. Wash. & Balt.	3d wk Dec.	34,859	40,087	1,819,335	1,742,457
Clev. Akron & Col.	3d wk Dec.	7,788	9,052	513,982	493,420
Clev. Col. C. & Ind.	November.	351,346	434,960	3,944,949	4,044,911
Connoton Va.	November.	32,855	21,590		
Danbury & Nor.	October.	21,109	20,510	185,729	173,431
Deny. & Rio Gr.	4th wk Dec.	142,900	118,400	7,387,500	6,349,199
Des Mo. & Ft. D.	2d wk Dec.	9,055	7,605	327,267	332,292
Det. Lan. & No.	3d wk Dec.	23,487	23,268	1,558,543	1,551,994
Dub. & Sioux C.	3d wk Dec.	23,140	23,346	1,066,887	1,070,179
Eastern	3 wks Dec.	178,593	172,372	3,542,249	3,336,321
E. Tenn. Va. & Ga.	3d wk Dec.	87,610	81,317	4,049,837	3,245,484
Eliz. Lex. & B. S.	3d wk Dec.	14,147	13,583	710,587	520,106
Evansv. & T. H.	1st wk Dec.	17,086	15,273	2,881,004	805,521
Flint & P. Marq.	3d wk Dec.	44,224	47,232	6,856,626	2,097,456
Flor. Cent. & W.	3d wk Dec.	12,103	11,368	422,218	402,766
Flor. Tr. & Pen.	3d wk Dec.	14,560	14,280	515,184	415,146
Ft. W. & Denver.	3d wk Dec.	7,309	8,300		
Grand Trunk	Wk Dec. 22	335,525	393,006	17,439,684	16,516,785
Gr. Bay W. & St. P.	3d wk Dec.	7,018	9,003	401,645	382,820
Gulf Col. & San. Fe	2 wks Dec.	101,510	121,275	2,030,327	1,503,741
Hannibal & St. Jo.	1st wk Nov.	49,442	63,681	2,145,241	1,951,238
Hous. E. & W. Tex.	October.	37,429	24,097	268,332	215,152
Illinois Cen. (Ill.)	3d wk Dec.	127,300	158,577	6,599,185	6,818,343
Do (Iowa)	3d wk Dec.	42,609	42,562	1,982,432	1,909,681
Do So. Div.	3d wk Dec.	122,400	149,011	4,271,993	3,651,698
Ind. Bloom. & W.	3d wk Dec.	49,667	59,235	2,875,866	2,591,954
K. C. Ft. S. & Gulf	1st wk Dec.	43,569	36,563	1,844,883	1,581,764
Kentucky Cent.	2 wks Dec.	27,673	26,860		
K. C. Law. & So.	November.	195,512	152,835	1,535,169	1,208,155
L. Erie & West'n	3d wk Dec.	21,942	29,297		
L. R. & Ft. Smith	November.	70,000	91,852	490,384	455,543
L. Rk. M. Riv. & T.	November.	50,000	44,728	3,314,888	2,614,772
Long Island	4th wk Dec.	35,613	37,821	2,639,200	2,179,446
La. & Mo. River	October.	63,300	56,100	557,600	439,900
Louisv. & Nashv.	3d wk Dec.	298,900	293,435	13,772,424	12,312,455
Louis. Ev. & St. L.	September.	72,000			
Mar. Hough. & O.	November.	61,000	91,000	869,851	1,174,539
Memp. & Chari.	2d wk Dec.	40,295	41,062	1,249,899	1,059,525
Mexican Cent.	1st wk Dec.	35,878		1,515,274	
Do No. Div.	3d wk Dec.	11,598			
Mex. Nat. No. D.	4th wk Dec.	11,200			
Southern Div.	4th wk Dec.	21,500			
Mill. L. Sh. & West	4th wk Dec.	21,655	22,009	1,023,473	869,853
Minn. & St. Louis	October.	159,310	173,710	1,325,748	1,233,356
Missouri Pac. a	3d wk Dec.	338,639	327,569	16,607,441	15,136,713
Mo. Kan. & T. b	3d wk Dec.	237,096	237,952	11,371,283	9,803,336
Tex. & Pacific	3d wk Dec.	149,421	147,133	6,212,540	5,044,125
Central Br'ch.	3d wk Dec.	34,095	27,777	1,478,816	963,730
Whole System	3d wk Dec.	759,251	740,430	35,670,080	30,947,902
Mobile & Ohio	December.	290,029	306,728	2,264,900	2,185,167
Nash. Ch. & St. L.	November.	205,660	202,668	2,118,894	1,952,181
N. Y. L. E. & W. c	September.	2,613,134	1,880,214	17,473,039	14,874,231
N. Y. & N. Eng. d	October.	365,877	304,592	3,101,744	2,865,354
N. Y. Susq. & W.	November.	86,782	71,322	929,830	655,915
Norfolk & West.	25 dys Dec	196,691	174,560	2,776,714	2,379,542
Shenandoah V.	29 dys Dec	60,022	45,230	851,078	458,237
Northern Cent.	November.	536,094	526,685	5,678,979	5,310,172
Northern Pacific	3d wk Dec.	203,800	120,530	9,600,122	6,875,999
Ogdensb. & L. Ch.	October.	66,700	74,000		
Ohio Central	2d wk Dec.	17,057		1,035,611	
Ohio Southern	3d wk Dec.	7,907	10,552	406,453	376,729
Oregon & Cal.	November.	114,174		956,053	
Oregon Imp. Co.	November.	384,247	340,058	3,792,758	3,076,552
Oregon R. & N. Co.	3d wk Dec.	84,980	30,644	5,430,397	4,917,018
Pennsylvania	November.	4,473,479	4,373,825	47,242,734	44,922,657
Peo. Dec. & Eve.	3d wk Dec.	13,576	11,910	701,921	749,383
Philadelp. & Erie	November.	376,662	369,583	3,351,535	3,675,901
Phila. & Read.	October.	3,531,436	2,229,513	24,347,840	17,782,478
Do C. & Iron	October.	1,873,592	1,592,217	14,214,445	12,371,464
Riohm. & Danv.	December.	331,500	322,400	3,842,012	3,663,334
Ch'l Col. & Aug.	November.	82,021	88,528	750,443	677,706
Columb. & Gr.	October.	86,247	113,806	602,192	592,507
Va. Midland	November.	147,046	136,826	1,560,312	1,381,352
West No. Car.	November.	36,132	23,337	348,253	223,847
Roch. & Pittsb'g	3d wk Dec.	19,038	6,480		
Rome Wat. & O.	October.	169,605	172,737		
St. Johns & Lg.	September.	30,048	26,814	206,331	190,106
St. L. Alt. & T. H.	3d wk Dec.	31,001	29,855	1,417,941	1,417,814
Do (brchs.)	3d wk Dec.	17,430	18,668	804,218	852,497
St. Louis & Caro	3d wk Dec.	5,677	9,418	381,617	372,719
St. L. Ft. S. & W.	November.	138,907			
St. L. & San Fran	4th wk Dec.	132,300	100,655	3,904,702	3,582,910
St. Paul & Dul.	4th wk Dec.	22,311	28,576	1,325,015	1,109,840
St. P. Minn. & M.	3d wk Dec.	157,669	178,022	8,198,360	8,535,922
So. Pac. Cal. N. D.	September.	127,374	138,168	960,517	927,418
Do So. Div.	September.	338,517	347,562	3,114,114	2,943,006
Do Arizona	September.	204,428	230,690	1,887,617	2,115,386
Do N. Mex.	September.	70,504	68,810	692,479	557,588
South Carolina	November.	124,820	151,681	1,198,100	1,164,736
Tex. & St. Louis	3d wk Dec.	29,457			
Tol. Cin. & St. L.	October.	128,000			
Union Pacific	November.	2,731,723	2,711,917	27,313,420	27,314,921
Utah Central	October.	116,127	132,935	974,000	1,255,214
Vicksb'rg & Mer.	November.	58,461	59,647	463,167	414,505
Wab. St. L. & P.	3d wk Dec.	352,577	315,327	16,480,562	16,310,996
West Jersey	November.	81,033	78,000	1,152,188	1,046,183
Wisconsin Cent.	November.	137,542		1,332,780	

* Since June 1st in 1883 includes earnings of Cent. R.R. of New Jersey.
† Exclusive of transportation of company freight.
‡ Included in Central Pacific earnings above.
§ Mexican currency. || Includes Utah lines in 1883.
¶ Includes 68 p. c. of earnings of N. Y. Pa. & O. R.R. 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 condition of the Associated Banks of New York City for the week ending at the commencement of business on Dec. 29:

Banks.	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	\$	\$	\$	\$	\$	\$
New York.....	2,000,000	9,566,000	1,366,000	612,000	8,434,000	450,000
Manhattan Co.	2,000,000	7,137,000	929,000	415,000	5,774,000	.....
Merchants'.....	2,000,000	7,611,100	736,200	770,300	6,888,500	355,000
Mechanics'.....	2,000,000	7,122,000	1,116,000	420,000	6,224,000	.....
Union.....	1,200,000	4,332,500	661,000	247,900	3,482,300	.....
America.....	3,000,000	10,677,900	999,200	479,500	7,868,800	1,100
Phoenix.....	1,000,000	3,136,000	803,000	180,000	3,111,000	259,300
City.....	1,000,000	6,879,300	538,400	659,000	10,369,600	.....
Tradesmen's*.....	1,000,000	3,187,500	412,300	110,600	2,244,400	783,000
Fulton.....	600,000	1,885,500	246,500	86,000	1,286,500	.....
Chemical.....	300,000	12,700,200	2,878,500	819,400	12,345,000	.....
Merchants' Ex.....	1,600,000	3,368,000	409,000	419,500	3,008,100	251,700
Gallatin Nat.....	1,000,000	4,593,700	317,000	186,700	2,320,300	765,500
Butchers' & Dr.....	300,000	1,048,800	388,800	124,900	1,610,200	229,500
Mechanics' & Tr.....	200,000	900,000	146,000	121,000	966,000	45,000
Greenwich*.....	200,000	1,004,800	29,700	189,300	1,001,800	2,600
Leather Man's.....	600,000	3,035,600	271,900	334,400	2,885,700	533,000
Seventh Ward.....	300,000	1,154,300	225,400	125,700	1,175,400	14,300
State of N. Y.....	860,000	3,932,000	595,300	188,300	2,799,400	.....
American Exch.....	5,000,000	11,593,000	2,052,000	1,141,000	8,977,000	.....
Commerce.....	5,000,000	16,222,900	3,935,600	1,303,300	11,771,400	847,900
Broadway.....	1,000,000	7,161,400	910,600	456,000	5,894,500	900,000
Mercantile.....	1,000,000	6,642,100	1,269,600	632,400	5,749,700	260,000
Pacific.....	422,700	2,776,400	497,800	191,300	2,624,300	.....
Republic.....	1,500,000	4,456,100	858,700	390,000	3,787,100	180,000
Chatham.....	450,000	3,763,000	1,151,100	304,100	4,485,300	45,000
People's.....	200,000	1,561,100	157,700	183,900	1,879,100	5,400
North America.....	700,000	3,428,800	344,200	349,200	3,588,700	.....
Hanover.....	1,000,000	9,462,400	1,929,600	699,300	10,211,700	202,500
Irving.....	500,000	3,322,200	207,500	515,600	3,111,000	385,000
Metropolitan.....	3,000,000	11,955,000	1,790,000	525,000	9,078,000	2,180,000
Citizens'.....	500,000	2,621,200	548,300	208,800	3,087,600	269,700
Nassau.....	500,000	2,487,600	102,000	209,500	2,810,100	.....
Market.....	500,000	2,848,400	445,200	132,800	2,273,700	442,400
St. Nicholas.....	500,000	2,842,000	199,200	81,900	2,456,600	.....
Shoe & Leather.....	500,000	2,694,000	38,800	300,900	2,725,900	450,000
Corn Exchange.....	1,000,000	4,766,800	431,300	212,000	3,708,800	4,800
Continental.....	1,000,000	6,343,900	1,534,700	268,300	7,154,500	450,000
Oriental.....	300,000	2,203,000	98,500	318,900	2,165,600	.....
Marine.....	466,000	4,116,000	758,000	192,000	4,470,000	270,000
Importers' & Tr.....	1,500,000	19,746,400	4,495,900	1,800,400	22,232,500	1,305,800
Park.....	2,000,000	18,378,500	3,804,300	1,851,200	22,457,500	45,000
Wall St.....	500,000	1,654,300	148,800	115,400	1,459,400	.....
North River.....	210,000	1,480,000	13,600	156,600	1,370,000	.....
East River.....	250,000	1,143,600	231,400	129,200	1,039,200	224,600
Fourth Nat'l.....	3,000,000	15,582,800	3,578,800	1,068,500	16,412,400	360,000
Central Nat.....	2,669,000	7,814,400	743,000	407,000	7,931,000	297,000
Second Nat'l.....	200,000	3,011,000	403,000	330,000	3,595,000	45,000
Ninth National.....	750,000	5,733,200	1,761,100	457,100	6,378,100	591,900
First National.....	500,000	13,917,000	3,732,900	733,000	11,676,500	419,000
Third National.....	1,000,000	5,764,300	761,000	717,300	5,896,000	.....
N.Y. Nat. Exch.....	300,000	1,461,100	70,600	185,500	1,115,500	270,000
Bowery Nat'l.....	250,000	1,016,500	437,200	212,700	1,89,800	225,000
N.Y. York County.....	200,000	1,897,700	18,400	597,800	2,312,500	180,000
German Am'can.....	750,000	2,721,200	321,200	120,400	2,470,300	.....
German National.....	300,000	3,837,500	834,300	557,700	5,502,600	45,000
Fifth Avenue.....	100,000	2,178,200	489,000	104,900	2,572,300	.....
German Exch.....	200,000	1,974,500	62,000	270,000	2,246,700	.....
Germania.....	200,000	1,945,300	66,000	25,000	2,201,300	.....
U. S. Nat.....	500,000	4,856,800	1,254,800	175,000	5,888,900	445,900
Lincoln Nat.....	300,000	2,288,100	592,100	112,400	2,522,900	45,000
Garfield Nat.....	200,000	838,700	41,300	139,100	704,900	180,000
Gifflin Nat.....	150,000	1,102,200	61,200	152,200	1,058,300	135,000
Total.....	21,312,700	327,535,700	60,468,100	26,479,100	320,793,000	15,456,800

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share. The following abbreviations are often used, viz.: "M." for mortgage; "g." for gold; "g'd" for guaranteed; "end." for endorsed; "cons." for consolidated; "conv." for convertible; "s. f." for sinking fund; "l. g." for land grant. Quotations in New York are to Thursday; from other cities, to late mail dates.

Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

UNITED STATES BONDS.		Bid.	Ask.	CITY SECURITIES.		Bid.	Ask.	CITY SECURITIES.		Bid.	Ask.
UNITED STATES BONDS.				CITY SECURITIES.				CITY SECURITIES.			
4 1/2s, 1891.....reg. Q-M	114 3/8	114 3/8		Albany, N. Y.—6s, long.....Various	108			Jersey City—(Continued)—			
4 1/2s, 1891.....coup. Q-M	114 3/8	114 3/8		7s long.....	122			Hudson County 7s.....M&S & J&D			
4s, 1907.....reg. Q-J	123 1/2	123 3/4		Allegheny, Pa.—5s, cp., '83-97.....Var.	100	105		Bayonne City, 7s, long.....J&J			
4s, 1907.....coup. Q-J	123 1/2	123 3/4		4 1/2s, coup., 1883-1901.....Var.	100	105		Lawrence, Mass.—6s, 1894.....A&O	117 1/2	119	
3s, option U. S.....reg. Q-F	100 1/4			4s, coup., 1901.....Var.	100			6s, 1900.....A&O	123 1/2	125	
6s, Currency, 1895.....reg. J&J	128			Allegheny Co., 5s, cp., 1913.....J&J	107	107 1/2		Long Island City, N. Y.—Water, 7s, '95			
6s, Currency, 1896.....reg. J&J	130			4s, riot loan, 5-10s.....	98	99		Louisville, Ky.—7s, long dates.....Var.	114	121	
6s, Currency, 1897.....reg. J&J	132			4s, do 10-20s.....	99	100		7s, short dates.....Var.	107	110	
6s, Currency, 1898.....reg. J&J	134			5s, do 5-10s.....	100	101		6s, long.....Var.	108	110	
6s, Currency, 1899.....reg. J&J	135 1/2			5s, do 10-20s.....	103 1/2	104		6s, short.....Var.	100	103	
STATE SECURITIES.				Atlanta, Ga.—7s.....	107			5s, 1890-1900.....M&N	104	104 1/2	
Alabama—Class "A," 3 to 5, 1906.....	82			Do. 8s.....	110			Lowell, Mass.—6s, 1890, W. L. M&N	112	112 1/2	
do small.....	83			Waterworks.....	107			Lynchburg, Va.—6s.....J & J	100		
Class "B," 5s, 1906.....	100			Augusta, Me.—6s, 1887, mun. F&A	105 1/4	105 1/2		8s.....J & J	115		
Class "C," 4s, 1906.....	82			Augusta, Ga.—7s.....Various	106			Lynn, Mass.—6s, 1887.....F&A	105	107	
6s, 10-20, 1900.....J & J	105			Austin, Texas—10s.....	110	120		Water loan, 6s, 1894-96.....J&J	119	121	
Arkansas—6s, funded, 1899.....J & J	11	14 1/2		Baltimore—6s, City Hall, 1884.....Q-J	102			5s, 1905.....M&N	113 1/2	114	
7s, L. R. & Ft. S. issue, 1900.....A & O	20			6s, Pitts. & Con'v. RR., 1886.....J&J	103 1/2			Macon, Ga.—7s.....	100	109	
7s, Memphis & L. R., 1899.....A & O	20			6s, consol., 1890.....Q-J	113 1/2	114		Manchester, N. H.—5s, 1885.....J&J			
7s, L. R. P. B. & N. O., 1900.....A & O	15			6s, Balt. & O. loan, 1890.....Q-J	113 1/2	114 1/2		6s, 1894.....J&J			
7s, Miss. O. & R. Riv., 1900.....A & O	15			6s, Park, 1890.....Q-M	113			6s, 1902.....J&J			
7s, Ark. Central RR., 1900.....A & O	8 1/2			6s, bounty, 1893.....M & S	115 1/2			4s, 1911.....J&J			
7s, Levee of 1871, 1900.....J & J	2	7		6s, do exempt, 1893.....M & S	117			Memphis, Tenn.—6s, C.....J&J	35		
California—6s, civil bonds, '93-95.....				5s, water, 1894.....J&J	113 1/4			6s, A & B.....J&J	35		
Connecticut—6s, 1885.....	102			6s, 1900.....J&J	130			6s, gold, fund., 1900.....M & N			
5s, 1897.....M & N	103			6s, West. Md. RR., 1902.....J&J	127			6s, end., M. & C. RR.....J&J	65	70	
Delaware—6s.....J&J				5s, consol., 1885.....Q-J	101	104		6s, consols.....J&J			
Dist. Col.—Cons. 3-6s, 1924, cp. F&A	113			6s, Valley RR., 1886.....A & O	105	106		Milwaukee, Wis.—5s, 1891.....J & D	98		
Consol. 3-6s, 1924, reg.....	113			5s, 1916.....M&N	124 1/2	125		7s, 1896-1901.....Var.	107		
Funding 5s, 1899.....J&J	110			4s, 1920.....J&J	110			7s, water, 1902.....J&J	114		
Perm. imp. 6s, guar., 1891.....J&J				Bangor, Me.—6s, RR., 1890-94.....Var.	111 1/2	112 1/2		Mobile, Ala.—3-4-5s, funded.....M&N	54	58	
Perm. imp. 7s, 1891.....J&J				6s, water, 1905.....J&J	121	121 1/4		Montgomery, Ala.—New 3s.....J & J	55	65	
Wash.—Fund. loan (Cong.) 6s, g., '92.....				6s, E. & N. A. Railroad, 1891.....J&J	112	113		5s, new.....	70		
Fund. loan (Leg.) 6s, g., 1902.....Var.				6s, B. & Piscataquis RR., '99.....A&O	113 1/2	114		Nashville, Tenn.—6s, old.....	100	105	
Market stock, 7s, 1-92.....				Bath, Me.—6s, railroad aid.....Var.	102	102 1/4		6s, new.....	100	105	
Water stock, 7s, 1901.....				5s, 1897, municipal.....	102			Newark—6s, long.....Var.			
do 7s, 1903.....				Belfast, Me.—6s, railroad aid, '98.....	102 1/2	103 1/2		7s, long.....Var.			
Florida—Consol. gold 6s.....J & J	107			Boston, Mass.—6s, eur. long, 1905.....Var.	123 1/2	127		7s, water, long.....Var.			
Georgia—6s, 1886.....F & A	103			6s, currency, 1894.....Var.	117 1/2	119		New Bedford, Mass.—6s, 1909.....A&O	126	128	
7s, new bonds, 1886.....J & J	102 1/2			5s, gold, long.....Var.	116 3/4	117 1/4		5s, 1900, Water Loan.....A&O	114	116	
7s, endorsed, 1886.....	102 1/2			4 1/2s, 1908.....A&O	109 1/2	111		N. Brunswick, N. J.—7s, various.....	104	108	
7s, gold bonds, 1890.....Q-J	110	114		4s, currency, long.....J&J	104 1/2	105		6s.....	100	102	
8s, '76, '86.....A & O	103	106		7s, Park, long.....J&J	115	117		New Orleans, La.—Premium bonds.....	87	90	
Kansas—7s, long.....J&J	120			7s, Water, long.....J&J	110	117		Consolidated 6s, 1892.....Var.	98	102	
Louisiana—New con. 7s, 1914.....J&J	75	76		7s, Bridge, long.....J&J	110	115		Newport—Water bonds 7-30s.....	116 1/4	116 1/2	
Ex matured coupon.....	65			6s, Water, long.....J&J	125	130		New York City—7s, short.....	110	114	
Maine—4s, 1888.....F&A	101 1/2	102 1/2		6s, Park, long.....J&J	130	132		7s, long.....	137	140	
War debts assumed, 6s, '89.....A&O	112	113		6s, Bridge, long.....J&J	126	130		6s, short.....	110	120	
Maryland—6s, exempt, 1887.....J&J	105			5s, Bridge, long.....	112	117		6s, long.....	129	132	
6s, Hospital, 1882-87.....J&J	104			Kings Co. 7s, 1882-'89.....M & N	102	114		6s, gold (consolidated), 1896-1901.....	130	132	
6s, 1890.....Q-J	106			do 6s, 1882-'86.....M & N	102			5s, long.....	118	122	
5s, 1880-'90.....Q-J	101	101		Buffalo, N. Y.—7s, 1895.....Var.	115			4s, long.....	100	105	
Massachusetts—5s, gold, 1890.....A&O	109	111		7s, water, long.....Var.	120			Newton—6s, 1905, water loan.....J&J	127	129	
5s, gold, 1894-1895.....Var.	114 1/2	115		6s, Park, 1926.....M & S	112			5s, 1905, water loan.....J&J	115	117	
5s, g., sterling, 1891.....J&J				Cambridge, Mass.—5s, 1889.....A&O	107	109		Norfolk, Va.—6s, reg. stk., '78-85.....J&J	102	109	
do do 1894.....M&N				6s, 1894-96, water loan.....J&J	119	120		8s, coup., 1890-93.....Var.	115	120	
do do 1888.....A&O				6s, 1904, city bonds.....J&J	126	127		8s, water, 1901.....M & N	125		
Michigan—7s, 1890.....M&N	116			Charleston, S. C.—6s, st'k., '76-98.....Q-J	74			Norwich, Ct.—5s, 1907.....A&O			
Minnesota—New 4 1/2s.....J & J	100	102		7s, fire loan bonds, 1890.....J & J	30			7s, 1905.....J&J			
Missouri—6s, 1886.....J & J	103			7s, non-tax bonds.....	105			Orange, N. J.—7s, long.....	115	119	
Funding bonds, 1894-95.....J & J	117			4s, non-taxable.....	74			Oswego, N. Y.—7s, 1887-8-9.....	102		
Long bonds, '89-90.....J & J	107			Chelsea, Mass.—6s, '97, water l. F&A	120	122		Paterson, N. J.—7s, long.....Var.	120	122	
Asylum or University, 1892.....J & J	110			Chicago, Ill.—7s, 1892-99.....	110 1/2	118 1/2		6s, long.....	113		
Hannibal & St. Jo., 1886.....J & J	110			6s, 1895.....	109			5s, long.....	105	108	
do do 1887.....J & J	110			4 1/2s, 1900.....	105 1/4	107		Petersburg, Va.—6s.....J&J	107		
New Hampshire—5s, 1892.....J & J	109	110		3-6s, 1902.....	95	99 1/2		8s, special tax.....J&J	127		
War loan, 6s, 1892-1894.....J&J	116	118		Cook Co. 7s, 1892.....	113 1/2	108		Philadelphia, Pa.—5s, reg.....J&J			
War loan, 6s, 1901-1905.....J & J	127	128		Cook Co. 5s, 1899.....	107 1/4	108		6s, old, reg.....J&J	129		
War loan, 6s, 1884.....M&S	100	100 1/2		Cook Co. 4 1/2s, 1900.....	105 5/8	105 3/4		6s, new, reg., due 1895 & over.....J&J	129		
New Jersey—6s, 1897-1902.....J&J	120			West Chicago 5s, 1890.....	102 1/2	103		4s, new.....			
6s, exempt, 1896.....J&J	117	122		Lincoln Park 7s, 1895.....	105	106		Pittsburg, Pa.—4s, coup., 1913.....J&J	98	99	
New York—6s, gold, reg., '87.....J&J	106 1/2			West Park 7s, 1890.....	104 1/2	110		5s, reg. and coup., 1913.....J&J	107	107 1/2	
6s, gold, coup., 1887.....J & J	107			South Park 6s, 18							

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
Yonkers, N. Y.—Water, 1903.....	118	.....	Charl'te Col. & A.—Cons., 7s, '95. J&J	107	110	Cin. Rich. & Chic.—1st, 7s, '95. J&J	107	110
RAILROAD BONDS.			2d mort., 7s, 1910..... J&J	97 ³ / ₄	98 ¹ / ₂	Cin. Rich. & F. W.—1st, 7s, g., J&D	107	110
Ala. Cent.—1st M., 6s, 1918..... J&J	90	.....	Cheraw & Darl.—1st M., 8s, '88. A&O	105	.....	Cin. Sand'ky & Cl.—6s, 1900. F&A	.....	.....
Income 6s, 1918..... J&J	.....	.....	2d mort., 7s.....	103	.....	7s, 1887 extended..... M&S	.....	.....
Ala. Gt. Southern—1st mort., 1908	110	112	Ches. & Ohio—Pur. money fd., 1898	111 ¹ / ₂	.....	Consol. mort., 7s, 1890..... J&D	.....	.....
Alb'y & Susq.—1st M., 7s, '88..... J&J	110	.....	Series A, 1908.....	112	.....	Cin. & Sp.—7s, C.C.C. & I., 1901. A&O	110	.....
2d mortgage, 7s, 1885..... A&O	104	.....	6s, gold, series B, int. def. 1908.....	95 ¹ / ₂	96 ¹ / ₂	7s, guar., L.S. & M.S., 1901. A&O	110	.....
Consol. mort., 7s, 1906, guar. A&O	121 ¹ / ₂	.....	6s, currency, int. deferred, 1918.....	46 ³ / ₄	47 ¹ / ₂	Cin. Washington & Balt.—	.....	.....
Consol. mort., 6s, 1906, guar. A&O	.....	.....	6s, 1911..... A&O	101 ¹ / ₂	102 ¹ / ₂	1st M., guar., 4 ¹ / ₂ s-6s, 1931. M&N	100	100 ¹ / ₂
Alleghany Cent.—1st M., 6s, 1922.....	.....	.....	Ches. O. & S.W.—M. 5-6s, 1911. F&A	86	.....	2d mort., guar., 5s, 1931..... J&J	73 ¹ / ₂	73 ⁷ / ₈
Incomes, 1912.....	.....	.....	Cheshire—6s, 1896-98..... J&J	110 ¹ / ₂	110 ¹ / ₂	3d mort., gold 3s-4s, 1931. F&A	37	37 ¹ / ₂
Allegh. Val.—Gen. M., 73-10s. J&J	125	.....	Chic. & Alton—1st M., 7s, '93. J&J	119 ¹ / ₂	119 ¹ / ₂	Incomes 5s, 1931.....	19	25
East. exten. M., 7s, 1910..... A&O	126	128	Sterling mort., 6s, g., 1903. J&J	119	121	Scioto & Hock. V., 1st, 7s..... M&N	100	.....
Income, 7s, end., 1894..... A&O	31	32	Bds. Kan. C. line, 6s, g., 1903. M&N	114 ¹ / ₂	115	Balt. Short L., 1st, 7s, 1900. J&J	.....	.....
Atch'n & Neb.—1st, 7s, 1907. M&S	119 ¹ / ₂	120	Miss. Riv. Bridge, 1st, s.f., 6s, 1912	.....	.....	Clev. Col. C. & I.—1st, 7s, '99. M&N	118	.....
Atch. Top. & S. Fe.—1st, 7s, g., '99. J&J	122 ¹ / ₂	123 ³ / ₄	Louis'a & Mo. R., 1st, 7s, 1900 F&A	.....	.....	Consol. mort., 7s, 1914..... J&D	118 ¹ / ₂	118 ¹ / ₂
Land grant, 7s, g., 1902..... A&O	114 ¹ / ₂	115 ¹ / ₂	do 2d, 7s, 1900 M&N	.....	.....	Cons. S. F., 7s, 1914..... J&J	117	.....
Sinking fund, 6s, 1911..... J&D	104 ¹ / ₂	104 ¹ / ₂	St. L. Jacks'v. & C., 1st, 7s, '94. A&O	115	.....	Belief. & Ind. M., 7s, 1899..... J&J	112	.....
Guaranteed 7s, 1909..... J&J & A&O	114	114 ¹ / ₂	do 1st guar. (56-64) 7s, '94. A&O	.....	.....	Clev. & Pitts.—4th M., 6s, 1892. J&J	108	.....
5s, 1909 (1st mort.).....	109 ³ / ₄	100	do 2d M. (360), 7s, '93. J&J	114 ¹ / ₂	.....	Consol. S. F., 7s, 1900..... M&N	123	.....
5s, plain bonds, 1920.....	84	84 ¹ / ₂	do 2d guar. (188) 7s, '93. J&J	.....	.....	Clev. & M. Val.—1st, 7s, g., '93. F&A	.....	.....
4 ¹ / ₂ s, 1920..... A&O	89	90	Chic. & Atlantic—1st, 6s, 1920 M&N	129 ¹ / ₂	.....	Columbia & Greenv.—1st, 6s, 1916	90	.....
Florence & El Dorado, 1st, 7s. A&O	105	.....	Chic. B. & Q.—Consol., 7s, 1903 J&J	100	101	2d mort., 6s, 1926.....	71 ³ / ₄	75
K.C. Topeka & W., 1st M., 7s, g., J&J	120	122	Bonds, 5s, 1895..... J&D	100	101	Col. Hock. Val. & Tol.—Consol. 5s	.....	79 ⁷ / ₈
do income 7s. A&O	105	107	5s, 1901..... A&O	104	.....	Col. & Hock. V.—1st M., 7s, '97. A&O	114	117
N. Mex. & So. Pac., 1st, 7s, 1909 A&O	116 ¹ / ₂	116 ¹ / ₂	5s, debenture, 1913..... M&N	92 ³ / ₄	.....	do 2d M., 7s, 1892. J&J	105 ¹ / ₂	.....
Pleasant Hill & De Soto, 1st, 7s, 1907	108	109	5s, 1919, Iowa Div..... A&O	104 ¹ / ₂	.....	Col. & Toledo—1st mort. bonds.....	114	.....
Pueblo & Ark. V., 1st, 7s, g., 1903.	116	116 ¹ / ₂	4s, 1919, do..... A&O	90 ¹ / ₂	91 ¹ / ₂	do 2d mort.....	108	.....
Sonora, 1st, 7s, 1910, guar. J&J	96 ¹ / ₂	96 ¹ / ₂	4s, Denver Div., 1922.....	83 ¹ / ₂	.....	Col. Springf. & C.—1st, 7s, 1901. M&S	.....	.....
Wichita & S.W., 1st, 7s, g., guar. 1902	105	.....	4s, plain bonds, 1921.....	78	.....	Col. & Xenia—1st M., 7s, 1900. M&S	111	112 ¹ / ₂
Atlanta & Charlotte Air L.—1st, 7s	106	.....	Bur. & Mo. R., 1st M., 7s, '93. A&O	118	118 ¹ / ₂	Conn. & Passump.—M., 7s, '93. A&O	119 ³ / ₄	120 ¹ / ₄
Income, 6s.....	84	84 ¹ / ₂	do Conv. 8s, '94 ser. J&J	113	113 ¹ / ₂	Massawippi, g., 6s, gold, '89 J&J	102	104
Atlantic & Pac.—1st 6s, 1910..... J&J	96	21 ¹ / ₂	do Cons. 6s, non-ex. J&J	104	104 ¹ / ₂	Conn. Val.—1st M., 7s, 1901. J&J	70	.....
Incomes, 1910..... J&J	21 ¹ / ₂	21 ¹ / ₂	do 4s, (Neb.), 1910. J&J	182 ¹ / ₂	83 ¹ / ₂	Conn. West.—1st M., 7s, 1900. J&J	24	27
Baltimore & Ohio—6s, 1885..... A&O	102 ¹ / ₂	106	do Neb. RR, 1st, 7s, A&O	114	115	Connecting (Phila.)—1st, 6s..... M&S	.....	.....
Sterling, 5s, 1927..... J&D	106	108	do Om. & S.W., 1st, 8s, J&D	122 ³ / ₄	123 ¹ / ₂	Consol. R.R. of Vt., 1st, 5s, 1913. J&J	.....	.....
Sterling, 6s, 1895..... M&S	113	115	Ill. Grand Tr. 1st, 8s, '90..... A&O	112 ¹ / ₂	112 ¹ / ₂	Cumberland & Penn.—1st mort.....	.....	.....
Sterling mort., 6s, g., 1902. M&S	119	121	Dixon Peo. & H., 1st, 8s, 1889. J&J	111	111 ¹ / ₂	2d mort.....	.....	.....
do 6s, g., 1910. M&N	121	123	Ott. Osw. & Fox R., 8s, 1900. J&J	124	126	Cumberl. Val.—1st M., 8s, 1901. A&O	.....	.....
Parkersburg Br., 6s, 1919..... A&O	114	.....	Quincy & Wars'w., 1st, 8s, '90. J&J	112	114	Dakota Southern—7s, gold, '91. F&A	195	100
Balt. & Pot'e.—1st, 6s, g., 1911. J&J	115	117	Chic. & Can. So.—1st, 7s, 1902. A&O	15	.....	Dayton & Mich.—Consol. 5s..... J&J	199	100
1st, tunnel, 6s, g., g'd, 1911. A&O	114	116	Chic. C. Dub. & Minn.—7s, 1910. J&J	103 ¹ / ₂	104	2d mort., 7s, 1884, now 1st. M&S	100	101
Belvidere Del.—1st, 6s, g., 1902. J&J	115	Chic. & East Ill.—1st mort. 6s, 1907	98	3d mort., 7s, 1884, now 2d. A&O	103	103
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Bost. Clint. & F.—1st M., 6s, '81. J&J	100	100 ¹ / ₂	P. du C. Div., 1st, 8s, 1898. F&A	122	124	Del. Lack. & W.—Conv. 7s, 1892. J&J	112
1st M., 7s, 1889-90..... J&J	112 ¹ / ₂	115	P. D., 2d M., 73-10s, 1898. F&A	122	124	Mort. 7s, 1907..... M&S	.....	.....
B. C. P. & N. B., 5s, 1910..... J&J	108 ³ / ₄	109	St. P. & Chic., 7s, g., 1902..... J&J	123 ¹ / ₂	125	Den. & Rio G.—1st, 7s, g., 1900. M&N	108	.....
N. Bedford RR., 7s, 1894..... J&J	121	123	Mil. & St. P., 2d M., 7s, 1884. A&O	102 ¹ / ₂	103	1st consol. mort., 7s, 1910..... J&J	87 ¹ / ₂	89
Equipment, 6s, 1885..... F&A	101 ¹ / ₂	102 ¹ / ₂	La. C., 1st M., 7s, 1893..... J&J	115 ¹ / ₂	116 ¹ / ₂	Den. & R. G.W.—1st, 6s, 1911. M&S	70	72
Framingham & Lowell—1st, 5s, '91	95 ¹ / ₂	96	I. & M., 1st M., 7s, 1897..... J&J	115 ¹ / ₂	.....	Den. S. P. & Pac.—1st, 7s, 1905. M&N	95	96
Bost. Conc. & Mon.—S. F., 6s, '89. J&J	104	106	Ia. & Dak., 1st M., 7s, 1899. J&J	116	Des M. & Ft. D.—1st, 6s, 1905. J&J	100
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Bost. Hart. & E.—1st, 7s, 1900. J&J	10	Chic. & Mil., 1st M., 7s, 1903. J&J	120	Detroit & Bay C.—1st, 8s, 1902. M&N	105
1st mort., 7s, guar..... J&J	16	.....	1st mort., consol., 7s, 1905. J&J	121	122	1st M., 8s, end. M. C., 1902. M&N	123	.....
Boston & Lowell—7s, '92..... A&O	115	115 ¹ / ₂	1st M., I. & D. Ext., 7s, 1903. J&J	119 ¹ / ₂	Det. G. Haven & Mil.—Equip. 6s, 191-	116	118
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Boston & Maine—7s, 1893-94. J&J	123	124	So. Minn. 1st 6s, 1910..... J&J	106 ¹ / ₂	107 ¹ / ₂	Det. Mack & M.—1st, 6s, 1921. A&O	90
Bost. & Providence—7s, 1893. J&J	123	124	Chic. & Pac. Div. 6s, 1910.....	113 ¹ / ₂	116	Land grant, 7s, 1911.....	.....	.....
Bost. & Revere B'h.—1st, 6s, '97. J&J	111	111 ¹ / ₂	do West. Div., 5s, 1921. J&J	93 ¹ / ₄	94	Income, 1921.....	116
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Bradf. Eld. & Cuba—1st, 6s, 1932. J&J	90	Chic. & L. Sup. Div., 5s, 1921.....	Dub. & S. City—1st, 2d Div., 94. J&J
Bklyn Bath & C.I.—1st, 6s, 1912. F&A	105	.....	Wis. & Minn. Div., 5s, 1921..... J&J	91 ³ / ₄	92	Dunk. A. V. & P.—1st, 7s, g., 1900. J&D	106	.....
Brooklyn Elevated—Bonds.....	.....	.....	Chic. & N.W.—S. fd., 1st, 7s, '85. F&A	105	.....	East Penn.—1st M., 7s, 1888. M&S	105	.....
Buff. Brad. & P.—Gen. M., 7s, '96. J&J	104	.....	Consol. mort., 7s, 1915..... Q-F	131	.....	E. Tenn. Va. & Ga.—1st, 7s, 1900. J&J	117	.....
Buff. N. Y. & Erie—1st, 7s, 1916. J&D	131	.....	Exten. mort., 7s, 1885..... F&A	105 ¹ / ₂	105 ¹ / ₂	1st mort., consol., 5s, 1930..... J&J	72 ¹ / ₂	72 ⁷ / ₈
Buff. N. Y. & Phil.—1st, 6s, g., '96. J&J	97	.....	1st mort., 7s, 1885..... F&A	105 ¹ / ₂	105 ¹ / ₂	Income, 6s, 1931.....	27 ¹ / ₂	28
2d mortgage, 7s, g.....	Consol., gold, 7s, cp., 1902. J&D	124	124 ¹ / ₂	Divisional, 5s, 1930..... J&J	93 ¹ / ₂	96
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Buff. Pittsb. & West.—6s, 1921. A&O	100	Sinking fund, 6s, 1929..... A&O	109 ¹ / ₂	110	E. Tenn. & Va., end., 6s, 1886. M&N	100
Pitts. Titusv. & B.—7s, 1896. F&A	106 ¹ / ₂	.....	do 5s, 1929..... A&O	102 ³ / ₄	103 ¹ / ₂	Eastern, Mass.—6s, g., 1906. M&S	111	111 ¹ / ₂
Oil Creek, 1st M., 6s, 1912..... A&O	95	.....	do debent., 5s, 1933. M&N	93 ¹ / ₈	93 ¹ / ₄	Sterling debts., 6s, g., 1906. M&S	105	107
Union & Titusv., 1st, 7s, 1890. J&J	115	.....	Escam. & L. Sup., 1st, 6s, 1901. J&J	.....	.....	Eliz. City & Nor.—S. F. deb., 6s. A&O	.....	.....
Warren & Fr'klu, 1st, 7s, '96. F&A	92	.....	Des M. & Minn's, 1st, 7s, 1907. F&A	129	.....	1st mort., 6s, 1920..... M&S	.....	.....
Buff. & Southwest.—6s, 1908..... J&J	100 ¹ / ₂	101 ¹ / ₂	Iowa Mid., 1st M., 8s, 1900. A&O	121	.....	Elizab. Tex. & Big S.—6s, 1902. M&S	101	102 ¹ / ₈
Bur. C. R. & N.—1st, 5s, new, '06. J&J	102	.....	Peninsula, 1st, conv., 7s, '98. M&S	119 ¹ / ₂	.....	Emira & Wmspt.—1st, 8s, 1910. J&J	117	.....
C. Rap. I. F. & N., 1st, 6s, 1920. A&O	102	.....	Chic. & Mil., 1st M., 7s, '98. J&J	119 ¹ / ₂	.....	5s, perpetual..... A&O	.....	.....
Cairo & St. Louis—1st mort.....	.....	.....	Mil. & Mad., 1st, 6s, 1905. M&S	125 ¹ / ₂	.....	Erie & Pittsb.—2d, now 1st..... J&J	.....	.....
Calif. Pac.—1st M., 7s, g., '89. J&J	.....	.....	Chic. R. I. & Pac.—6s, 1917, coup. J&J	125 ¹ / ₂	.....	Cons. mort., 7s, 1898..... J&J	.....	.....
2d M., 6s, g., end C. Pac., '89. J&J	.....	.....	6s, 1917, reg..... J&J	125 ¹ / ₂	.....	Equipment, 7s, 1900..... A&O	.....	.....
3d M. (guar. C. P.), 6s, 1905. J&J	.....	.....	Chic. & S.W.—1st, 7s, guar., '99. M&N	113	120	Evansv. & Crawf.—1st, 7s, '87. J&J	103	106
do do 3s, 1905. J&J	.....	.....	Chic. St. L. & N.O.—1st con. 1897. 7s	110	.....	Evansv. & T. H. 1st con		

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Houst. & Tex. Cent.—(Contin'd)—				Mich. Cent.—Consol., 7s, 1902 M&N		124	125	Norfolk & Western—(Continued)—			
Gen. mort. 6s, 1921 A&O			97½	Consol. 5s, 1902 M&N		104		South Side, Va., 1st, 8s, '84-'90 J&J		104	
Hunt. & Br. Top—1st, 7s, '90 A&O		115		1st M. on Air Line, 8s, 1890 J&J		112½	112½	do 2d M., 6s, '84-'90 J&J		100	
2d mort., 7s, g., 1895 F&A		115½		Air Line, 1st M., 8s, guar. M&N		110	112	do 3d M., 6s, '86-'90 J&J		101	
Cons. 3d M. 5s, 1895 A&O		89	90	Gd. Riv. V., 1st 8s, guar. '86 J&J		106	108	Virginia & Tenn., M. 6s, 1884 J&J		100	
Ill. Cent.—1st M. Chic. & Spr. '98 J&J		112		6s, 1909 M&S				Va. & Tenn., 4th M., 8s, 1900 J&J		118	
Middle Div. reg. 5s, 1921				5s, coup., 1931 M&S		100½		North Carolina—M., 6s		108	
Sterling, S. F., 5s, g., 1903 A&O		107	109	5s, reg., 1931 M&S				Northeast, S.C.—1st M., 8s, '99 M&S		123	
Sterling, gen. M., 6s, g., 1895 A&O		113	115	Kalamazoo & S. H., 1st 8s, '90 M&N		112	112½	2d mort., 8s, 1899 M&S		121	
Sterling, 5s, 1905 J&D		105	107	J. L. & Sag. 1st 8s, '85, "wh. bds." J&J		105	105½	North'n Cent.—2d mort., 6s, 85 J&J		104	
Ind. Bl. & W.—1st, pf., 7s, 1900 J&J		117		J. L. & Sag. North Ext., 8s, '90 M&N				3d mort., 6s, 1900 A&O		117	
1st mort., 4-5-6, 1909 A&O		85	87	do Cons. M., 8s, '91 M&S		113	113½	Con. mort., 6s, g., coup., 1900 J&J		117½	
2d mort., 4-5-6, 1909 A&O		70		do 6s, 1891 M&S		103½	104½	6s, g., reg., 1900 A&O		114	118
East. Div., 1st mort. 6s, 1921		90		Joliet & N. Ind., 1st 7s (guar. M.C.)		121		Mort. bds., 5s, 1926, series A J&J		101½	102½
East Div., income		25	35	Michigan & Ohio—1st mort				do series B		100	
Income, 1919				Midland of N. J.—1st 6s, 1910 A&O		94½	96	Con. mort. stg. 6s, g., 1904 J&J			117½
Indianapolis Decatur & Springfield—				4-5-6s, 1910 A&O		95		Northern, N.J.—1st M., 6s, '88 J&J		100	102
1st mort., 7s, 1906 A&O		104½		Mil. L. & W.—1st M., 6s, 1921 M&N		100	100	Norw'h & Worcester—1st M., 6s, '97 J&J		116	118
2d mort., 5s, 1911 J&J				1st, incomes				North. Pac., P. D'O Div.—6s, M&S		199	100
2d mort., income, 1906 J&J				Mil. & No.—1st, 6s, 1910 J&D			97½	Mo. Div. 6s, 1919 M&N		199½	100½
Trust Co. cert.				Minn. & St. L.—1st M., 1927 J&D		120	122½	Gen'l l. g., 1st, 6s, 1921 J&J		102½	102½
New 1st mort. 6s, funded				1st M., Iowa City & W., 1909 J&D		119		Gen'l l. g., 1st, 6s, reg. J&J		101½	102
Ind'polis & St. L.—1st 7s, 1919 Var.		111	113	2d mort., 7s, 1891 J&J			103	Og'd'nsb'g & L. Ch.—1st M. 6s, '98 J&J		101½	101½
Ind'polis & Vin.—1st, 7s, 1908 F&A		112		Southwest. Ext., 1st, 7s, 1910		110	110½	S. F., 8s, 1890 M&S		102	103
2d mort., 6s, g., guar., 1900 M&N		101		Pacific Ext., 1st, 6s, 1921		101	101½	Consol., 6s, 1920		186½	87
Int. & Gt. North.—1st 6s, 1919 M&N			109	Miss. & Tenn.—1st M., 8s, series "A"		124	126	Income, 1920		25	26
Coup. 6s, 1909 M&S		81½		8s, series "B"		107	110	Ohio Cent.—1st mort., 6s, 1920 J&J		65	69
2d mort., income, 8s, 1909				Mo. K. & T.—Cons. ass., 1904-6 F&A		108½	108½	Incomes, 1920			15
Ionia & Lansing—1st 8s, '89 J&J		111	111½	Consolidated 6s, 1920 J&D		79½	81	1st Ter'l Trust, 6s, 1920 J&J			76
Iowa City & West.—1st 7s, 1909 M&S				1st 6s, g., 1899 (U. P. S. Br.) J&J		105		Mineral Div., inc. 7s, 1921			
Ia Falls & Sioux C.—1st 7s, '99 A&O		119	120	2d mort., income, 1911 A&O		65½		River Div., 1st		27	28
Jefferson—Hawley Br. 7s, '87 J&J		100		General mortgage				do income		3½	4½
1st mort., 7s, 1889 J&J		100		Boonev'e B'g, 7s, guar., 1906 M&N				Ohio & Miss.—Cons. S. F. 7s, '98 J&J		114½	115½
Jeff. Mad. & Ind.—1st 7s, 1906 A&O		114	114½	Han. & C. Mo., 1st 7s, g., '90 M&N		106½		Cons. mort., 7s, '98 J&J			120
2d mort., 7s, 1910 J&J		115	116	Mo. Pac.—1st mort., 6s, gld, '88 F&A		106½	102½	2d mort., 7s, 1911 A&O		120½	121½
Junction (Phil.)—1st 4½s, 1907 J&J				Consol. 6s, 1920 M&N		101½	102½	1st mort., Springfield Div., 1905 M&N		117½	118
2d mort., 6s, 1900 A&O				2d mort., 7s, 1891 J&J		110		Ohio Southern—1st 6s, 1921 J&D			82
K.C. Ft. Scott & G.—1st 7s, 1908 J&D		113	114	Car. B., 1st mort., 6s, g., '93 A&O			102½	2d income, 6s, 1921		18	
Kansas C. Lawr. & So. 1st, 6s, 1909		105½	106	3d mortgage, 7s, 1906 M&N		112½	113	Ohio & W. Va.—1st, s.f., 7s, 1910 M&N		111	113½
K.C. St. Jos. & C.B.—M. 7s, 1907 J&J		117½	118	Income, 7s, 1892 M&S				Old Colony—6s, 1897 F&A		118	118½
Kansas & Nebraska—1st mort.		60		Mob. & Ala. Gr. Tr.—1st 7s, gld, '95		62½		6s, 1895 J&D		116	117
2d mort		18	22	Mobile & O.—1st pref. debentures			30	7s, 1894 M&S		124	124½
Kentucky Central—6s, 1911 J&J				2d pref. debentures				Oreg. & Cal.—1st 6s, 1921 J&J		92	94
Keokuk & Des M.—1st 5s, guar. A&O				3d pref. debentures				Oregon Short Line—1st mort		89½	96
L. Erie & West.—1st 6s, 1919 F&A		93½	96	4th pref. debentures				Oregon & Transcont.—6s, 1922		77	80
Income, 7s, 1899		45		New mortgage, 6s, 1927		101½		Osw. & Rome—1st M., 7s, 1915 M&N		120	
Sandusky Div., 6s, 1919 F&A		30	40	Cairo Extension 6s, 1892 J&J				Panama—Sterl'g M., 7s, g., '97 A&O		115	117
do income, 1920		30		Morg'n's La. & Tex., 1st 6s, 1920 J&J		134½	135	Sinking fund sub., 6s, 1910 M&N			
Laf. Bl. & Mem., 1st 6s, 1919 M&N		92		Morris & Essex—1st 7s, 1914 M&N		114		Subsidy bonds, Eng. issue, 6s		106	108
do income, 7s, 1899			45	2d mort., 7s, 1891 F&A				Paris & Dec't'r—1st M., 7s, g., '92 J&J			45
Lake Shore & Mich. So.—				Bonds, 7s, 1900 J&J		120	120½	Penna.—Gen. M., 6s, ep., 1910 Q—J		121½	
M. So. & N. I., S. F., 1st 7s, '85 M&N		104½	104½	General mort., 7s, 1901 A&O		124	124½	Gen'l mort., 6s, reg., 1910 A&O		122	
Cleve. & Tol., 1st M., 7s, '85 J&J		105½		Consol. mort., 7s, 1915 J&D		110	111	Cons. mort., 6s, reg., 1905 Q—M		116	
do 2d M., 7s, 1886 A&O		105½		Nashua & Low.—6s, g., 1893 F&A		108	106½	do 6s, coup., 1905 J&D			
Cl. P. & Ash., new 7s, 1892 A&O		113		5s, 1900		116½	103½	Penn. Co., 6s, reg., 1907 Q—J			
Buff. & E., new bds, M., 7s, '98 A&O		120		Nashv. Ch. & St. L.—1st 7s, 1913 J&J				do 1st M., 4½s, 1921 J&J		93½	
Buff. & State L., 7s, 1886 J&J				2d mort., 6s, 1901 J&J		100	103½	Penn. & N. Y.—1st 7s, '96 & 1906 J&D			123
Det. Mon. & Tol., 1st 7s, 1906		123		1st, Tenn. & Pac., 6s, 1917 J&J				Pensacola & Atlantic—1st m. M&S			70
Jamest. & Frankl., 1st 7s, '97 J&J				1st, Mc M. W. & A., 6s, 1917 J&J				Peoria Dec. & Ev.—1st 6s, 1920 J&J		95½	97
do 2d M., 7s, '94 J&D				Nashv. & Decat'r.—1st 7s, 1900 J&J				Incomes, 1920		50	
Kalamazoo Al. & Gr. R., 1st 8s, J&J		113½	113½	Natchez Jack. & Col.—1st 7s, 1910				Evansville Div., 1st 6s, 1920 M&S			100
Kal. & Schoolcraft, 1st 8s, '87 J&J		100		Nevada Cen.—1st 6s, 1904 A&O				do income, 1920		50	
Kal. & Wh. Pigeon, 1st 7s, '90 J&J		100		Newark & N. Y.—1st 7s, 1887 J&J		107		Peo. & Pekin Un.—1st 6s, 1921 Q—F		100	
Dividend bonds, 7s, 1899 A&O		122½	123	Newk's Set & S.—1st 7s, g., '89 M&N		102	105½	Perkiomen—1st M., 6s, 1887 A&O			102½
L. S. & M. S., cons., ep., 1st 7s, J&J		125½	126	Newburg D. & Conn.—Income		20	23	Cons. mort., 6s, 1913, sterling		193	96
do cons., reg., 1st 7s, 1900 Q—J		124½	124½	N'burgh & N. Y.—1st M. 7s, 1888 J&J		102		Petersburg—Class A			
do cons., ep., 2d 7s, 1903 J&D		118½	119½	New Jersey & N. Y.—1st mort		100		Class B			
do cons., reg., 2d 7s, 1903 J&D		118½		N. J. Southern—1st M., new 6s, J&J		93	97	Phila. & Erie—2d M., 7s, 1888 J&J			113½
Lawrence—1st mort., 7s, 1895 F&A				N. O. Pac.—1st 6s, gold, 1920 J&J			85	Gen. M., guar., 6s, g., 1920 J&J		119	121
Lehigh & Lack.—1st M., 7s, '97 F&A				N. Y. & Can.—E. M., 6s, g., 1904 M&N		109	111	Sunbury & Erie, 1st M., 7s, '97 A&O			
Lehigh Val.—1st 6s, coup., '98 J&D				N. Y. C. & H.—Debt cert ext, 5s, M&N		103	103½	Phila. & Reading—2d 7s, '93 A&O		118	
1st mort., 6s, reg., 1898 J&D		120½		Mort., 7s, coup., 1903 J&J		130½		Debenture, 1893 J&J			
2d mort., 7s, 1910 M&S		132		Sterling mort., 6s, g., 1903 J&J		122	124	Consol. M., 7s, 1911, reg. & ep. J&D		126½	127
Gen. M., s. f., 6s, g., 1923 J&D		122	123½	N. Y. C., 6s, 1887 J&D		104½	105	Consol. mort., 6s, 1911 J&D			114
Delaware Ld Co. bds, end, 7s, '92 J&J		106	107	Hud. R. 2d M., 7s, 1885 J&D		103½		Improvement mort., 6s, 1897		106	108
L. Miami—Renewal 5s, 1912 M&N		94	96	N. Y. Chic. & St. L.—1st 6s, 1921 J&D		101½	101½	Gen'l mort., 6s, 1908 J&J		100½	100½
L. Rock & Ft. S.—1st l. gr. 7s, '95 J&J		119½		2d 6s, 1923 M&S		86	88	Convertible, 7s, 1893 J&J		79½	80
Long Island—1st M., 7s, 1898 M&N				N. Y. City & No.—Gen'l 6s, 1910 M&N			40	Scrip for 6 deferred ½ coupons		101	103
1st consol. 5s, 1931 Q—J				Trust Co. receipts		116	117	Deferred income		22	
2d mort., 7s, 1918				N. Y. Elevated—1st M., 1906 J&J		20	30	Income mort., cons. 7s, '96 J&D		96½	
South Side, 1st 7s, 1887 M&S		102½		N. Y. & Greenw'd L.—1st M. inc. 6s		5	7	Coal & L., guar. M., 7s, '92 M&S			
Newtown & Fl., 1st 7s, 1891		92		2d mortgage income				Phila. Wil. & Balt.—6s, 1892 A&O		108	110
L.I. City & Flushing—1st 6s, 1911				N. Y. & Harlem—7s, coup., 1900 M&N		130½		6s, 1900 A&O		113½	115
do Incomes				7s, reg., 1900 M&N		130		5s, 1910		105	106
Lou'v. C. & Lex.—1st 7s, '97 J&J (ex)		115	116	N. Y. L. & W.—1st 6s, 1921 J&J		114½	118½	Pittsb. Bradf. & B.—1st 6s, 1911 A&O			90
2d mort., 7s, 1907 A&O		107	108	2nd, 5s guar. F&A		97	95	Pittsb. C. & St. L.—1st 7s, 1900 F&A		121	
Louisville & Nashville—				N. Y. Lake Erie & Western—				2d mort., 7s, 1913 A&O			
Cons. 1st mort., 7s, 1898 A&O		117	119	1st mort., 7s, 1897, ext. M&N		126		Steubenv. & Ind., 1st, 6s, '84 Var.			
Cecilian Br., 7s, 1907 M&S		103		2d mort. exten., 5s, 1919 M&S		109		Pittsb. & Con'l'sv.—1st M., 7s, '98 J&J		125	125½
Louisville loan, 6s, '86-'87 A&O		103½	104	3d mort. ex. 4½s, 1923 M&S		101½	102	Sterling cons. M., 6s, g., guar. J&J		123	125
Leb. Knoxv. 6s, 1931 M&S		100		4th mort. ex., 5s, 1920 A&O		109		Pittsb. Ft. W. & C.—1st 7s, 1912 Var		136	138
Louis. Cin. & Lex., 6s, 1931 M&N		105		5th mort., 7s, 1888 J&D		109		2d mort., 7s, 1912 J&J		132	
Mem. & O. stl., M., 7s, g., 1901 J&D		119	121	1st cons. M., 7s, g., 1920 M&S		127		3d mort., 7s, 1912 A&O		130	
M. & Clarksv., st'g, 6s, g., 1901 F&A				New 2d cons. 6s, 1909 J&D		91½	92½	Equipment, 8s, 1884 M&S		103	106
N. O. & Mobile, 1st 6s, 1930 J&J		94		1st cons. fund coup., 7s, 1920 M&S		125		Pittsb. & West.—1st mort			87½
Pensacola Div., 1st 6s, 1920 M&S		94		2d cor. s. f'd ep., 5s, 1909 J&D				Portl'nd & Og'b'g.—1st 6s, g., 1900 J&J		106	108
St. Louis Div.—1st 6s, 1921 M&S		102½		Reorganizat'n 1st lien, 6s, 1908		107		Vt. div., 1st M., 6s, g., 1891 M&N		20	30
do 2d, 3s, 1980 M&S		55									

For Explanations See Notes at Head of First Page of Quotations.

* Prices nominal; no late transactions. † Purchaser also pays accrued interest. ‡ In London. § Quotation per share.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD STOCKS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.
RR. STOCKS.			CANAL BONDS.			MISCELLANEOUS.			MISCELLANEOUS.		
CONTINUED.			Chesap. & Delaware—			Mexican			Crest Mills (F. R.) 100		
N. L. & N. H. Used, S. 100			1st mort., 6s, '86 J. & J.			Mutual Union	140	155	Crystal Spr. Bl. (F. R.)		85
N. O. Mobile & Tex. 100			2d mort., 6s, '70 Q. & J.	30	35	Northwestern			Day's Mills (F. R.) 100		65
N. Y. Cent. & H. Riv. 100	112 5/8	112 7/8	Del. Div.—6s, '98 J. & J.	112 1/2		Postal	4 1/2	4 7/8	Doug's Axe (Mass.) 100	119	120
N. Y. Ch. & St. L. com 100	8 3/4	9 1/4	Del. & H.—7s, '91 J. & J.	111 1/2		Southern & Atlantic 25	72	80	Dwight (Mass.)	x650	670
do Pref. 100	18	19	1st ext., 1891, M. & N.	111 1/2		Western Union	71 1/4	71 3/4	Everett (Mass.)	75	85
N. Y. Elevated	105	130	7s, 1881, J. & J.	100 3/4		STOCKS.			Fall Riv. Iron W. 100		
N. Y. & Harlem			Comp. 7s, 1894, A. & O.	118		Am. Loan & Trust 100	106	110	F. R. Machine Co. 100		
do Pref. 50			Reg. 7s, 1894, A. & O.	116		Brooklyn	x205	210	F. R. Merino Co. 100		90
N. Y. Lack. & W. g. 5. 100	86 3/4	86 3/4	1st Pa. D. ep., 7s, M. & S.	126 3/4		Central	x260		Flint Mills (F. R.) 100	80	87 1/2
N. Y. L. Erie & West 100	27 1/8	27 3/8	Del. N.—6s, reg., '97 Q. & F.	101 3/4	102 1/4	Equitable			Franklin (Me.)	x95	97
do Pref. 100	70	70	Conv 6s, reg., '94 M. & S.	108	117	Farmers' Loan & Tr. 25	405		Gl'be Y. Mills (F. R.) 100		108
N. Y. & N. England 100	14	15	6s, g., ep., reg., '97 J. & D.	112		Mercantile			Granite (F. R.)	1000	
N. Y. N. H. & Hartf. 160	178	178	Cons. M., 1911 7s J. & D.	123 1/2	124 1/2	Metropolitan			Great Falls (N. H.) 100	74 3/4	75
N. Y. Ont. & West. 100	15 3/4	16 1/4	Morris—Boat loan, '85			N. Y. Guar. & Ind. 100			Hamilton (Mass.) 1000	925	975
do Pref. 80	80	83 1/2	New mort.			N. Y. Life & Trust 100	468		Hartf. Carpet (Ct.) 100	200	215
N. Y. Penn. & Ohio			Penn.—6s, coup., 1910	90	92	Union	315		Hill (Me.)	x88	90
do Pref.			Schuylkill Nav.—			United States	470		Holyoke W. Power 100	225	230
N. Y. Prov. & Bost. 100	161	162	1st M., 6s, 1897, Q. & M.	106		DESCRIPTIVES,			Jackson (N. H.) 1000	1110	1180
N. Y. Susq. & Western	4 1/4	5 1/2	2d M., 6s, 1907, J. & J.	93	97	RIGHTS, &c.			King Philip (F. R.) 100	90	100
do Pref. 15	15	16	Mort. 6s, ep., '95 J. & J.	70		A. L. & Pac. bks. 35 p.c.			Lacosta (Me.)	485	495
N. Y. West Shore & B. 15	15 1/4	15 1/4	6s, imp., ep., '90 M. & N.	95		Bu. N. Y. & P. subs. 60 p.c.			Lancaster M. (N. H.) 400	490	500
Norfolk & West., com 100	12	13 1/4	6s, bt & ear, 1913 M. & N.		83	C. H. & D. pool cert. gu.	98	99	L'et Lake Mills (F. R.)		100
do Pref. 100	39 1/2	40	7s, bt & ear, 1915 M. & N.	75		Den. & R. G. W. subs. ex	75 1/2	77	Lawrence (Mass.) 1000	x1550	1560
No. Pennsylvania 50		68	3usq.—6s, ep., 1918 J. & J.			Mex. C. bks., No. 2, 85%			Lowell (Mass.)	x620	630
Northern Central	59 1/4		7s, coup., 1902, J. & J.			Mich. & Ohio, subs. 85%			Lowell Bleachery 200	x230	232
North'n N. Hamp. 100	110 1/2	111 1/2	Union—1st 6s, '83 M. & N.			N. Y. W. S. & B. subs. 80%			Lowell Mach. Shop 500	900	915
North'n Pac., com. 100	25 1/8	25 3/8	CANAL STOCKS.			Ohio C. ex b. d. & stock			Lyman M. (Mass.) 100	88	92
do Pref. 100	32 1/8	32 3/4	Cal. & Chi. Can. & Dock			Oregon R. y. & N. rights			Manchester (N. H.) 100	x122	124
Norw. & Worcester 100	x148	150	do pref.			Ont. & West., subs. 95%			Mass. Cotton	1160	1180
Ogd. & L. Champ. 100	19	21	Del. & Hudson	105		Ore. Short L. subs. 90%			Mechanics' (F. R.) 100		104
Ohio Central	2 1/2	2 3/4	Del. Div. leased, S. 50			\$100.00 bks. ex b. d.			Merchants' (F. R.) 100		140
Ohio & Miss.	21 1/2	22 1/2	Lehigh Navigation 50	44	44 1/2	Or. & Trans. subs. 100%			Merrimack (Mass.) 1000	x1275	1290
do Pref. 100			Morris, guar. 4. 100			Pull. Pat. Car rights			Metacomet (F. R.) 100		
Ohio Southern	139 1/2	140	do pf., guar. 10. 100			Rich. & Al. subs. 100%			Middlesex (Mass.) 100	x199	200
Old Colony	112	114	Pennsylvania			Rich. & D. ex subs. 80%			Narragansett (F. R.) 100		105
Oregon & Calif.	137	14	Schuylkill Nav.	50		Reben. subs. \$2.250			Nashua (N. H.)	620	630
do Pref. 100	37	38	do do pref. 50	50 1/4	17	Roch. & Pittsb., subs.			Naukeag (Mass.) 100	x121	123
Oregon Short L. ne.	19	19	Susquehanna	50		St. Paul rights			N. E. Glass (Mass.) 375	79	80
Oregon Trans-Cont	31 1/2	31 5/8	MISCELLANEOUS			Tex. & St. Louis, sub. 90%			Newmarket	x480	490
Oswego & Syr., guar.	125		BONDS.			IMPROVEMENT & CONSTRUCTION COS.			Pacific (Mass.)	1200	1210
Panama			Balt. Gas Light 6s	90	100	Am. Ry. Imp. ex b. d. & stk			Pepperell (Me.)	1080	1090
Pennsylvania RR. 50	58 1/8	58 1/8	Banton (Balt.)—E 6s, g.	101		Cent. N. J. Land Imp.			Pocasset (F. R.) 100		80
Pensacola & Atlantic	15 1/4	14 1/4	Mort. 6s, g., 1904 J. & J.	102		Continental Cons. 85%			Rich. Bord'n (F. R.) 100		1000
Peoria Dec. & Ev. 100	17	18 1/2	Un. RR., 1st, end, 6s.	118		Hud. Riv. Contract 40%			Robeson (F. Riv.) 1000		109
Phila. & Erie	56 3/8	56 5/8	do 2d, end, 6s, g. M. & N.	105		Internat. Imp. Ex. 80%			Sagamore (F. Riv.) 100		295
do Pref. 50			Col. Coal & Iron—1st 6s.	70	71	N. Y. Loan & Imp'mt.			Salmon Falls (N. H.) 300	x285	295
Phila. & Tren., 10. 100			Cov. & Cinn. Br.	102 1/2	103	N. Y. & Scranton Cons.			Sandw. Glass (Mass.) 80	50	50 1/2
Phila. Wilm. & Balt. 50	x90	62	Gold & Stock Tel.	100		North Riv. Cons. 100%	25	27	Shove (Fall Riv.) 100		75
Pitts. Cin. & St. L. 50	5	10	Iron Steamboat 1st			Oregon Improvement	61	61	Slade (Fall Riv.) 100		114
Pitts. & Con., 1st 50			Mariposa—7s, '86			Oriental Cons			Stark Mills (N. H.) 1000	1150	1170
do Pref. 100	131	132 1/2	Mutual Union Tel. 6s.	80		Tex. & Col. Imp. 60%			Tecumseh (F. R.) 100		105
Pitts. Ft. W. & C. guar. 7			Northw. Tel.—7s, 1904			do ex b. d.			Thermidre (Mass.) 1000	1000	1050
do Special 7. 100			Or. Imp. Company—			Balt. Consol. Gas	513 1/2	52 1/2	Freemont & S. Mass. 100	155 1/2	156
Pittsburg & Western	20		1st, 6s 1910, J. & D.	80		Boston Gaslight	x840	845	Froy C. & W. (F. R.) 500		850
Port. Saco & Ports, 1st 6	x112	113	Oreg. R. & N. 1st, 6s, J. & J.	103		East Boston	x30	31	Union C. M. T. (F. R.) 100		205
Port. Royal & Augusta	5	15	Postal Tel. Co., 6s, 1912	42 1/8	46	South Boston	101		Wabanook (F. R.) 100		150
Ports. Gl. F. & Con. 100	27	30	Pullman Palace Car	107	109	Brookline, Mass.	x100	102	Washington (Mass.) 100	31	35
Prov. & Worcester 100	x153 3/4	154	3d series, 8s, '87 F. & A.	113	113 1/2	Cambridge, Mass. 100	110	111	Weed Sew. M'c (Ct.) 25		75
Rens. & Saratoga 100	144 1/2	144 1/2	4th do 8s, '92 F. & A.	113	113 1/2	Chelsea, Mass.	90	92	Weetamoe (F. R.) 100		50
Rich. & Alleg. stock	5	7	Del'nire 7s, '88 A. & O.	103	105	Dorchester, Mass. 100	10 1/4	104	William's L. L. (Ct.) 2		500
Richmond & Danv. 100	54		St. L. 7s, g., 1885 A. & O.			Jamaica Pl. Mass. 100	12 1/4	130	York Co. (Me.)	500	510
Rich. F. & P., com. 100			St. L. Bridge & Tum			Lawrence, Mass.	12 1/2	130	COAL & MINING STOCKS.		
do Guar. 7. 100			1st, 7s, g., 1929 A. & O.	127	129	Lowell	x155	160	Ameron Coal		
do do 6			Sp. Val. W. W.—1st, 6s.			Lynn, Mass., G. L. 100	x78	80	Cent. Arizona Min. 100	15	17
Richmond & P. B. 100	77	80	Sterling Iron & Ry.			Mald. & Melrose	91	92	Colorado Coal & I. 100		
Rich. & West Point	27 1/2		Sterling B. Inc., 1891			Newton & Wat'n	125	125	Consol. Coal of Md. 100		
Richmond York R. & C.	14 1/8	15	Series B. Inc., 1891			Salem, Mass.	102	103	Honestake Min'g 100		
Rochester & Pitts. 100	20	21	Plain income 6s, '96.			Fall River	100		Lehigh & Wilkes		
Rome W. & Ogd. 100	20	21	Western Union Tel.	113		Brooklyn, L. I.	12 1/2	13 1/2	Mahoning Coal & RR		
Rutland	2 1/4	3	7s, r. & c., 1900, M. & N.			Citizens', Brooklyn 25	85	90	Mariposa L. & M. Coal 100		
do Pref. 7. 100	15	15 1/4	Sterling 6s, 1900, M. & N.			Metropolitan, B'klyn.	88	90	do pref. 100	10	13
St. Joseph & Western	5	12									

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

For Explanations See Notes at Head of First Page of Quotations.

MINING STOCKS.		Bid.	Ask.	BANK STOCKS.		Bid.	Ask.	BANK STOCKS.		Bid.	Ask.	INSURANCE STOCKS.		Bid.	Ask.
Jacrosse.....	10	40	50	Shawmut.....	100	116	117	Grocers'.....	30	152	153	Mass. Mutual.....	100	116	118
Leadville Consol.....	10	40	50	Shoe & Leather.....	100	95	95 1/2	Hanover.....	100	152	153	Mercantile F. & M.....	100	134	135
Little Chief.....	50	62	62	State.....	100	129	129 1/2	Importers' & Tr.....	100	264	264	Neptune F. & M.....	100	118 1/2	120
Little Pitts.....	10	50	50	Suffolk.....	100	119 1/4	119 3/4	Irving.....	50	140	140	North American.....	100	114 1/2	116
Mexican G. & Silv.....	100	175	175	Third Nat.....	100	94	96	Leather Manufgts.....	100	160	160	Prescott.....	100	98	100
Moose.....	10	10	10	Traders'.....	100	82 1/2	83	Manhattan.....	50	138	160	Shoe & Leather.....	100	74	76
Moose Silver.....	100	10	10	Tremont.....	100	107 1/2	108	Marine.....	100	162	162	Washington (new) 100	100	110	112
Mono.....	100	225	275	Union.....	100	142	143	Market.....	100	140	140	CINCINNATI.			
Navajo.....	100	225	275	Washington.....	100	131	133	Mechanics'.....	25	148	148	Amazon (new stock) 20	20	90	95
Northern B. & O.....	100	40	40	Webster.....	100	109	109 1/2	Mechanics' & Tr.....	25	100	100	Aurora.....	75	75	85
Ophir.....	10	350	350	BROOKLYN.				Mercantile.....	100	118	118	Cincinnati.....	25	150	150
Potosi.....	100	113	113	Atlantic (State).....	175	180	180	Merchants'.....	50	127	127	Citizens'.....	20	125	128
Rapahannock.....	1	66	66	Brooklyn.....	129	131	131	Merchants' Exch'ge 50	50	147 1/2	149	Commercial.....	25	200	210
Red Elephant.....	10	66	66	First National.....	255	270	270	Metropolitan.....	100	147 1/2	149	Eagle.....	100	99	100
Rising Sun.....	5	27	28	Fulton.....	145	155	155	Nassau.....	100	130	130	Enterprise.....	20	50	60
Robinson Consol.....	50	27	28	City National.....	280	300	300	New York.....	100	165	165	Eureka.....	20	177 1/2	177 1/2
Sierra Grande.....	100	300	300	Commercial.....	115	120	120	N. Y. Nat. Exch'ge 100	100	110	110	Firemen's.....	20	147 1/2	147 1/2
Sierra Nevada.....	100	300	300	Long Island.....	115	120	120	New York County 100	100	140	140	Germania.....	20	115	115
Silver Cliff.....	50	65	65	Manufacturers'.....	215	220	220	Ninth National.....	100	120	120	Globe.....	20	97	100
South Hite, new.....	25	25	25	Mechanics'.....	200	210	210	North America.....	70	104	104	Merchants' & Manuf 20	20	160	160
South Pacific.....	100	25	25	Nassau.....	200	210	210	North River.....	50	115	115	Miami Valley.....	50	99	99
Spring Valley.....	1	25	25	Brooklyn Trust.....	200	202 1/2	202 1/2	Oriental.....	25	140	140	National.....	100	150	160
Standard.....	100	6	6	CHARLESTON.				Pacific.....	50	162	162	Security.....	100	110	115
Tip Top.....	100	6	6	B'k of Chas. (NBA) 100	100	98	98	Park.....	100	162	168	Standard.....	100	103	105
Tuscarora.....	100	6	6	First Nat. Chas.....	100	155	155	People's.....	25	145	145	Washington.....	20	130	135
Unadilla.....	100	6	6	People's National 100	100	129	129	Phenix.....	20	105	105	Western.....	25	153	153
Union Consol.....	100	355	355	CHICAGO.				Republic.....	100	115	115	HARTFORD, CONN.			
BOSTON MINING STOCKS.				Chicago Nat.....	100	137	137	Second National.....	100	120	120	Aetna Fire.....	100	222	225
Allouez.....	25	11 1/2	11 1/2	Commercial Nat.....	100	260	260	Seventh Ward.....	100	105	105	Connecticut.....	100	116	124
Atlantic.....	25	11	11	First National.....	100	225	225	Shoe & Leather.....	100	135	135	Hartford.....	100	275	275
Brunswick Antimony 5	25	23 1/4	23 1/4	Hide and Leather.....	100	135	135	St. Nicholas.....	100	130	130	National.....	100	121	125
Calumet & Hecla.....	25	25c	30c	Home National.....	100	69	69	State of N. Y.....	100	125	125	Orient.....	100	70	80
Catalpa Silver.....	10	25	30c	Merchants' Nat.....	100	360	360	Tradesmen's.....	40	108	108	Phenix.....	100	162	168
Central.....	25	25	30c	Nat. B'k of Illinois 100	100	144	152	Union.....	50	171	171	Steam Boiler.....	40	162	168
Copper Falls.....	50	20c	20c	Northwestern Nat 100	100	220	220	United States Nat 100	100	171	171	LONDON.			
Douglas (Me.).....	5	20c	20c	Union National.....	100	220	220	Wall Street.....	50	171	171	Commercial Union.....	25	18 1/2	19 1/2
Franklin.....	25	9	10	Un. Stock Y'ds Nat 100	100	250	250	PHILADELPHIA.				Guardian.....	50	62	64
Harshaw Silver.....	20	50c	60c	CINCINNATI.				B'k of N. America 100	100	171	171	Imperial Fire.....	25	137	142
Huron.....	25	14	18	Citizens' National.....	130	140	140	Centennial Nat.....	100	171	171	Lancashire F. & L.....	25	5	5 1/2
Minnesota.....	25	14	18	Commercial Bank.....	114	115	115	Central National.....	100	171	171	London Ass. Corp. 12 1/2	12 1/2	55	57
National.....	25	15	18	Exchange Nat. Bank.....	235	240	240	City National.....	50	171	171	Liv. & Lond. & Globe.....	2	21	22
Osceola.....	25	15	18	Fourth National.....	170	175	175	Commercial Nat.....	50	171	171	North'n Fire & Life.....	5	42	44
Pewabic.....	25	14	18	German National.....	118	121	121	Commonwealth Nat 50	50	171	171	North Brit. & Mer. 8 1/2	8 1/2	24	26
Phenix.....	25	46	46 1/2	Merchants' National.....	137	138	138	Consolidation Nat.....	30	171	171	Queen Fire & Life.....	1	13 1/2	2 1/2
Quincy.....	25	46	46 1/2	Metropolitan Nat.....	117 1/2	120	120	Corn Exchange Nat.....	50	171	171	Royal Insurance.....	5	28	29
Ridge.....	25	2	3	Nat. Lat. & Bk. of Com. 200	200	205	205	Eighth Nat.....	100	171	171	NEW ORLEANS.			
Silver Islet.....	25	90c	1	Second National.....	140	141	141	First Nat.....	100	171	171	Crescent Mutual.....	119 1/2	119 1/2	125
Sullivan (Me.) Silver 10	10	90c	1	Third National.....	139	141	141	Farmers' & Mech. N. 100	137	171	171	Factors' and Traders.....	123 1/2	123 1/2	125
BANK STOCKS.				Union Nat.....	120	125	125	Girard National.....	40	88	88	Firemen's.....	83 1/2	83 1/2	125
BALTIMORE.				Western German Bank 117	117	117	117	Kensington Nat.....	50	75	75	Germania.....	120	120	125
Bank of Baltimore 100	140	140	140	HARTFORD.				Manufacturers' Nat.....	25	27	27 1/2	Hibernia.....	120	120	125
Bank of Commerce 15	18 1/2	18 1/2	18 1/2	Aetna Nat.....	100	130	135	Mechanics' Nat.....	100	171	171	Home.....	40	40	41
Citizens'.....	10	18 1/2	18 1/2	American Nat.....	50	75	80	Merchants' Nat.....	100	171	171	Hope.....	112	112	115
Com. & Farmers'.....	100	120	120	Charter Oak Nat.....	100	142	152	Nat. B'k Commerce 50	50	171	171	Lafayette.....	62	62	65
Farmers' B'k of Md. 30	31	31	31	City Nat.....	100	88	90	Nat. B'k Germant'n 50	50	171	171	Merchants' Mutual.....	116 1/4	116 1/4	117
Farmers' & Merch.....	40	54	54	Connecticut River 50	48	59	59	Nat. B'k N. Liberties 50	50	171	171	Mechanics' & Traders.....	121	121	123
Farmers' & Planters.....	25	44	44	Far. & Mech. Nat. 100	125	139	139	Nat. B'k Republic.....	100	171	171	New Orleans Ins. Ass'n.....	36	36	36
First Nat. of Balt. 100	135	135 1/2	135 1/2	First Nat.....	100	117	117	National Security.....	100	171	171	New Orleans Ins. Co.....	62 1/4	62 1/4	64
Franklin.....	60	112	115	Hartford Nat.....	100	178	185	Penn National.....	50	171	171	People's.....	31 1/2	31 1/2	35
German American.....	110	110	120	Mercantile Nat.....	100	120	125	Philadelphia Nat.....	100	222	222	Sun Mutual.....	130	130	135
Howard.....	1	10 1/2	10 1/2	National Exchange 50	75	80	80	Second Nat.....	100	110	112	Teutonia.....	133	133	137 1/2
Marine.....	30	40	40	Phenix Nat.....	100	170	171	Seventh Nat.....	100	110	112	NEW YORK.			
Mechanics'.....	10	13	13	State.....	100	109	112	Sixth Nat.....	100	110	112	American.....	50	150	160
Merchants'.....	100	134 1/2	134 1/2	LOUISVILLE.				Southwark Nat.....	50	110	112	American Exch.....	100	110	114
National Exch'ge 100	119	119	120 1/2	Bank of Kentucky 100	159	160	160	Spring Garden.....	100	110	112	Bowery.....	2	153	160
People's.....	25	19 3/4	20 1/2												

Investments

AND

RAILROAD INTELLIGENCE.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the *Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies*. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$1 per copy.

ANNUAL REPORTS.

Rochester & Pittsburg Railroad.

For the year ending Sept. 30, 1883.)

The annual report for the late fiscal year is just out. Mr. Walston H. Brown, the President, states in his report that "the section of the road opened for traffic during the year embraced the Rochester & Salamanca Division, 108½ miles in length, and 16½ miles of the Buffalo & Pittsburg Division, extending from Salamanca Junction to the city of Bradford. This makes 125 miles of road operated during the entire fiscal year. In addition to the above mileage, there was a portion of the Buffalo & Pittsburg Division, extending from Bradford to Dubois, opened for coal traffic during the last three months of the fiscal year. The gross earnings for the previous fiscal year, ending September 30, 1882, were \$305,988, which shows an increase of \$237,650 for the present year. The principal source of this increase was derived from the coal tonnage which has passed over the road during the last three months of the present fiscal year. The first shipment of coal over our road from Dubois was on the 1st day of May, 1883. The first shipment of coal from the company's own mines, located at Beechtree, was on the 27th day of June, 1883, and the first shipment of coal from the company's mines located at Walston, two miles south of Punxsutawney, was on the 22d day of September, 1883.

"The division of our road extending from Bradford to Dubois was turned over to the operating department August 1. The division extending from Ashford Junction to Buffalo and from Dubois to Punxsutawney was turned over to the same department on the 15th day of September. It was found to be impracticable, owing to the large number of construction trains upon the line, to run regular coal trains over the road until August 1, and even after that date traffic was very seriously impeded by the construction work."

A serious accident occurred on July 1. There were fifteen persons on the passenger car, seven of whom were killed and eight wounded. The company has settled and paid for all the persons killed and wounded, except one lady slightly injured. The company charges \$40,000 on account of this accident, which will cover all the expenses growing out of the same.

ROCHESTER & SALAMANCA DIVISION.

"The operating expenses continue to be very large in proportion to the earnings, owing to the fact that the work of reconstructing the old road between Rochester and Salamanca has been pushed vigorously during the fiscal year."

BUFFALO & PITTSBURG DIVISION.

"The work of construction of this division was retarded by the severe and long-protracted winter which was experienced in that section of the country, and furthermore by the most rainy summer known for several years. The road from Bradford to Dubois was not in condition to hand over to the operating department until August 1, and the balance of the road not until September 15 last. While the track has been laid for several months on the division from Ashford Junction to Buffalo, it was impossible to keep it up to grade for a distance of about six miles through what is known as the Buttermilk Swamp, owing to the fact that the clay soil has quicksand underlying it. * * We have now secured a road bed which, by constant and careful watching, will stand until the foundation for it becomes solid and firm." * *

"We have purchased about thirty acres of land within the city limits of Buffalo, along the banks of the Buffalo Creek, where we have laid out extensive yards for handling our coal trains and delivering coal to the various railroads centering in Buffalo." * *

"We have purchased the franchise and capital stock of the East Buffalo Terminal Railroad of Buffalo, which corporation has the right to extend its line from Howard Street, in East Buffalo, in the heart of the city, where our terminal facilities would be equal to any railroad entering the city. In the meantime we have made a contract with the New York Central & Hudson River Railroad Company for the temporary use of their Howard Street depot in East Buffalo for our passenger business, and for the use of their Ohio Street freight depot for our general freight business. * * Our railroad company own practically all of the capital stock of the Rochester & Pittsburg Coal & Iron Company's stock, which latter corporation has no bonded nor floating debt. * * We are now shipping about 1,500 tons of coal per day from the company's own mines. For the past six weeks there has been a general strike among the miners in Western Pennsylvania, which prevented Messrs. Bell, Lewis & Yates, the owners of the Dubois mines, from shipping any coal over our road. When the strike occurred they were shipping more than 100 cars of coal per day over our road." * *

"Our equipment is all in first-class condition, much the larger part of it having been delivered during the present

year. The value of our rolling stock at the close of the fiscal year is upwards of \$1,531,000, on which the company owes \$748,000, in the shape of car-trust certificates.

"Since the close of the fiscal year we have received 200 additional box cars, and 200 Hopper bottom coal cars, and have purchased 10 additional locomotives."

STATEMENT OF EARNINGS AND EXPENSES FOR YEAR ENDING SEPTEMBER 30, 1883.

Gross earnings, including \$30,000 for transportation of men and supplies for construction work....	\$513,639	
expenses—		
Maintenance of roadway.....	\$160,722	
“ “ equipment.....	41,871	
Transportation.....	179,427	
General expenses.....	40,010	
		\$422,032
Net earnings.....		\$121,607
Interest on first mortgage.....	\$8,000	
Interest on car trust.....	11,643	
“ “ first mortgage Perry Railroad.....	1,400	
“ “ consolidated first mortgage.....	9,900	
“ “ balances.....	10,155	
Rasselas wreck, about.....	40,000	
Taxes.....	21,000	
		172,099

Deficit..... \$50,491

The balance sheet as of September 30, 1883, was given in the CHRONICLE of Nov. 17, page 535.

GENERAL INVESTMENT NEWS.

Atchison Topeka & Santa Fe.—The earnings and expenses for November, and for the eleven months, in 1882 and 1883, have been as follows:

	November.		Jan. to Nov., 11 mos.	
	1883.	1882.	1883.	1882.
Miles of road operated	1,820	1,820	1,820	1,815
Gross earnings.....	\$1,340,761	\$1,349,311	\$13,011,530	\$13,314,665
Operating expenses (exclusive of taxes)	561,053	622,131	5,901,072	7,571,193
Net earnings.....	\$779,708	\$726,878	\$7,110,457	\$5,743,472

Atlantic & Pacific.—A temporary settlement between the Atchison Topeka & Santa Fe and the St. Louis & San Francisco companies has been formally ratified by both corporations. By the settlement, the Atchison and the St. Louis & San Francisco companies advance each \$200,000 and the syndicate \$200,000 more to the Atlantic & Pacific Company, and take security upon proceeds of land sales now in negotiation.

Bankers' & Merchants' Telegraph.—The Bankers' & Merchants' Telegraph Company has just completed the purchase of the Lehigh Telegraph Company's line, which adds about 300 miles of pole mileage and ninety new offices to its system in Eastern Pennsylvania. The company also begins the new year with the opening of offices at Charleston and Savannah and is the only opposition company that now reaches those and other important cities of the South.

Buffalo New York & Philadelphia.—At Philadelphia, December 31, the stockholders of this company approved a proposition of the board of directors to increase the funded indebtedness of the company to the total authorized issue of \$25,000,000. The original issue of bonds was \$21,000,000, and subsequently \$1,700,000 were sold for new cars and engines, stations, depots, sidings, and advances to develop coal properties. The increase authorized now is \$2,000,000, which is to be devoted to additional equipment and facilities demanded by the growing business of the road.

Chicago Burlington & Quincy.—The Tripartite Alliance. —A conference between the managers of the lines in the new Western Railway Alliance and the officers of the Chicago Burlington & Quincy road, with a view to inducing that company to form part of the new combination, was held in Chicago Thursday. The Union Pacific, Rock Island, Milwaukee & St. Paul and Northwestern were represented by the general managers of those roads, the only absentee being the representative of the Wabash. The officers of the Burlington have had in their possession since Monday last a copy of the tripartite agreement, the terms of which were under discussion. The statement was made in an unauthorized way to the Associated Press, that whatever conclusion is reached by the Burlington Company the matter will necessarily be laid before the board of directors of that company for final action. The meeting adjourned until Friday, to await the arrival of Vice-President Hayes of the Wabash road. No decision of any character was reached.

Delaware Lackawanna & Western.—At a meeting of the board of directors the following statement was presented for the eleven months ending Nov. 30, including all the company's operations:

Gross earnings for eleven months.....	\$29,781,735
Expenses.....	21,799,209
Net earnings.....	\$7,982,526
Rentals of leased lines and interest on bonds.....	4,523,937
Surplus.....	\$3,458,589

Statements of this character, issued occasionally when the figures are exceptionally good, and by companies that never make any annual reports or monthly reports of earnings to their stockholders, carry very little weight with the public.

Denver & Rio Grande.—This company makes the following statement for November and the eleven months ending November 30, including the Utah lines:

	November.	Eleven months.
Earnings.....	\$635,857	\$6,803,607
Expenses.....	413,561	4,348,770
Net earnings.....	\$222,296	\$2,454,837
Miscellaneous receipts.....		114,531

Total net income.....\$2,569,368
For November the increase in net earnings, as compared with November, 1882, was \$61,882, or 33.6 per cent. For the eleven months the increase in net income was \$160,157, or 6.6 per cent, out of which the rental of the Utah Division is to be paid.

Green Bay Winona & St. Paul.—This company publishes the following statement for the eleven months ending Nov. 30:

	1883.	1882.
Earnings.....	\$375,317	\$358,555
Expenses.....	296,288	297,221
Net earnings.....	\$79,029	\$61,334
Per cent of expenses.....	78.9	82.9

The earnings, though showing a gain, are still very light, being this year \$1,706 gross and \$359 net per mile of road.

Iowa Pool.—A dispatch from Chicago this week says, as far as the Iowa pool is concerned, it was decided to let it expire under the notice of withdrawal given by the Milwaukee & St. Paul, there being no longer any necessity for its existence. All the arrangements for winding up the affairs of the pool were successfully perfected, and the Commissioner was instructed to close all accounts as speedily as possible.

Little Rock & Fort Smith.—The Boston *Advertiser* says: "The January coupons will be funded and the interest on the scrip be paid. The trustees have canceled, from the proceeds of land sales, since January 1, \$120,000 of the 7s, and have a surplus applicable to the same end. The company has been wrestling with a floating debt, and reduced it from \$272,579 a year ago to a nominal figure, proceeds from the sale of treasury bonds and earnings, chiefly the latter, being used for that purpose. The outstanding bonds have been reduced from \$2,476,500 to \$2,453,500, but the scrip debt has been increased some \$200,000. One reason for funding the January coupons is the fact of considerable expenditures for a steamboat line to run along the south bank of the Arkansas River. The railroad is on the north bank, and the ferries are so few that the company has lost considerable freight from the south side. The steamboat line will collect this freight everywhere along the route and deliver it to the railroad for shipment. Two steamboats have been bought, and one or two others are to be added to the line. The Mississippi River & Texas Road has run a steamboat in a similar manner, which has yielded an income of 20 per cent on the cost. Preparations to build the bridge across the river, connecting the two roads, continue; one proposal having been received to do it for \$225,000. The Little Rock road will sell the bridge or junction railway company which builds the bridge some \$35,000 worth of land needed for the purpose, receiving therefor cash or the equivalent in securities of the new company."

Missouri Pacific.—Mr. Jay Gould, President of the Missouri Pacific Railway Company, has issued the following statement to the stockholders:

"Inasmuch as considerable time will elapse before the annual report will be ready, the directors of the company have authorized the following preliminary statement for the year 1883 of the business of the company. December is partly estimated, but the actual results will vary but slightly from the following:

Gross earnings Missouri Pacific and Iron Mountain railways for year.....	\$17,107,411
Operating expenses, 53.8-10 per cent of gross earnings (including \$507,618.16 for betterments and construction)	9,205,100
Net earnings.....	\$7,902,311
Dividends received during year on investments, &c.....	419,252
Total estimated receipts.....	\$8,351,624
Deduct interest, rentals and other charges, including taxes	4,137,861
Total net profit after payment of all fixed charges.....	\$4,213,763

New York & New England.—The annual report of this road, containing the income statement and floating debt on Sept. 30, 1883, was published in the CHRONICLE of December 1 on page 593. On January 1 a special meeting of the directors was hastily called by Mr. Clark, the newly-elected President, to meet in Hartford. Seven out of the 19 directors were present. President Clark offered a resolution to the effect that the appointment of a receiver should be requested. A discussion arose. Two of the directors present opposed such action. Mr. Clark expressed his unwillingness to further direct the affairs of the corporation unless the plan proposed was carried out. He also declared that persons had been threatening attachments for some time, and these might be put on it any moment.

Then the entire party left the hotel and went to the residence of Judge Shipman of the United States Court, who had previously been notified to expect it. The matter was argued before the Judge, the minority making a strong opposition, and at about two o'clock A. M. the decree for a temporary receiver was granted, and Mr. Clark appointed. The seven directors who were present at the meeting were Messrs. Clark, Higginson, Metcalf, French, Robinson, Kingsbury and Nickerson. The appointment of a receiver was made on the petition of Thomas Brassey, member of Parliament of England, a creditor, and with the consent of the officers of the road.

Mr. Clark explained the matter as follows: "The sum of \$330,000 interest on the first mortgage bonds was due Jan. 1,

and the directors made arrangements to have the coupons cashed at the National Bank of Commerce. * * The appointment of a receiver was the only thing that could be done to prevent the road from being dismembered and its business disturbed and embarrassed, and it gives the shareholders an opportunity to pay the floating debt. I have perfect confidence in the property, and I believe it can pay all its debts and be of value to its stockholders besides. If the property were allowed to be idle, or if its business were interfered with, its fixed charges of \$1,250,000 and its floating debt would soon absorb the entire value of the stock. If allowed to drift along by default, the principal, as well as the interest, of the ten-million-dollar mortgage would soon be due, with but little prospect of the second bondholders, the creditors of the floating debt, or the stockholders, getting anything out of it. Such a course would show a want of capacity in me, and would be virtually a wrecking of the property."

In the United States Court in Boston a suit by the second mortgage bondholders of the road, asked for the appointment of a receiver of all the property in Massachusetts, the proceeding being taken for the purpose of ratifying the appointment by Judge Shipman in Hartford. Judge Nelson declined to take any final action until further evidence should be submitted to Judge Shipman, whose action was not final.

Most of the coupons on the first mortgage bonds were cashed January 1 at the Bank of Commerce. These are purchased by a syndicate of directors who have raised the money required for this payment.

Mr. Clark, on his return to New York, said: "There will be a meeting of the full board of directors next Monday, at which I shall submit a report stating the situation as it appeared to me on the afternoon of December 31, and which led me, after a conference with one or two others, to exercise the power conferred upon me to call an immediate meeting of the board. The whole subject will be submitted to the board. My expectation is that the board will agree that the stockholders shall have full knowledge and opportunity to pay the debts, including the interest on the mortgages, at any time during the full period provided by the mortgage, with the distinct understanding that, if they fail so to do, they will eventually lose their rights in the property."

From the latest information regarding the New York & New England receivership, it appears very much as if the appointment was the best thing for the company. The following is significant on the subject, from the Boston *Transcript*: "It has been ascertained that before the appointment of a receiver the Boston & Albany Railroad Company had protested its balances due from the former company, and that the transfer steamer W. T. Hart had been attached. The company is preparing a statement of its floating debt at the time of the appointment of the receiver, and will mail this, together with a defense of its action, to all the stockholders. The floating debt, together with interest and claims due to February next is \$2,000,000."

New York Mutual Telegraph Company.—A dividend of one per cent upon the capital stock of this company has been declared, payable on the 15th day of January, 1884, to stockholders of record on January 12. Holders of the stock and stock trust certificates of the Mutual Union Telegraph Company must convert the same into the stock of the New York Mutual Telegraph Company at the office of the Central Trust Company to participate in this dividend.

New York West Shore & Buffalo.—The formal opening of the Western Division of the West Shore Road, between Syracuse and Buffalo, was successfully accomplished January 1. The first train to arrive in Syracuse came from Rochester.

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

	November.	1882.	11 mos. ended Nov. 30.	1882.
Gross earnings.....	\$536,094	\$526,625	\$5,678,979	\$5,310,172
Operating expenses.....	\$276,039	\$317,251	\$3,051,852	\$3,041,160
Extraordinary expenses.....	94,348	61,203	389,981	339,847
Total expenses.....	\$370,387	\$378,455	\$3,441,833	\$3,381,007
Net earnings.....	\$165,706	\$148,230	\$2,237,145	\$1,929,164

Ohio Central.—This company defaulted in the payment of the interest on its first mortgage bonds January 1.

Oregon Improvement Co.—A statement just issued shows the earnings of the Oregon Improvement Company, owning and operating the Pacific Coast Steamship Company, the Pacific Coast Railway Company, the Columbia & Puget Sound Railway Company and the Seattle Coal & Transportation Company for the fiscal year ending Nov. 30, 1883, as follows: December 1, 1882, to October 31, 1883, gross \$3,705,109, net, \$1,194,124; November, 1883, gross \$384,247, net, \$152,738; total, gross, \$4,089,356, net, \$1,346,862; total 1882, gross \$3,361,277, net, \$1,095,664; November, 1882, gross, \$340,058, net, \$90,554.

Oregon & Trans-Continental Co.—The committee appointed to investigate the affairs of this company have made the report given below. The report is very brief and it is palpable that the committee did not intend to give any details. Much more of practical information concerning the Oregon & Trans-Continental Company will be found in the annual report published in the CHRONICLE of July 21, page 74, and in the comments upon this company and its allies in the CHRONICLE of Sept. 29, p. 332. The committee's report is as follows:

To the Executive Committee of the Board of Directors of the Oregon & Trans-Continental Company.

A committee appointed by the Executive Committee of the Oregon & Trans-Continental Company to examine the assets and liabilities of the company and report thereon, do respectfully represent to your committee that in response to a suggestion, in which they heartily concur, Mr. R. G. Rolston was by them requested to join the committee and take part in the investigation. The committee was organized by the appointment of Mr. E. P. Fabbri as Chairman and Secretary, and at the earliest moment proceeded to an investigation of the company's affairs. The matter of the investigation being of an intricate character and requiring many meetings, much time has necessarily been taken by the committee in arriving at the substance of their report. Inasmuch as the business and affairs of the company had been largely under the control and management of President Villard, his absence, in consequence of severe illness, during the examination, has greatly interfered with the committee's labors and has prevented their making a report as satisfactory in detail as they would have desired. The committee would report that the assets of the company, as shown by the books and from the certificates of the parties holding securities or collaterals on loans, as well as the actual count of such securities as are in the possession of the company, are as follows:

ASSETS.	
Oregon Railway & Navigation Co.	Shares. 152,027
Northern Pacific Railway Co. (pfd.)	153,700
Northern Pacific Railway Co. (com.)	147,934
Wisconsin Central RR. stock	18,714
Milwaukee & Lake Winnebago RR. (pfd.)	2,775
Milwaukee & Lake Winnebago (com.)	2,260
Oregon & California Railway stock (pfd.)	150
Oregon & California Railway stock (com.)	400
Oregon Iron & Steel Company	1,500
Oregon & California Railway Company's second mortgage bonds	\$2,000,000 00
Lands earned and other real estate, as per ledger	236,363 53
Oregon Improvement Company	514,128 53
Puget Sound RR. under construction and not bonded	421,022 42
Northern Pacific Railroad Co. (balance of account)	1,240,206 66
Cash	195,927 52

And the liabilities of the company, from the best sources at the committee's hands, are shown to be:

Bills payable	\$10,562,500 00
Credited vouchers as reported by Treasurer	396,733 33
Oregon Railway & Navigation Company	48,895 41

The committee are informed that the bonds yet to be received from branch lines will meet the requirements for construction. Your committee have deemed it proper to state the assets at their face or share value, not considering it within their province or desire to affix market values, which are constantly liable to fluctuation. On closing the report the committee desire to express their appreciation of the readiness on the part of the officers and employees of the company to facilitate as much as lay in their power the work assigned to the committee.

E. P. FABBRI,
WM. ENDICOTT, JR.,
R. G. ROLSTON.

New York, Dec. 31, 1883.

Pennsylvania RR.—Philadelphia & Erie.—The Philadelphia *North American* says: "The committee of directors to whom the Philadelphia & Erie Railroad Co.'s management referred the negotiations for extinguishing the floating debt held by the Pennsylvania Railroad, have made considerable progress toward a settlement. It has been an open secret for some weeks that additional stock would be issued therefor in some shape, but the Pennsylvania was not expected to take new stock at par for the whole \$1,831,564 (the amount at the date of the last annual report), while the market price was only about 17. A compromise has been agreed upon by which the Pennsylvania agrees to take \$700,000 of the amount in Philadelphia & Erie stock at par, or 14,000 shares. It is regarded as probable that the remaining \$1,131,564 will be paid by the issue of additional bonds under the Philadelphia & Erie consolidated mortgage, which is for \$20,000,000, and under which \$8,680,000 sixes and \$5,263,000 fives have already been issued, leaving \$6,067,000 still available. If \$1,900,000 additional bonds be issued to the Pennsylvania at 5 per cent under this mortgage, the Philadelphia & Erie's fixed charges will be increased only \$95,000 a year, and the surplus over fixed charges last year was \$97,699, with net receipts of only \$1,415,465, while the net earnings for this year are estimated at \$1,500,000. The 8 per cent per annum due the \$2,400,000 special or preferred stock, however, has not been paid since 1880, when five years' dividends, or \$960,000, were paid in common stock. Three years' dividends, or \$20,000, are now due."

Postal Telegraph Company.—The newly-elected directors of the Postal Telegraph & Cable Company are John W. Mackey, of Nevada; Henry Cummins, H. L. Horton, Henry Rosener, George S. Coe, William K. Soutter, George S. Hart and David B. Davidson, of New York City; George W. Cass, Pittsburgh, Pa.; Alanson W. Beard, Boston; Ferdinand W. Peck and E. L. Gillette, Chicago, and Hector de Castro, Paris, France. At their meeting yesterday the organization of the new company was perfected by the election of John W. Mackey, President; George S. Coe, Vice-President; Henry Cummins, Second Vice-President and General Manager; H. L. Horton, Treasurer; George W. Williamson, Secretary, and William H. Fairbank, Superintendent of Construction. The company has completed its pole lines to Washington by way of Philadelphia and Baltimore, from Chicago to St. Louis, from Buffalo to Pittsburgh, through the oil regions, and from Fortoria to Toledo. Wires on these lines are now being strung, and they will be opened for business about the middle of next February.

St. Louis & San Francisco.—On January 1 the St. Louis & San Francisco Railway began using its own track between St. Louis and Pacific, 34 miles west, and hereafter will use its own terminal facilities in the city. Heretofore the company has used the Missouri Pacific's tracks to Pacific. The new road was constructed and the ground for yards and a freight-house acquired at a cost of about \$3,000,000.

Southern Kansas.—The earnings and expenses for November, and for the eleven months, in 1882 and 1883, have been as follows:

	November.		Jan. to Nov., 11 mos.	
	1883.	1882.	1883.	1882.
Miles of road operated	398	398	398	393
Gross earnings.....	\$195,511	\$152,834	\$1,585,170	\$1,208,152
Operating expenses (exclusive of taxes)	72,604	62,093	714,737	555,937
Net earnings.....	\$122,907	\$90,740	\$870,432	\$652,215

Trunk Line Pools.—The New York *Times* of Tuesday, January 1, said: "A meeting of the Executive Committee of the trunk lines was held yesterday at Commissioner Fink's office, and after a protracted session was adjourned until Friday. Mr. Fink declined to make the proceedings public, but from other sources it was learned that very important action affecting the entire pool was taken. The Delaware Lackawanna & Western RR. since the announcement of its entrance to the pool has been steadily increasing its business, as it is claimed, by cutting rates, especially in west-bound freights, and has steadily refused to have its percentage in the pool fixed at the figures proposed or recommended by Commissioner Fink. It has refused to have the matter submitted to arbitration, and in a general way has acted with the same independence that previously characterized it. This has led to a vast amount of friction on the part of the other roads, as was shown at the meeting yesterday. The committee formally requested the Western roads with which its lines connect to cut off the Lackawanna from through freight facilities, in accordance with the agreement entered into by the lines a couple of months ago, and to forward an immediate answer as to their decision in the matter. If no answer is received by Thursday, Commissioner Fink is to call a meeting of the lines represented in the Joint Executive Committee to devise measures to meet the difficulty. Pending this meeting there may possibly be a reduction in rates to meet the cuts which are openly charged to the Lackawanna, but which have also, without doubt, been practiced by some of the roads in the pool."

"It is furthermore understood that the West Shore has been allotted 12 per cent in west-bound business, which is largely in excess of what had been anticipated. The percentage will be taken pro rata from the other roads, and if it appears that the road cannot carry the amount of business awarded it, a call for a reduction will be made. The reason given for the high award is that the other roads require its aid in the fight which the pool will probably be called upon to openly wage with the Lackawanna, which has definitively refused to come into the pool and arbitrate percentages. The developments of the next few days in regard to the questions now under discussion in the pool will probably have a very marked influence in its future."

—The trunk line arbitrators have rendered their award on the appeals taken from the recommendations of Commissioner Fink of percentages in the east and west-bound pools. The decision modifies Mr. Fink's figures, but the exact changes made are yet kept secret. The decision governs the east-bound pool from March 1, 1882, and the west-bound pool from July 1, 1882. No settlement of past balances, however, has yet been arranged. The dissatisfaction of the trunk lines with the award of Charles Francis Adams, Jr., Hugh Riddle and John C. Gault, the chosen arbitrators, is shown by the immediate demand of the Erie and the New York Central railroads for a revision of percentages. Under the pooling contract, any road may demand a revision of percentages when the conditions governing it have changed by the securing of new connections, better facilities, &c. The Erie and the Central claim that new conditions governing their ability to do business have arisen since July 1, 1883, by the opening in the one case of the Chicago & Atlantic, and in the other of the Nickel Plate Railroad. The west-bound percentage of the West Shore is understood to be 10, not 12, per cent.

Union Pacific.—The earnings and expenses of the Union Pacific Railway and auxiliary roads for the month of November were as follows:

	1882.	1883.	Increase.
Earnings.....	\$2,711,916	\$2,731,722	\$19,805
Expenses.....	1,399,861	1,703,884	18,023
Surplus.....	1,021,055	\$1,022,838	1,782

—The firm of Barker & Tinker has been dissolved by the retirement of Mr. Fordyce D. Barker, and a new firm been organized under the name of Tinker & Weston. Mr. Tinker is now the member of the New York Stock Exchange, and the firm starts under most favorable auspices.

—At a meeting of the Board of Directors of the Pennsylvania Railroad Company, held June 13th, 1883, a resolution was adopted that the Board of Directors approve of and accept the Guarantee Company of North America as a sufficient surety in the bond of any officer or employee of the company who shall procure it as his surety, and instead of requiring two or more sureties as heretofore, they will accept the said Guarantee Company as the sole surety on a bond.

—Messrs. Drexel, Morgan & Co., with the associate firms in Philadelphia and Paris, have admitted to partnership Mr. Geo. S. Bowdoin, heretofore of the firm of Morton, Bliss & Co., and Mr. Charles H. Coster, heretofore with Messrs. Fabbri & Chauncey. Mr. Charles H. Godfrey retires, owing to ill health.

—Attention is called to the card of Messrs. H. Dewing & Son, bankers and brokers. This firm, which is well and favorably known in Wall Street, is composed of Messrs. H. Dewing, Clark Dewing and F. T. Bontecou, the latter member entering Jan. 1. This house buys and sells stocks and bonds on commission, and receives accounts and allows interest on balances.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Jan. 4, 1884.

The new year opens with the weather wintry, and railway transportation still to some extent obstructed by snow storms. The usual balancing of accounts seems to have been attended with no specially unsatisfactory results, as there is a much more cheerful tone pervading financial and mercantile circles, and the early future of trade is regarded as promising fairly. The charges in firms have been unusually numerous, and many have retired from business altogether. There is increasing probability that important reductions in taxation will be made at the present session of Congress, and business thus relieved of some of its burdens.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise at dates given:

	1884. Jan. 2.	1883. Dec. 1.	1883. Jan. 2.
Pork.....bbls.	12,532	10,043	16,623
Beef.....tes. and bbls.	368	239	1,459
Lard.....tes.	20,240	23,465	27,314
Tobacco, domestic.....bbls.	33,887	16,283	24,928
Tobacco, foreign.....bales.	56,588	50,894	32,143
Coffee, Rio.....bags.	285,222	203,721	70,607
Coffee, other.....bags.	80,000	45,040	77,100
Coffee, Java, &c.....bags.	111,062	58,724	122,000
Sugar.....bbls.	22,265	31,271	28,833
Sugar.....boxes.	None.	None.	398
Sugar.....bags, &c.	716,961	379,500	531,300
Molasses, foreign.....bbls.	1,879	3,973	2,532
Molasses, domestic.....bbls.	800	2,000	3,000
Hides.....No.	116,360	153,360	253,000
Cotton.....bales.	28,175	193,827	105,694
Rosin.....bbls.	40,991	41,062	43,816
Spirits turpentine.....bbls.	4,513	4,127	3,691
Tar.....bbls.	1,120	829	1,117
Rice, E. I.....bags.	16,000	21,000	30,300
Rice, domestic.....bbls. and tes.	1,440	2,200	2,140
Linseed.....bags.	None.	None.	56,600
Baltpetre.....bags.	13,150	12,000	12,600
Jute butts.....bales.	47,500	52,000	17,900
Manila hemp.....bales.	13,800	13,522	27,066
Sisal hemp.....bales.	22,856	23,740	18,629

The speculation in lard has been quite moderate here, but the movement in Chicago has more than compensated. Early in the week a strong and higher market was noticed, but latterly, notwithstanding the strong and higher corn market, prices have been weakened by free realizing sales. In pork little or nothing has been done, and prices rule weak. To-day opened steady, became irregular, and closed quiet; Western, on the spot, 9 15c.; refined for the Continent, 9 35c.; South America, 9 65c.; February sold at 9 18c@9 22c.; March, 9 29c@9 31c.; May, 9 47c@9 55c.; closing January 9 10c@9 12c., February 9 20c@9 21c., March 9 28c@9 30c., April 9 35c@9 38c. and May 9 45c@9 48c. Mess pork dull at \$14 75@15. Bacon quoted at 8c. for long clear. Beef hams quiet at \$23 75@24. Beef dull; city extra India mess, \$24 50@25. Tallow quiet at 7 1/2c@7 5/8c. for prime, and sterine dull; prime, 9 1/2c@9 5/8c.; oleomargarine, 8 7/8c@9c. Butter has been firm, and choice creameries are now 41c@42c. Cheese, under export calls, has been advanced to 10c@13 1/2c. for fair to choice State factory, and 10 1/2c@12c. for Ohio.

Rio coffee has been fairly active on speculation at some advance, owing to the smallness of the receipts at Rio de Janeiro; fair on the spot closed steady at 12 1/4c; options closed from 5 to 10 points higher than the figures of a week ago; mild has been moderately active and steady. Tea has been moderately active and generally steady, though at one time black was depressed. Rice has sold moderately at steady prices. Spices have been nearly neglected. Foreign fruits have been quiet but steady. Molasses has been steady, and latterly New Orleans has sold more freely. Raw sugar has been moderately active at a decline to 6c for fair refining; refined has been quiet and weak, closing at 8 5/8c. for crushed, 8 1/2c@8 1/4c. for powdered, 7 13-16c@7 5/8c. for granulated and 7 5-16c@7 1/2c. for standard "A."

In Kentucky tobacco no sales of importance have been made, but lugs remain steady at 7c@8c. and leaf 8 1/2c@11 1/2c. Seed leaf has been equally dull, but late figures are sustained. Sales 675 cases, including 200 cases crop 1882, Pennsylvania, 10c@16c.; 100 cases crop 1881, Pennsylvania, 8c@11c.; 75 cases crop 1882, New England, 11c@20c.; 100 cases crop 1882, Wisconsin Havana, 13c@20c. and 200 cases sundries, 3 1/2c@20c.; also 500 bales Havana, 85c@1 15, and 150 bales Sumatra, \$1 25@1 40.

There has been only a small trade in naval stores, but common to good strained rosins remain at \$1 50@1 55; spirits turpentine closed firmer at 35c in yard. Refined petroleum has been materially advanced, and yet no sales have been reported; the larger refiners refuse to sell; to-day 9 1/2c. bid for 70 Abel test, and one or two re-sales were obtainable at that price. Crude oil certificates have been firm, but to-day broke on a realizing movement, opening at \$1 15 and closing at \$1 14 1/2. American pig iron remains quiet, but is steady at \$20 50@22 for No. 1, \$19@20 for No. 2 and \$17 50@18 50 for forge. Steel rails have sold to the extent of 38,000 tons for this year's delivery at the mills on the basis of \$35. Ingot copper sold at 15c. for Lake. Straits tin has been advanced to 19c.

It has been a very dull week in ocean freight room. Berth rates have declined, and those for charter tonnage are little more than nominal. To-day grain was taken to Liverpool by steam 2d.; flour, 12s. 6d. per ton; bacon and cheese, 20s.; cotton, 13-64d.; grain to London by steam quoted 3d.; flour, 12s. 6d.; bacon, 25s.; cheese, 30s.; grain to Glasgow by steam, 2 1/2d.

COTTON.

FRIDAY, P. M., January 4, 1884.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Jan. 4) the total receipts have reached 140,612 bales, against 201,886 bales last week, 247,733 bales the previous week and 281,163 bales three weeks since; making the total receipts since the 1st of September, 1883, 3,556,962 bales, against 3,686,459 bales for the same period of 1882-83, showing a decrease since September 1, 1883, of 129,497 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	1,322	7,348	921	1,048	2,683	1,482	14,804
Indianola, &c.....	.....	.....	.....	.....	.....	112	112
New Orleans.....	9,365	13,669	8,061	9,204	6,513	5,418	52,227
Mobile.....	1,077	1,499	.....	1,999	550	1,130	6,255
Florida.....	.....	1,362	.....	.....	.....	454	1,816
Savannah.....	2,613	2,292	2,764	1,104	1,591	1,451	11,615
Brunsw'k, &c.....	.....	.....	.....	.....	.....	.....	.....
Charleston.....	1,450	570	1,591	871	632	1,422	6,596
Pt. Royal, &c.....	.....	.....	.....	.....	.....	88	86
Wilmington.....	164	1,333	105	414	233	266	2,595
Moreh'd C., &c.....	.....	638	.....	.....	.....	50	638
Norfolk.....	2,568	3,552	4,284	1,238	2,363	965	14,910
West Point, &c.....	.....	6,257	.....	.....	.....	3,410	9,667
New York.....	1,390	2,654	277	777	3,021	2,254	10,373
Boston.....	1,566	865	1,949	1,428	1,405	1,153	8,366
Baltimore.....	.....	.....	.....	.....	.....	125	125
Philadelp'a, &c.....	33	.....	.....	93	47	199	377
Totals this week	21,548	42,039	19,952	18,208	18,888	19,977	140,612

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

Receipts to January 4	1883-84		1882-83.		Stock.	
	This Week.	Since Sep. 1, 1883.	This Week.	Since Sep. 1, 1882.	18-4	18-3
Galveston.....	14,804	466,947	39,20	524,675	110,098	150,463
Indianola, &c.....	112	7,758	319	13,970	.....	.....
New Orleans.....	52,227	1,120,529	78,457	922,581	487,513	311,849
Mobile.....	6,255	200,257	10,474	220,101	61,208	41,803
Florida.....	1,816	25,729	716	9,850	.....	.....
Savannah.....	11,615	548,342	20,822	591,432	105,716	103,511
Brunsw'k, &c.....	.....	6,522	.....	5,308	.....	.....
Charleston.....	6,596	338,573	15,259	415,764	80,961	113,453
Pt. Royal, &c.....	86	10,814	702	8,474	1,504	497
Wilmington.....	2,595	77,955	3,014	91,322	13,333	19,507
Moreh'd C., &c.....	688	10,376	529	10,926	.....	.....
Norfolk.....	11,910	440,337	28,008	519,002	64,209	72,561
West Point, &c.....	9,667	162,149	5,362	153,672	.....	.....
New York.....	10,373	51,359	9,236	68,560	299,272	111,917
Boston.....	8,366	74,376	9,702	85,392	6,185	2,700
Baltimore.....	125	7,497	948	12,376	25,260	18,720
Philadelp'a, &c.....	377	7,472	2,247	33,654	10,691	8,566
Total.....	140,612	3,556,962	221,937	3,686,459	1,269,070	958,555

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

Receipts at—	1884	1883.	1882.	1881.	1880.	1879.
Galvest'n, &c.....	14,916	39,521	14,295	19,071	7,010	12,152
New Orleans.....	52,227	78,157	47,721	32,657	51,031	35,422
Mobile.....	6,255	10,474	7,127	9,166	13,342	13,431
Savannah.....	11,615	20,822	22,919	12,717	15,016	20,694
Charl'at'n, &c.....	6,682	15,961	8,077	6,313	9,525	10,301
Wilm'gt'n, &c.....	3,283	3,543	2,988	976	2,639	3,897
Norfolk, &c.....	24,577	33,370	16,676	18,073	16,069	13,539
All others.....	21,957	22,819	32,626	11,262	34,791	11,355
Tot. this w'k.	140,612	224,997	152,429	110,733	149,486	121,091

Since Sept. 1. 3,556,962 3,686,459 3,385,542 3,561,834 3,376,341 2,840,382

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

The exports for the week ending this evening reach a total of 137,314 bales, of which 92,909 were to Great Britain, 26,963 to France and 17,437 to the rest of the Continent, while the stocks made up this evening are now 1,269,070 bales. Below are the exports for the week and since September 1, 1883.

Exports from—	Week Ending Jan. 4. Exported to—				From Sept. 1, 1883, to Jan. 4, 1884 Exported to—			
	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total.
Galveston.....	12,798	850	704	14,152	129,276	25,017	61,240	215,533
New Orleans.....	14,455	23,934	7,628	46,017	393,461	209,911	160,205	673,610
Mobile.....	3,989	.....	.....	3,989	17,343	.....	200	17,523
Florida.....	.....	.....	.....	.....	1,500	.....	.....	1,500
Savannah.....	11,227	1,360	5,100	17,627	99,669	11,836	121,028	232,533
Charleston.....	2,731	.....	2,731	5,462	64,287	15,567	83,011	162,925
Wilmington.....	5,833	.....	1,125	6,958	35,902	.....	3,849	39,751
Norfolk.....	23,728	.....	.....	23,728	159,967	.....	9,613	169,580
New York.....	10,828	824	3,080	14,732	191,918	25,156	61,589	278,663
Boston.....	3,635	.....	.....	3,635	37,188	.....	100	37,288
Baltimore.....	3,685	.....	.....	3,685	53,707	100	31,886	85,693
Philadelp'a, &c.....	.....	.....	.....	.....	35,052	.....	3,045	38,107
Total.....	92,909	26,963	17,437	137,314	1,129,511	285,647	535,750	1,950,914
Total 1882.....	131,795	243,000	42,066	396,861	1,403,478	235,075	631,750	2,270,293

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

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

JAN. 4, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans....	14,181	15,689	22,509	577	52,956	434,557
Mobile.....	16,500	None.	None.	4,500	21,000	43,208
Charleston....	1,400	2,050	7,994	850	12,294	68,667
Savannah....	9,800	1,500	10,300	2,000	23,600	82,116
Galveston....	33,822	5,386	1,876	1,014	42,098	67,920
Norfolk.....	23,548	None.	5,344	1,280	30,172	34,037
New York.....	5,950	150	1,550	None.	7,550	291,722
Other ports....	6,000	None.	1,500	None.	7,500	49,673
Total 1883....	111,101	24,775	51,073	10,221	197,170	1,071,900
Total 1882....	155,573	23,787	56,231	19,563	255,159	703,396
Total 1881....	69,218	37,296	47,445	15,743	169,702	1,029,629

The speculation in cotton for future delivery at this market has been somewhat less active for the week under review, but prices show a further and important advance, in which Liverpool and the Southern markets have shared. The improvement is due to the demand to cover contracts, and some buying for the advance, caused by the reduced movement of the crop. The receipts at the ports, as well as at the principal interior towns of the South, have been very small. There was an advance last Saturday, but the close was barely steady at about the lowest figures of the day, under sales to realize in view of the closing of the Cotton Exchange till the following Wednesday. The re-opening of the market, after the New Year's holidays, was with a very buoyant tone, and prices advanced 12@14 points, but there was some weakness at the close, and the opening of Thursday was somewhat uncertain in tone. A movement in January contracts, by which the wide difference between them and the later deliveries was reduced a few points, caused a re-action toward better prices, and a final closing at an irregular advance. To-day the opening was at a further improvement of 3@4 points, but there was less activity, the buying for a rise having evidently received a check, and the strength of values was due mainly to the absence of sellers. The close, however, was at a further advance, and, as compared with last Friday, prices were 20@25 points dearer for this crop and 13 for the next. Cotton on the spot has had but a limited sale, and the small dealings have been mainly with home spinners. Recent failures have impaired the credits of many small buyers, and this has had some effect in keeping transactions within narrow limits. But in sympathy with the speculation in futures quotations were advanced 1/8c. on Wednesday. To-day there was a further advance of 1-16c., middling uplands closing at 10 5/8c.

The total sales for forward delivery for the week are 425,100 bales. For immediate delivery the total sales foot up this week 1,181 bales, including — for export, 681 for consumption, 500 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. 29 to Jan. 4.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Ordin'y. 3/4 b	83 1/8	85 1/8	87 1/8	87 1/8	87 1/8	87 1/8	87 1/8	87 1/8	87 1/8
Strict Ord.	85 1/8	87 1/8	89 1/8	89 1/8	89 1/8	89 1/8	89 1/8	89 1/8	89 1/8
Good Ord.	91 1/8	93 1/8	95 1/8	95 1/8	95 1/8	95 1/8	95 1/8	95 1/8	95 1/8
Str. G'd Ord	91 1/8	93 1/8	95 1/8	95 1/8	95 1/8	95 1/8	95 1/8	95 1/8	95 1/8
Low Midd'g	101 1/8	103 1/8	105 1/8	105 1/8	105 1/8	105 1/8	105 1/8	105 1/8	105 1/8
Str. L'w Mid	101 1/8	103 1/8	105 1/8	105 1/8	105 1/8	105 1/8	105 1/8	105 1/8	105 1/8
Middling	107 1/8	109 1/8	111 1/8	111 1/8	111 1/8	111 1/8	111 1/8	111 1/8	111 1/8
Good Mid.	107 1/8	109 1/8	111 1/8	111 1/8	111 1/8	111 1/8	111 1/8	111 1/8	111 1/8
Str. G'd Mid	107 1/8	109 1/8	111 1/8	111 1/8	111 1/8	111 1/8	111 1/8	111 1/8	111 1/8
Midd'g Fair	115 1/8	117 1/8	119 1/8	119 1/8	119 1/8	119 1/8	119 1/8	119 1/8	119 1/8
Fair.....	121 1/8	123 1/8	125 1/8	125 1/8	125 1/8	125 1/8	125 1/8	125 1/8	125 1/8
STAINED.									
Good Ordinary..... 3/4 b.	71 1/8	73 1/8	75 1/8	75 1/8	75 1/8	75 1/8	75 1/8	75 1/8	75 1/8
Strict Good Ordinary.....	81 1/8	83 1/8	85 1/8	85 1/8	85 1/8	85 1/8	85 1/8	85 1/8	85 1/8
Low Middling.....	91 1/8	93 1/8	95 1/8	95 1/8	95 1/8	95 1/8	95 1/8	95 1/8	95 1/8
Middling.....	101 1/8	103 1/8	105 1/8	105 1/8	105 1/8	105 1/8	105 1/8	105 1/8	105 1/8

MARKET AND SALES.

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex- port.	Con- sum.	Spec- ul't'n	Trans- it.	Total.	Sales.	Deliv- eries.
Sat.. Dull.....	88	.....	.....	88	96,900	400
Mon.....	Holidays	.....	.....	.....	.....
Tues.....
Wed. Quiet at 1/8 adv..	187	.....	.....	187	118,300	300
Thurs. Quiet.....	283	.....	.....	283	75,800	300
Fri.. Firm at 1/16 adv..	143	500	.....	643	134,100	300
Total.....	611	500	.....	1,181	425,100	1,300

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

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In the statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.													
Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.
Saturday, Dec. 29— Sales, total..... Prices paid (range)..... Closing.....	Firmest. 96,900 10-46@11-51 Dull.	Aver. @ —	Aver. 10-46 2,900 10-46@10-49 10-46-10-45	Aver. 10-69 17,700 10-67@10-70 10-68-10-69	Aver. 10-85 20,700 10-83@10-86 10-83-10-84	Aver. 11-00 24,500 10-97@11-02 10-98-10-99	Aver. 11-14 16,500 11-12@11-16 11-13-	Aver. 11-29 7,900 11-26@11-31 11-26-11-27	Aver. 11-41 5,700 11-38@11-42 11-37-11-38	Aver. 11-49 1,000 11-47@11-51 11-46-11-47	Aver. @ 10-74-10-77	Aver. @ —	Aver. @ —
Monday, Dec. 31— Sales, total..... Prices paid (range)..... Closing.....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....
Tuesday, Jan. 1— Sales, total..... Prices paid (range)..... Closing.....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....
Wednesday, Jan. 2— Sales, total..... Prices paid (range)..... Closing.....	Buoysant. 118,300 10-50@11-60 Dull.	Aver. @ —	Aver. 10-52 3,600 10-50@10-60 10-50-10-57	Aver. 10-77 19,900 10-72@10-80 10-77-10-81	Aver. 10-93 34,900 10-89@10-97 10-93-10-94	Aver. 11-08 24,500 11-05@11-12 11-05-11-09	Aver. 11-23 14,600 11-20@11-27 11-22-11-23	Aver. 11-37 7,900 11-33@11-40 11-37-	Aver. 11-50 8,600 11-45@11-53 11-48-11-49	Aver. 11-58 1,900 11-54@11-60 11-57-11-58	Aver. 11-52 100 @11-52 11-20-11-24	Aver. 10-85 1,400 10-81@10-85 10-82-10-85	Aver. 10-94 900 10-70@10-72 —
Thursday, Jan. 3— Sales, total..... Prices paid (range)..... Closing.....	Firmest. 75,900 10-53@11-60 Firm.	Aver. @ —	Aver. 10-58 2,600 10-53@10-63 10-63-10-65	Aver. 10-77 13,400 10-75@10-81 10-80-10-81	Aver. 10-94 16,400 10-91@10-97 10-96-10-97	Aver. 11-09 18,300 11-06@11-12 11-11-11-12	Aver. 11-24 11,300 11-21@11-27 11-26-11-28	Aver. 11-33 6,600 11-36@11-41 11-40-11-41	Aver. 11-49 3,300 11-47@11-52 11-51-11-52	Aver. 11-58 5,100 11-58@11-60 11-60-11-61	Aver. 11-55 1,500 11-24@11-26 11-25-11-28	Aver. 10-85 200 @10-85 10-85-10-88	Aver. 10-75 100 @10-75 10-75-10-78
Friday, Jan. 4— Sales, total..... Prices paid (range)..... Closing.....	Firmest. 134,100 10-65@11-66 Dull.	Aver. @ —	Aver. 10-63 3,600 10-65@10-72 10-69-10-70	Aver. 10-84 20,100 10-81@10-90 10-85-	Aver. 11-01 39,100 10-98@11-06 11-01@11-02	Aver. 11-17 34,700 11-13@11-21 11-16-11-17	Aver. 11-30 18,900 11-27@11-35 11-30-11-31	Aver. 11-45 11,800 11-42@11-48 11-44-	Aver. 11-55 3,400 11-55@11-57 11-55-11-56	Aver. 11-63 1,600 11-62@11-66 11-64-11-65	Aver. 11-29 600 11-27@11-30 11-30-11-33	Aver. 10-90 @10-90 10-88@10-93	Aver. 10-74 200 10-77@10-81 10-78@10-83
Total sales this week. Average price, week. Sales since Sep. 1, '83	425,100 9,494,000	..... ..... 869,500	..... ..... 2,794,200	..... ..... 1,443,600	..... ..... 1,408,000	..... ..... 837,400	..... ..... 726,400	..... ..... 312,400	..... ..... 192,400	..... ..... 78,100	..... ..... 13,500	..... ..... 5,300	..... ..... 3

* Includes sales in September, 1883, for September, 76,200; September-October, for October, 338,600; September-November, for November, 399,500.

We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table. Transferable Orders—Saturday, 10-50c.; Monday, —c.; Tuesday, —c.; Wednesday, 10-60c.; Thursday, 10-65c.; Friday, 10-75c. Short Notices for January. —Saturday, 10-41@10-44c.; Wednesday, 10-52c.; Thursday, 10-50c.; Friday, 10-61@10-65c.

The following exchanges have been made during the week:

23 pd. to exch. 360 Jan. for Feb. 15 pd. to exch. 800 Mar. for April.
03 pd. to exch. 100 Jan. s. n. 2d for 14 pd. to exch. 1,500 May for June.
for regular. 15 pd. to exch. 200 Mar. for April.
15 pd. to exch. 700 Mar. for April. 15 pd. to exch. 1,500 Feb. for Mar.
59 pd. to exch. 500 Feb. for June. 15 pd. to exch. 500 Mar. for April.
22 pd. to exch. 100 Jan. for Feb. 15 pd. to exch. 200 Mar. for April.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Jan. 4), we add the item of exports from the United States, including in it the exports of Friday only.

	1884.	1883.	1882.	1881.
Stock at Liverpool.....bales.	679,900	710,000	519,000	490,000
Stock at London.....	56,000	83,000	42,200	34,000
Total Great Britain.....	735,900	793,000	561,200	524,000
Stock at Hamburg.....	2,000	4,300	22,000	3,000
Stock at Bremen.....	59,500	25,700	42,700	24,000
Stock at Amsterdam.....	46,000	1,400	11,800	1,750
Stock at Rotterdam.....	800	3,400	620	1,930
Stock at Antwerp.....	3,500	800	2,090	900
Stock at Havre.....	125,000	145,000	117,000	74,200
Stock at Marseilles.....	7,000	3,900	3,400	6,800
Stock at Barcelona.....	45,000	42,000	21,500	24,700
Stock at Genoa.....	10,000	9,900	5,000	3,500
Stock at Trieste.....	8,000	6,200	3,150	2,030
Total continental stocks...	306,800	242,600	229,260	142,810
Total European stocks...	1,041,800	1,035,600	790,460	666,810
India cotton afloat for Europe.	129,000	100,000	118,000	85,000
Amer'n cotton afloat for Europe.	566,000	650,000	527,000	720,000
Egypt, Brazil, &c., afloat for Europe.	43,000	69,000	42,000	23,000
Stock in United States ports...	1,269,070	958,555	1,198,731	920,157
Stock in U. S. interior towns...	370,801	343,010	406,904	300,509
United States exports to-day...	25,000	37,000	19,600	20,000

Total visible supply.....3,441,671 3,193,165 3,102,695 2,735,476

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

American—				
Liverpool stock.....	443,000	445,000	380,000	368,000
Continental stocks.....	220,000	148,000	109,000	100,000
American afloat for Europe.....	566,000	650,000	527,000	720,000
United States stock.....	1,269,070	958,555	1,198,731	920,157
United States interior stocks...	370,801	343,010	406,904	300,509
United States exports to-day...	25,000	37,000	19,600	20,000

Total American.....2,893,871 2,581,565 2,641,235 2,428,666

East Indian, Brazil, &c.—				
Liverpool stock.....	236,000	265,000	139,000	122,000
London stock.....	56,000	83,000	42,200	34,000
Continental stocks.....	86,800	94,600	120,260	42,810
India afloat for Europe.....	129,000	100,000	118,000	85,000
Egypt, Brazil, &c., afloat.....	43,000	69,000	42,000	23,000

Total East India, &c.....550,800 611,600 461,460 306,810

Total American.....2,893,871 2,581,565 2,641,235 2,428,666

Total visible supply.....3,441,671 3,193,165 3,102,695 2,735,476

Price Mid. Upl., Liverpool 51¹⁵/₁₆d. 51¹⁵/₁₆d. 69¹⁵/₁₆d. 63¹⁵/₁₆d.

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

The above figures indicate an *increase* in the cotton in sight to-night of 251,506 bales as compared with the same date of 1882, an *increase* of 341,976 bales as compared with the corresponding date of 1881 and an *increase* of 709,195 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

TOWNS.	Movement to January 4, 1884.				Movement to January 5, 1883.			
	<i>This week.</i>	<i>Since Sept. 1, '93.</i>	<i>Shipments This week.</i>	<i>Stock Jan. 4.</i>	<i>This week.</i>	<i>Since Sept. 1, '82.</i>	<i>Shipments This week.</i>	<i>Stock Jan. 5.</i>
Augusta, Ga.....	618	110,113	3,946	24,059	2,688	131,551	1,075	27,046
Columbus, Ga.....	693	68,764	1,570	17,841	2,416	84,604	1,953	21,867
Macon, Ga.....	300	55,316	644	6,919	974	48,375	309	10,576
Montgomery, Ala.....	656	65,654	2,236	24,356	2,273	110,940	3,654	11,673
Seville, Ala.....	617	22,938	1,010	20,462	2,691	80,737	2,309	10,460
Memphis, Tenn.....	9,934	323,966	12,904	114,411	17,240	332,963	20,498	98,640
Nashville, Tenn.....	990	31,573	1,324	6,309	2,502	31,015	423	9,698
Dallas, Tex.....	242	36,933	1,406	2,200	1,521	27,443	1,289	3,617
Pulaski, Tex.....	57	5,987	57	2,200	750	11,913	800	50
Shreveport, La.....	950	53,531	1,535	17,776	2,707	61,510	2,690	6,048
Vicksburg, Miss.....	3,882	89,722	4,867	11,740	4,280	62,914	3,840	9,112
Columbus, Miss.....	319	56,195	1,386	4,463	1,265	28,671	1,607	9,819
Eufaula, Ala.....	30	31,272	485	4,609	1,383	35,228	937	6,592
Griffin, Ga.....	99	23,141	379	1,701	640	21,711	939	1,816
Atlanta, Ga.....	463	127,442	2,768	29,497	3,431	110,550	2,605	29,821
Rome, Ga.....	945	69,007	2,769	13,019	1,678	57,982	1,588	14,505
Charlotte, N. C.....	372	32,492	872	2,000	1,399	31,271	799	1,000
St. Louis, Mo.....	15,355	215,830	10,104	64,341	17,347	286,509	7,479	64,170
Cincinnati, O.....	14,162	132,812	14,799	6,898	8,128	180,433	9,439	6,540
Total, old towns.....	50,758	1,597,598	61,531	370,801	74,263	1,742,278	63,833	343,010
Newberry, S. C.....	300	13,350	300	21	520	16,353	486	100
Railroad, N. C.....	102	24,919	146	1,260	415	33,978	357	2,862
Petersburg, Va.....	170	12,745	184	2,363	158	15,790	.....	1,443
Louisville, Ky.....	2,139	19,371	1,619	7,018	711	16,897	629	2,456
Little Rock, Ark.....	1,663	37,102	2,912	7,201	1,737	34,585	2,444	2,697
Brenham, Tex.....	27	23,451	1,030	2,511	227	27,378	503	1,825
Houston, Tex.....	14,334	422,001	16,107	16,799	24,466	518,329	30,503	29,254
Total, new towns.....	18,735	566,939	22,298	37,173	28,234	665,510	34,922	40,657
Total, all	69,493	2,164,537	83,829	407,974	102,547	2,407,788	98,755	383,647

The above totals show that the old interior stocks have *decreased* during the week 10,773 bales, and are to-night 27,791 bales more than at the same period last year. The receipts at

the same towns have been 23,505 bales *less* than the same week last year, and since September 1 the receipts at all the towns are 243,251 bales *less* than for the same time in 1882-83.

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

Week ending Jan. 4.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston....	9 ¹⁵ / ₁₆	.....	.....	10	10 ¹ / ₈	10 ¹ / ₈
New Orleans....	10 ¹ / ₁₆	10 ¹ / ₈	.....	10 ¹ / ₁₆	10 ¹ / ₈	10 ¹ / ₁₆
Mobile.....	9 ³ / ₄ @ 7 ⁸ / ₈	9 ⁷ / ₈	.....	10	10	10
Savannah....	9 ¹⁵ / ₁₆	.....	.....	10 ¹ / ₁₆	10 ¹ / ₈	10 ¹ / ₈
Charleston....	10 ¹ / ₄	10 ¹ / ₄	.....	10 ¹ / ₄ @ 3 ⁸ / ₈	10 ¹ / ₈	10 ¹ / ₂
Wilmington....	9 ⁷ / ₈	.....	.....	9 ⁷ / ₈	10	10
Norfolk.....	10	.....	.....	10 ¹ / ₈	10 ¹ / ₈	10 ¹ / ₁₆
Boston.....	10 ¹ / ₂	10 ¹ / ₂	.....	10 ¹ / ₂	10 ¹ / ₈	10 ¹ / ₈
Baltimore....	10 ¹ / ₄	10 ¹ / ₄	.....	10 ¹ / ₄ @ 3 ⁸ / ₈	10 ¹ / ₈	10 ¹ / ₈
Philadelphia....	10 ¹ / ₄	10 ¹ / ₄	.....	10 ¹ / ₄	10 ¹ / ₈	10 ¹ / ₈
Augusta.....	9 ³ / ₄	9 ³ / ₄	.....	9 ⁷ / ₈	9 ⁷ / ₈ @ 10	9 ⁷ / ₈ @ 10
Memphis.....	9 ⁷ / ₈	10	.....	10	10 ¹ / ₈	10 ¹ / ₈
St. Louis.....	10	.....	.....	10	10 ¹ / ₈	10 ¹ / ₈
Cincinnati....	9 ⁷ / ₈	.....	.....	9 ⁷ / ₈	10	10 ¹ / ₈
Louisville....	9 ⁷ / ₈	9 ⁷ / ₈	.....	9 ⁷ / ₈	10	10 ¹ / ₈

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

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	'81-'82.	'82-'83.	'83-'84.	'81-'82.	'82-'83.	'83-'84.	'81-'82.	'82-'83.	'83-'84.
Oct. 19	192,531	242,329	257,276	223,785	125,039	202,970	224,755	271,093	225,331
" 26	210,537	241,738	252,845	251,532	139,317	236,986	233,331	256,006	286,861
Nov. 2	225,285	256,623	241,921	290,140	175,092	278,734	263,893	292,393	281,669
" 9	233,320	262,251	267,601	322,161	211,740	313,249	265,311	298,809	304,119
" 16	233,462	259,154	242,078	345,708	244,123	343,929	257,007	291,537	272,758
" 23	232,216	242,169	232,510	367,060	259,175	359,745	253,570	257,221	238,329
" 30	222,170	255,097	222,187	393,086	275,700	374,564	245,196	271,622	270,401
Dec. 7	238,844	247,017	265,484	415,598	291,376	304,477	261,357	262,693	277,397
" 14	241,578	262,015	281,163	415,536	399,528	410,216	271,513	270,167	304,632
" 21	206,855	258,170	247,733	457,024	336,993	423,577	218,343	295,035	261,084
" 28	200,624	251,923	201,686	408,586	379,855	432,310	216,156	294,785	260,401
Jan. 4	152,429	224,997	140,612	453,656	383,647	407,974	139,502	228,789	126,276

The above statement shows—1. That the total receipts from the plantations since September 1, 1883, were 3,915,780 bales; in 1882-83 were 4,053,621 bales; in 1881-82 were 3,793,776 bales.

2.—That, although the receipts at the out-ports the past week were 140,612 bales, the actual movement from plantations was only 126,276 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 228,789 bales and for 1882 they were 139,502 bales.

AMOUNT OF COTTON IN SIGHT JANUARY 4.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to January 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1883-84.	1882-83.	1881-82.	1880-81.
Receipts at the ports to Jan. 4.	3,556,962	3,686,459	3,385,542	3,564,831
Interior stocks on Jan. 4 in excess of September 1.....	358,818	367,162	408,231	298,926
Tot. receipts from plantations	3,915,780	4,053,621	3,793,776	3,863,669
Net overland to January 1....	332,415	413,882	323,510	316,763
Southern consumption to Jan. 1	123,000	139,000	100,000	85,000
Total in sight January 4.....	4,421,195	4,596,703	4,217,286	4,265,423

It will be seen by the above that the decrease in amount in sight to-night, as compared with last year, is 175,508 bales, and that the increase as compared with 1881-82 is 203,909 bales, and with 1880-81 is 155,772 bales.

WEATHER REPORTS BY TELEGRAPH.—The temperature has been quite low at the South during the week and in many sections there has been snow and ice.

Galveston, Texas.—We have had showers on two days of the week, the rainfall reaching three hundredths of an inch. We have had killing frost on three nights of the week. Average thermometer 50, highest 73 and lowest 27. Rainfall during December three inches and sixteen hundredths, and for the year 1883 forty-two inches and nine hundredths.

Indianola, Texas.—It has been showery on two days of the week, the rainfall reaching two hundredths of an inch. We have had killing frost on three nights of the week. The thermometer has ranged from 25 to 71, averaging 48. The rainfall reached during December one inch and sixty-nine hundredths, and for the year 1883 32.51 inches.

Palestine, Texas.—We have had one drizzle during the week, with a rainfall of one hundredth of an inch. We have had killing frost on four nights. The thermometer has averaged 41, ranging from 14 to 67. December rainfall two inches and fifty-one hundredths, and during the year 1883 the rainfall reached 42.24 inches.

New Orleans, Louisiana.—It has rained on three days of the week, the rainfall reaching one inch and seventy-two hundredths. The thermometer has averaged 52.

Shreveport, Louisiana.—The weather was cloudy with light rains during the early part of the week, followed by cold and generally clear weather. The rainfall reached seventy-three hundredths of an inch. The thermometer has ranged from 15 to 67.

Vicksburg, Mississippi.—The weather has been cloudy during the week, with rain on three days. The thermometer has averaged 31, the highest being 64 and the lowest 20. Rainfall during the month of December nine inches and forty-seven hundredths.

Meridian, Mississippi.—It has rained on five days of the week. The weather has been unusually cold, with light snow on Friday last. Receipts nominal. About ninety per cent of the crop has been marketed.

Columbus, Mississippi.—It has rained on three days of the week, the rainfall reaching one inch and thirty-six hundredths. December rainfall four inches and twelve hundredths.

Little Rock, Arkansas.—We have had but two clear days during the week. There has been rain on two days and very cold weather on three. The rainfall reached one inch and thirty-seven hundredths. The thermometer has ranged from 12 to 54, averaging 33. It has rained on twelve days during December and the rainfall reached four inches and six hundredths. The thermometer ranged from 26 to 72, and averaged 44.

Pine Bluff, Arkansas.—It has rained on two days of the week, the rainfall reaching one inch and twenty hundredths. The thermometer has averaged 34, the highest being 59 and the lowest 10. Rainfall for December three inches and thirty-four hundredths.

Fort Smith, Arkansas.—It has rained on one day of the week, the rainfall reaching twenty hundredths of an inch. Average thermometer 33, highest 55 and lowest 6. Last week we had rain on two days, the rainfall reaching twenty hundredths of an inch. Average thermometer 40, highest 64 and lowest 20.

Helena, Arkansas.—We have had rain on three days, and the remainder of the week has been cloudy. The rainfall reached one inch and thirteen hundredths. The thermometer has averaged 39, ranging from 14 to 52.

Monticello, Arkansas.—Telegram not received.

Memphis, Tennessee.—We have had snow and sleet on one day and rain on four days of the week, the rainfall reaching one inch and twenty-eight hundredths. The thermometer has averaged 37, ranging from 11 to 59.5. We had rain on eighteen days during December and the rainfall reached four inches and sixty-eight hundredths. The thermometer averaged 46 and ranged from 23 to 72.

Nashville, Tennessee.—It has rained on three days of the week, the rainfall reaching one inch and thirty-three hundredths. The thermometer has ranged from 18 to 59, averaging 40.

Mobile, Alabama.—During the early part of the week, it rained severely on one day and was showery on two days, but the latter portion of the week has been clear and pleasant. The rainfall reached one inch and eleven hundredths. The thermometer has averaged 48, the highest being 67 and the lowest 24. December rainfall three inches and eleven hundredths.

Montgomery, Alabama.—It rained on three days during the early part of the week, but the latter portion has been clear and pleasant but very cold. The rainfall reached sixty-nine hundredths of an inch. Ice formed in every part of the State during the week. Average thermometer 45, highest 63 and lowest 20. During the month of December the rainfall reached four inches and twenty-three hundredths.

Selma, Alabama.—We have had rain on four days of the week, the rainfall reaching one inch and twenty-six hundredths. Ice formed in this vicinity on three nights of the week. The thermometer has ranged from 19 to 59, averaging 49.

Madison, Florida.—Telegram not received.

Macon, Georgia.—It has rained on two days of the week. The thermometer has averaged 50, the highest being 73 and the lowest 21. December rainfall one inch and ninety-eight hundredths.

Columbus, Georgia.—We have had rain on two days of the week, the rainfall reaching one inch and eighty hundredths. Average thermometer 44, highest 65 and lowest 24.

Savannah, Georgia.—We have had rain on three days of the week, on two of which light, and the remainder of the week has been pleasant. The rainfall reached twenty-eight hundredths of an inch. The thermometer has averaged 52, ranging from 26 to 70.

Augusta, Georgia.—During the early part of the week there were general rains on three days, and the remainder of the week has been clear and cold. The rainfall reached seventy-six hundredths of an inch. In consequence of the holidays the receipts this week have been small. The thermometer has ranged from 25 to 70, averaging 49. During the month of December the rainfall reached two inches and fifty-nine hundredths.

Atlanta, Georgia.—Telegram not received.

Charleston, South Carolina.—It has rained on three days of the week, the rainfall reaching ninety-six hundredths of an inch. Average thermometer 51, highest 71 and lowest 26.

Columbia, South Carolina.—Telegram not received.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock January 3, 1884, and January 4, 1883.

	Jan. 3, '84.		Jan. 4, '83.	
	Feet.	Inch.	Feet.	Inch.
New Orleans	Below high-water mark	8 6	11 10	
Memphis	Above low-water mark.	26 1	11 4	
Nashville	Above low-water mark.	16 5	4 8	
Shreveport	Above low-water mark.	12 11	15 3	
Vicksburg	Above low-water mark.	19 1	14 7	

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

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have re-arranged our India service so as to make our reports more detailed and at the same time more accurate. We had found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan now followed relieves us from the danger of this inaccuracy and keeps the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to January 3.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1884	7,000	16,000	23,000	7,000	16,000	23,000	30,000	30,000
1883	6,000	2,000	8,000	6,000	2,000	8,000	27,000	27,000
1882	7,000	10,000	17,000	7,000	10,000	17,000	34,000	34,000
1881	5,000	7,000	12,000	5,000	7,000	12,000	16,000	16,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 3,000 bales, and an increase in shipments of 15,000 bales, and the shipments since January 1 show an increase of 15,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1884	2,000	.....	2,000	2,000	.....	2,000
1883	5,000	.....	5,000	5,000	.....	5,000
Madras—						
1884	500	.....	500	500	.....	500
1883 .....	.....	.....	.....	.....	.....	.....
All others—						
1884	1,000	.....	1,000	1,000	.....	1,000
1883 .....	.....	.....	.....	.....	.....	.....
Total all—						
1884	2,500	.....	2,500	2,500	.....	2,500
1883	6,000	.....	6,000	6,000	.....	6,000

The above totals for the week show that the movement from the ports other than Bombay is 3,500 bales less than same week last year. For the whole of India, therefore, the total shipments since January 1, 1884, and for the corresponding periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1884.		1883.		1882.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	23,000	23,000	8,000	8,000	17,000	17,000
All other ports.	2,500	2,500	6,000	6,000	8,800	8,800
Total	25,500	25,500	14,000	14,000	25,800	25,800

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

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

Alexandria, Egypt, January 2	1883-84.	1882-83.	1881-82.
Receipts (cantars*)—			
This week	140,000	140,000	130,000
Since Sept. 1	2,052,000	1,626,900	2,117,550
Exports (bales)—			
To Liverpool	13,000	9,000	17,000
To Continent	8,000	4,000	6,297
Total Europe	21,000	13,000	23,297

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Jan. 2 were 140,000 cantars and the shipments to all Europe were 21,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is firm, with good demand at a slight advance in prices. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1883-4.						1882-3.					
	32s Oop. Twist.		8 1/4 lbs. Shirlings.		Oott'n Mid. Upl's		32s Oop. Twist.		8 1/4 lbs. Shirlings.		Oott'n Mid. Upl's	
Nov. 2	87 1/2	9	5	6	7 1/2	6	93 1/2	9 3/4	5	11 1/2	7 6	63 1/2
" 9	87 1/2	9	5	6	7 1/2	5 15 1/2	93 1/2	9 3/4	5	11 1/2	7 6	63 1/2
" 16	87 1/2	9	5	6	7 1/2	5 7 1/2	91 1/2	9 1/4	5	10	7 4 1/2	6 1/2
" 23	87 1/2	9 1/2	5	7	7 1/2	5 15 1/2	87 1/2	9 1/2	5	3	7 9	6 1/2
" 30	85 1/2	9 1/2	5	7	7 1/2	6	87 1/2	9 1/2	5	3	7 9	6
Dec. 7	85 1/2	9 1/2	5	7	7 1/2	5 7 1/2	87 1/2	9 1/2	5	3	7 9	5 15 1/2
" 14	89 1/2	9	5	8	7 2 1/2	5 15 1/2	87 1/2	9 1/2	5	3	7 7 1/2	5 15 1/2
" 21	83 1/2	8 7/8	5	5 1/2	6 1 1/2	5 3 1/2	87 1/2	9 1/2	5	1 1/2	7 7 1/2	5 13 1/2
" 28	83 1/2	8 7/8	5	5 1/2	6 1 1/2	5 13 1/2	81 1/2	9 7 1/2	5	1 1/2	7 7 1/2	5 3 1/2
Jan. 4	82 1/2	9	5	7	7 1	5 15 1/2	83 1/2	9 3/4	6	1	7 7	5 11 1/2

EAST INDIA CROP—Messrs. Wallace & Co.'s Cotton Reports dated Bombay, November 30, furnishes the following: "Prospects continue unchanged. No further damage to the Omrawuttee crop is reported, but dealers in this growth are still backward in selling. Samples are now coming in of Omrawuttee and Hingenghat showing dark, leafy and stained cotton, but the quality of both is expected to improve very soon. Both the Dhollerah and Broach crops promise well, and, subject to favorable weather, good yields may be looked for this coming season."

OVERLAND MOVEMENT TO JANUARY 1.—In our editorial column will be found our overland movement brought down to the 1st of January.

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 Receipts.	Year Beginning September 1.					
	1883	1882	1881	1880	1879	1878
Sept'mb'r	313,812	326,656	429,777	458,478	333,613	288,848
October..	1,016,032	930,581	853,195	968,318	888,492	689,251
Novemb'r	1,030,330	1,094,647	974,013	1,006,501	942,272	779,237
Decemb'r	1,051,653	1,112,526	996,897	1,020,802	956,461	393,661
Total year	3,479,937	3,514,473	3,253,822	3,454,099	3,120,871	2,651,013
Percentage of tot. port receipts Dec. 31..		58.38	68.93	58.80	62.39	59.60

This statement shows that up to Dec. 31 the receipts at the ports this year were 31,536 bales less than in 1882 and 226,115 bales more than at the same time in 1881. By adding to the above totals to Dec. 31 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

	1883-84.	1882-83.	1881-82.	1880-81.	1879-80.	1878-79.
Tot. Nv. 30	2,120,284	2,401,937	2,257,015	2,433,237	2,161,107	1,757,349
Dec. 1....	32,561	40,000	36,867	26,617	52,479	8
" 2....	8.	30,603	51,332	29,216	30,886	39,978
" 3....	49,256	8.	31,006	48,397	23,110	40,894
" 4....	46,652	50,747	8.	30,316	25,675	23,532
" 5....	49,583	40,832	54,131	8.	49,608	30,933
" 6....	35,316	41,373	31,799	63,166	36,046	58,291
" 7....	52,116	27,721	30,136	36,174	8.	25,563
" 8....	54,997	55,741	40,865	29,263	43,236	8.
" 9....	8.	40,236	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	8.	41,993	33,161	30,836
" 12....	31,347	31,208	50,059	8.	50,014	30,614
" 13....	35,221	40,107	30,942	42,522	37,733	45,024
" 14....	58,665	37,112	32,913	30,650	8.	26,923
" 15....	40,736	63,398	36,960	33,332	45,251	8.
" 16....	8.	36,531	51,325	40,452	30,412	52,468
" 17....	44,845	8.	28,929	49,541	32,588	33,308
" 18....	41,367	49,869	8.	39,619	30,473	35,179
" 19....	43,281	35,343	45,560	8.	42,450	25,930
" 20....	30,440	39,243	25,260	43,275	31,874	31,074
" 21....	47,064	35,840	26,156	37,419	8.	27,899
" 22....	30,796	61,314	55,119	25,775	46,158	8.
" 23....	8.	45,938	45,831	32,077	28,891	55,201
" 24....	46,558	8.	31,591	59,785	23,445	27,382
" 25....	32,705	50,258	8.	38,096	29,614	22,297
" 26....	24,523	38,039	33,552	8.	42,619	29,956
" 27....	24,053	32,017	23,940	49,705	29,995	37,243
" 28....	43,051	35,045	43,358	26,643	8.	25,532
" 29....	21,548	50,626	24,990	29,021	30,953	8.
" 30....	8.	53,011	43,193	17,390	26,918	27,402
" 31....	42,039	8.	20,709	35,582	20,176	21,113
Tot. Dec. 31	3,479,937	3,514,473	3,253,822	3,454,099	3,120,871	2,651,013
Jan. 1....	19,952	49,366	8.	20,294	15,776	9,611
" 2....	18,208	35,488	28,830	8.	30,208	22,227
" 3....	18,888	24,056	24,328	23,424	30,790	36,137
" 4....	19,977	29,181	17,926	11,808	8.	14,949
Total....	3,556,962	3,652,564	3,324,906	3,509,625	3,197,645	2,733,940
Percentage of total port recpts Jan. 4.		60.68	70.41	59.75	63.93	61.47

This statement shows that the receipts since Sept. 1 up to to-night are now 95,602 bales less than they were to the same day of the month in 1883 and 232,056 bales more than they were

to the same day of the month in 1882. We add to the table the percentages of total port receipts which had been received to January 4 in each of the years named.

JUTE BUTTS, BAGGING, &c.—The market for bagging has not shown any change since our last report, and the demand is of a jobbing character. Sellers are firm, however, and nothing is to be had below quoted rates, which are 9 1/4c. for 1 1/2 lb., 9 3/4c. for 1 3/4 lb., 10 1/2c. for 2 lb. and 11 1/4c. for standard grades. Butts are steady though the demand is light, and only small lots are being taken. The transactions are about 1,000 bales, various grades, at 2 1/4@2 3/8c. to arrive, and 2 3/8@2 1/4c. on the spot, and these are the figures at the close. The stock on hand is 47,500 bales, and afloat 104,424 bales, making a total visible supply of 151,924 bales, as against 310,806 bales this time last year.

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

Receipts from—	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.	2,897	124,073	.....	.....	.....	.....	.....	.....
Texas.....	7,065	132,444	.....	2,130	.....	.....	.....	.....
Savannah..	6,471	122,834	3,636	37,592	1,406	10,269	1,486	43,499
Mobile.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida.....	91	4,900	.....	.....	.....	.....	.....	.....
So. Carolina..	3,311	73,687	.....	4,375	35	6,165	.....	11,602
No. Carolina..	1,113	16,391	.....	.....	.....	1,092	.....	17,270
Virginia.....	13,042	172,018	2,818	34,800	933	27,509	3,067	54,512
North'n ports	288	1,452	1,962	48,752	.....	.....	.....	.....
Tennessee, &c	10,373	51,359	5,654	71,150	151	6,421	400	3,922
Foreign.....	326	1,524	.....	.....	.....	.....	.....	.....
This year...	44,887	705,662	14,109	198,845	2,525	50,364	6,045	130,805
Last year...	57,261	678,215	17,643	219,316	4,873	75,732	7,892	150,794

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 134,473 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

		Total bales
NEW YORK—To Liverpool, per steamers Abyssinia, 2,922....		
City of Berlin, 1,071....	City of Montreal, 2,547....	10,762
City of London, 1,119....	Pavonia, 3,493....	66
To Hull, per steamer Ontario, 63....		884
To Havre, per steamer St. Laurent, 84....		500
To Bremen, per steamer General Werder, 500....		980
To Hamburg, per steamers Polynesia, 680....	Wieland, 300....	450
To Rotterdam, per steamer Albatros, 450....		1,150
To Antwerp, per steamer Penedra, 1,150....		
NEW ORLEANS—To Liverpool, per steamers Blue Jacket, 5,400....		
.....Eclair, 1,000....	Good Hope, 3,500....	22,000
Reston, 6,000....		
To Havre, per steamers Dapuy de Lome, 3,839....	Nantes, 7,631....	26,540
.....per ships Gustav A. to f. 1,135....	Lydia Skofield, 3,903....	1,000
.....per bark Lady Russell, 2,852....	Lincoln, 2,793....	5,253
.....Santi Dubrovicki, 1,957....		1,351
To Rouen, per steamer Anj r Heul, 1,000....		400
To Bremen, per steamer Huntington, 5,253....		1,253
To Antwerp, per steamer Dapuy de Lome, 1,351....		
To Barcelona, per bark Anj r Heul, 100....		
To Genoa, per bark Domenico Lanata, 1,253....		
CHARLESTON—To Liverpool, per steamer Turenne, 4,312 Up-land and 188 Sea Island....	per barks Balgowrie, 880 Up-land....	8,179
.....Bjorstjerna Bjorsten, 1,303 Up-land....		
SAVANNAH—To Liverpool, per steamer Caduceus, 5,403 Up-land and 135 Sea Island....	per bark Aurora, 2,341 Up-land....	7,579
To Bremen, per steamer Ghaelolus, 5,951 Up-land....		5,951
GALVESTON—To Liverpool, per steamer Haytian, 4,860....	per barks Florida, 1,685....	
.....Imacoss, 1,929....	North Star, 2,000....	12,729
.....Roma, 2,265....		4,806
To Bremen, per steamer Weser, 4,806....		860
To Christiania, Norway, per bark Krona, 860....		
NORFOLK—To Liverpool, per steamer Roma, 5,199....	per barks Blanche, 3,148....	11,019
.....Susan L. Campbell, 2,702....		2,336
BALTIMORE—To Bremen, per steamer Hermann, 2,336....		1,100
To Rotterdam, per steamer Schied am, 1,100....		
BOSTON—To Liverpool, per steamers Marathon, 609....	Norseman, 2,263....	3,695
.....Virginia, 823....		2,300
PHILADELPHIA—To Liverpool, per steamer British Prince, 2,300....		1,000
To Antwerp, per steamer Vaerland, 1,000....		
Total.....		134,473

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

	Liver- pool.	Hull.	Rouen.	Bre- men.	Roller- and & Ham- dom & Barce- lon.	Genoa.	Total.
New York.	10,762	66	884	1,180	1,600	.....	14,792
N. Orleans.	22,000	.....	27,540	5,253	1,351	400	57,797
Charleston.	8,179	.....	.....	.....	.....	.....	8,179
Savannah.	7,579	.....	.....	5,951	.....	.....	13,530
Galveston.	12,729	.....	.....	4,806	.....	.....	18,395
Norfolk.	11,049	.....	.....	.....	.....	.....	11,049
Baltimore.	.....	.....	.....	2,336	1,100	.....	3,436
Boston.	3,695	.....	.....	.....	.....	.....	3,695
Philadelphia	2,300	.....	.....	.....	1,000	.....	3,300
Total	78,593	66	28,424	19,826	5,051	400	125,314

Included in the above totals are, from Galveston to Christiania, 860 bales.

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. 29—Bark Latona, 1,818....Dec. 31—Ship Ceylon, 3,000.
NEW ORLEANS—For Liverpool—Dec. 28—Steamer Remembrance, 4,502....Dec. 29—Steamer Alvah, 4,865....Dec. 31—Steamer Archimedes, 2,639.
FOR HAVRE—Dec. 23—Ship Charles, 5,238....Dec. 29—Ship Scotia, 3,847; barks Bertha, 3,954; Unita Parenta, 1,802....Dec. 31—Steamer Alexander Bixio, 4,200....Jan. 2—Bark Roma, 3,501.
FOR BREMEN—Dec. 23—Steamer Ixia, 5,400.
FOR BARCELONA—Dec. 31—Steamer Jose Baro, 2,228.

MOBILE—For Liverpool—Dec. 29—Bark Jedanesti Dubrovacki, 2,474.
SAVANNAH—For Liverpool—Dec. 29—Ship Vanduard, 5,138....Dec. 31—
Steamer Harrogate, 6,089.
For Havre—Dec. 29—Bark Frida, 1,300.
CHARLESTON—For Liverpool—Dec. 29—Bark Vale, 1,331.
WILMINGTON—For Liverpool—Dec. 29—Bark Maury, 1,887....Dec. 31—
Bark Erragon, 1,628....Jan. 2—Bark Hama, 2,318.
For Amsterdam—Dec. 28—Brig Hermann Friedrich, 1,125.
NORFOLK—For Liverpool—Dec. 29—Steamer Tunstall, 3,235....Jan. 1—
Steamer Nedged, 8,020....Jan. 2—Bark Hay Green, 4,892.
WEST POINT—For Liverpool—Dec. 28—Bark Johann Ludwig, 2,850.
BOSTON—For Liverpool—Dec. 28—Steamer Istrian, 752....Dec. 29—
Steamer Missouri, 2,853.
BALTIMORE—For Liverpool—Dec. 28—Steamers Hibernian, 2,050; Lake
Nepigon, 1,635.

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

CELTIC, steamer (Br.), Gleadell, from New York for Liverpool, was spoken Dec. 22d in lat. 41, lon. 64, under sail, with main shaft broken, by steamer Gellert (Ger.), which arrived at Plymouth Dec. 30th from New York. The captain of the latter vessel was unable to take the Celtic in tow, owing to bad weather, but he offered to take off her passengers and mails; the offer was declined.

QUEEN, steamer (Br.), before reported ashore at Nargen, was full of water on Dec. 10. On the 15th a snow storm prevented work and salvage boats returned to Reval. A dispatch received at London, 14th, from Neptun Salvage Company, dated Reval 13th, stated that 1,900 bales of cotton had been saved.

CLARA S., steamboat, of the Pool line, struck a snag in Tchula Lake, near Yazoo City, A. M. of Dec. 28, and sank in five minutes, with a cargo of 1,000 bales of cotton and 500 sacks of seed. No loss of life is reported.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d	532 @ 3 16*			532 @ 3 16*	532 @ 3 16*	532 @ 3 16*
Do sail...d	7 16*			7 16*	7 16*	7 16*
Havre, steam...c	1332-7 16*			1332-7 16*	1332-7 16*	1332-7 16*
Do sail...c						
Bremen, steam...c						
Do sail...c						
Hamburg, steam...c						
Do sail...c						
Amst'd'm, steam...c						
Do sail...c						
Reval, steam...d						
Do sail...c						
Barcelona, steam...c						
Genoa, steam...c						
Trieste, steam...c						
Antwerp, steam...c						

* 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.

	Dec. 14	Dec. 21	Dec. 28	Jan. 4
Sales of the week.....bales.	52,000	51,000	36,000	71,000
Of which exporters took...	2,200	4,800	2,000	4,200
Of which speculators took...	1,450	1,070	510	1,624
Sales American.....	38,500	33,000	28,000	50,000
Actual export.....	8,000	8,700	7,000	4,300
Forwarded.....	15,500	15,000	8,900	16,500
Total stock—Estimated.....	533,000	573,000	641,000	679,000
Of which American—Estim'd.....	324,000	354,000	418,000	443,000
Total import of the week.....	103,000	109,000	117,000	129,000
Of which American.....	76,000	82,000	97,000	87,000
Amount afloat.....	325,000	315,000	353,000	351,000
Of which American.....	273,000	265,000	283,000	279,000

The tone of the Liverpool market for spots and futures each day of the week ending Jan. 4, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday	Tuesday	Wednes.	Thursd'y	Friday
Market, 12:30 P.M.	Firm.			Good demand freely met	Firm.	Firm.
Mid Upl'ds	5 7/8			5 7/8	5 15/16	5 15/16
Mid. Orl'ns	6 1/16			6 1/16	6 1/8	6 1/8
Sales.....	15,000			15,000	15,000	15,000
Spec. & exp.	1,000			1,000	1,000	2,000
Futures.						
Market, 12:30 P.M.	Quiet.			Steady.	Quiet.	Steady.
Market, 5 P. M.	Easy.			Firm.	Firm.	Steady.

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

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

	Sat., Dec. 29.				Mon., Dec. 31.				Tues., Jan. 1.			
	Open	High	Low	Clos.								
	d.	d.	d.	d.								
December..	5 57	5 57	5 56	5 53								
Dec.-Jan...	5 58	5 58	5 59	5 56								
Jan.-Feb...	5 56	5 56	5 55	5 55								
Feb.-March	5 60	5 60	5 59	5 59								
Mar.-Apr...	5 53	5 63	5 62	5 62								
April-May..	6 03	6 03	6 02	6 02								
May-June..	6 06	6 06	6 05	6 05								
June-July..												
July-Aug...	6 14	6 14	6 14	6 11								
Aug.-Sept..												
Sept.-Oct...												
Oct.-Nov...												

	Wednes., Jan. 2.				Thurs., Jan. 3.				Fri., Jan. 4.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
January....	5 57	5 57	5 57	5 57					5 60	5 60	5 60	5 60
Jan.-Feb....	5 57	5 59	5 56	5 59	5 59	5 59	5 58	5 59	5 60	5 60	5 59	5 60
Feb.-March	5 61	5 63	5 61	5 63	5 63	5 63	5 62	5 63	5 63	5 63	5 62	5 62
Mar.-Apr...	6 00	6 03	6 00	6 03	6 02	6 02	6 01	6 02	6 03	6 03	6 02	6 03
April-May..	6 04	6 07	6 04	6 07	6 06	6 06	6 05	6 06	6 06	6 06	6 05	6 06
May-June..	6 07	6 09	6 07	6 07	6 09	6 09	6 08	6 09	6 09	6 09	6 08	6 09
June-July..									6 12	6 12	6 12	6 12
July-Aug...									6 16	6 16	6 16	6 16
Aug.-Sept..					6 18	6 18	6 18	6 18				
Sept.-Oct...												
Oct.-Nov...												
Nov.-Dec...												

BREADSTUFFS.

FRIDAY, P. M., Jan. 4, 1884.

Flour has been quiet and at times weak, without showing any marked change in price. The demand, both for export and home consumption, has been so light that the bulk of the liberal receipts have been stored. The lower grades, suitable for export, have been the best sustained, the supply of these, especially No. 2 and superfine, being the least burdensome, while some decline in the rates for ocean freight room has been a slight encouragement to exporters. To-day the market was firmer, some grades being quoted higher than a week ago. The demand was better both for the local and the foreign trade, though the transactions showed no marked increase. Southern flour, in fact, was dull and not very steady.

Wheat has been quiet for export, notwithstanding the cheapness of ocean freight room, the foreign markets still being in an unfavorable state. There has been some trade with exporters who have had engagements to meet in British or Continental markets, but the aggregate transactions have been light, while the home trade has also been quite moderate. The speculation has been only fairly active, and prices have declined. The quantity afloat for Europe is 520,000 bushels less than a week ago, but the supply in Liverpool on the 1st instant was 7,000,000 bushels, against 4,993,000 at the same date in 1883, while the visible supply in this country shows a slight increase. Some days ago prices here became firmer under the influence of manipulations at Chicago, but to-day the continued dullness of the foreign trade caused renewed weakness, and prices declined $\frac{1}{4}$ to $\frac{1}{2}$ c. No. 2 red selling at \$1 13 $\frac{1}{8}$ @ \$1 13 $\frac{1}{4}$ in elevator, and No. 3 at \$1 02 $\frac{1}{2}$ @ \$1 02 $\frac{1}{4}$, though No. 1 brought \$1 19. Spring wheat was quiet, and to a great extent nominal, though \$1 20 was reported bid for No. 1 hard Duluth. White was dull and unsettled. No. 2 red for future delivery sold at \$1 10 $\frac{1}{4}$ @ \$1 11 for January, \$1 12 $\frac{3}{8}$ @ \$1 13 for February, \$1 14 $\frac{1}{8}$ @ \$1 14 $\frac{1}{8}$ for March and \$1 18 $\frac{1}{8}$ @ \$1 18 $\frac{1}{4}$ for May. The closing prices to-day were \$1 09 $\frac{3}{8}$ for January, \$1 11 $\frac{1}{4}$ for February, \$1 13 $\frac{1}{4}$ for March and \$1 17 $\frac{1}{4}$ for May. These prices are 1 @ 1 $\frac{1}{2}$ c. below those of a week ago.

Indian corn has been quiet as a rule for export, though on Thursday exporters, encouraged by the low rates current for ocean tonnage took 125,000 bushels. Prices were at one time weak, but latterly, owing to a decrease in the receipts both here and at the West, they have taken an upward turn. The speculation, however, has not gone beyond moderate limits, partly owing to the fact that there have been two holidays during the week. To-day prices advanced $\frac{1}{2}$ to 1 $\frac{1}{4}$ c., owing to small arrivals here and at Chicago, the receipts at New York being only 30,265 bushels. Heavy snowstorms at the West in the forepart of the week seem now to be interfering with the marketing of the crop; the thermometer at a few points there to-day was 40 degrees below zero. There is very little Western white or yellow corn here, and Southern corn is also in limited supply; the only white corn from the latter section now here is damp. No. 2 mixed sold to-day at 66c. in store, 65 $\frac{3}{4}$ @ 66 $\frac{3}{8}$ c. for January, 66 $\frac{5}{8}$ @ 67 $\frac{1}{8}$ c. for February, 67 $\frac{3}{8}$ @ 67 $\frac{3}{4}$ c. for March and 68 $\frac{5}{8}$ @ 69c. for May. The closing prices were 66 $\frac{1}{4}$ c. for January, 66 $\frac{3}{4}$ c. for February, 67 $\frac{3}{8}$ c. for March and 68 $\frac{3}{8}$ c. for May. These prices are 1 @ 1 $\frac{1}{2}$ c. higher than those of a week ago.

Rye has sold moderately at prices showing no marked change. Barley has been quiet and nearly nominal most of the time, though yesterday 50,000 bushels of common Canada for feeding were sold for export to London. Oats have been moderately active at some advance in prices owing to a decrease in the receipts. The closing prices of No. 2 mixed were 40 $\frac{1}{2}$ c. for January, 41 $\frac{1}{2}$ c. for February, 42 $\frac{1}{2}$ c. for March and 43 $\frac{3}{8}$ c. for May.

The following are closing quotations:

FLOUR.			GRAIN.		
No. 2 spring... bbl.	\$2 00 @	2 75	City shipping extras	\$5 15 @	5 55
No. 2 winter.....	2 50 @	3 00	Southern bakers' and		
Superfine.....	2 80 @	3 35	family brands.....	4 25 @	6 37 1/2
Spring wheat extras..	3 50 @	5 00	South'n ship'g extras	3 65 @	5 50
Minn. clear and stra't	4 00 @	6 00	Rye flour, superfine..	3 35 @	3 75
Winter ship'g extras..	3 35 @	3 75	Corn meal—		
Winter clear and			Western, &c.....	3 00 @	3 35
straight.....	4 25 @	6 00	Brandywine, &c.....	3 35 @	3 45
Patents, spring.....	5 50 @	7 00	Buckwheat flour, #		
Patents, winter.....	5 25 @	6 75	100 lbs.....	3 60 @	3 50
Wheat—			Rye—Western.....		
Spring, per bush.	95 @	1 20	State & Canada.....	73 @	71 1/2
Spring No. 2.....	1 06 @	1 13 1/4	Oats—Mixed.....	40 @	41
Red winter, No. 2	1 13 1/4 @	1 13 3/4	White.....	41 @	44
Red winter.....	91 @	1 19	No. 2 mixed.....	40 1/2 @	40 3/4
White.....	98 @	1 15	No. 2 white.....	41 7/8 @	42
White No. 1.....	1 11 @	1 11	Barley—No. 1 Canada..	89 @	90
Corn—West. mixed	51 @	66 1/4	No. 2 Canada.....	84 @	85
West. mix. No. 2.	66 @	67 3/4	State, two-rowed.....	65 @	70
White Southern..	68 @	72	State, six-rowed.....	@	70
Yellow Southern..	65 @	63	Buckwheat.....	85 @	90
Western white....	69 @	72			

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

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 196 lbs.	Bush. 60 lbs.	Bush. 56 lbs.	Bush. 32 lbs.	Bush. 48 lbs.	Bush. 50 lbs.
Chicago.....	67,826	529,221	1,150,680	427,533	171,016	70,327
Milwaukee.....	51,596	278,180	35,150	41,600	93,853	7,668
Toledo.....	1,640	225,927	181,615	11,697	2,000	2,432
Detroit.....	2,393	98,112	67,907	20,785	27,806	.....
Cleveland.....	1,263	23,914	13,180	11,490	4,200	.....
St. Louis.....	22,049	84,150	53,330	57,464	15,600	25,300
Peoria.....	875	10,760	195,510	61,435	8,400	9,500
Duluth.....	.....	4,000	.....	.....	.....	.....
Tot. wk. '83	150,651	1,258,504	2,147,701	634,634	322,875	124,231
Same wk. '82	260,371	1,590,638	2,510,236	1,150,310	533,803	99,047
Same wk. '81	127,185	653,894	870,313	539,643	410,733	52,124
Since Aug. 1—						
1883.....	4,430,837	50,565,810	51,998,005	31,098,319	11,490,316	5,186,531
1882.....	4,567,486	50,817,119	33,415,551	25,301,065	8,631,228	2,491,979
1881.....	3,712,981	25,558,475	59,992,308	16,315,533	7,832,432	2,716,519

The comparative shipments of flour and grain from the same ports from Dec. 24, 1883, to Dec. 29, 1883, inclusive, for four years, show as follows:

	1883.	1882.	1881.	1880.
Flour..... bbls.	179,442	263,164	109,558	185,781
Wheat..... bush.	291,934	395,350	236,541	379,360
Corn.....	952,293	1,299,193	741,795	614,951
Oats.....	315,474	560,291	385,030	417,391
Barley.....	117,351	223,998	212,938	173,616
Rye.....	24,231	41,996	50,232	53,730
Total grain.....	1,704,283	2,520,823	1,629,536	1,648,451

The exports from the several seaboard ports for week ending Dec. 29, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Per.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York.....	62,965	166,933	219,655	425	26,041	8,444
Boston.....	33,309	21,000	67,178	.....	.....	.....
Portland.....	2,500	.....	52,663	.....	.....	31,557
Montreal.....	.....	.....	1,030	.....	.....	.....
Philadel.....	.....	.....	17,500	.....	.....	.....
Baltim're.....	918	151,269	94,816	13	.....	.....
N. Orleans.....	830	9,585	.....	.....	.....	.....
Total wk.	106,522	251,877	453,141	438	26,041	40,001
Same time						
1882.....	244,358	1,236,009	575,594	2,174	61,569	62,355

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

Exports for week to—	Flour.	Wheat.	Corn.
	1883. Week. Dec. 29.	1882. Week. Dec. 30.	1883. Week. Dec. 29.
Un. King.	60,159	174,380	301,117
Continent	14,468	21,300	50,700
S. & C. Am.	5,458	11,014	579,893
W. Indies	11,990	21,697	1,594
Brit. Col's	7,810	12,874	.....
Oth. cont's	596	.....	.....
Total...	100,522	244,358	351,877

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

Exports since Sept. 1, to—	Flour.	Wheat.	Corn.
	1883. Sept. 1 to Dec. 29.	1882. Sept. 1 to Dec. 30.	1883. Sept. 1 to Dec. 29.
Un. Kingdom	1,985,251	2,362,930	10,412,643
Continent...	142,252	279,605	6,121,205
S. & C. Am.	227,942	267,851	537
West Indies.	294,619	358,495	21,538
Brit. Colonies	272,647	264,172	8,010
Oth. countr's	14,376	14,439	600
Total...	2,937,087	3,546,551	16,545,593

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. 29, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	7,537,212	2,219,242	3,210,212	413,149	439,252
Do afloat (est.)	88,000	256,000	.....	411,000	167,000
Albany.....	9,500	31,500	41,000	119,000	22,000
Buffalo.....	1,481,886	222,202	778	359,503	22,206
Chicago.....	11,500,415	2,580,981	1,481,417	365,361	1,596,772
Do afloat.....	.....	80,000	.....	.....	.....
Milwaukee.....	2,630,310	32,257	4,960	589,878	19,658
Duluth.....	2,406,000	.....	.....	.....	.....
Toledo.....	2,434,905	368,338	107,381	.....	10,674
Detroit.....	172,157	74,259	68,304	29,204	983
Oswego.....	48,000	252,000	.....	550,000	32,000
St. Louis.....	1,867,550	1,043,973	168,660	88,813	124,571
Cincinnati (22d)...	186,514	32,821	95,422	41,673	31,826
Boston.....	100,169	543,093	347,801	26,755	24,418
Toronto.....	100,116	.....	1,200	160,301	.....
Montreal.....	185,606	16,057	2,425	17,175	16,497
Philadelphia.....	1,151,361	273,788	123,256	.....	.....
Peoria.....	8,379	25,929	68,858	.....	88,894
Indianapolis.....	182,900	38,100	55,400	.....	19,100
Kansas City.....	518,615	323,868	29,505	.....	31,398
Baltimore.....	1,999,841	402,435	9,371	.....	7,869
Down Mississippi.	.....	1,902	9,915	.....	.....
On rail.....	294,931	952,293	315,474	117,351	24,231

Tot. Dec. 29, '83.	35,507,400	9,695,944	6,220,312	3,292,196	2,673,349
Tot. Dec. 22, '83.	35,431,259	9,164,258	6,197,271	3,469,856	2,712,188
Tot. Dec. 30, '82.	21,048,017	9,164,137	4,423,374	3,040,154	1,470,083
Tot. Dec. 31, '81.	17,762,769	16,861,137	2,747,271	2,972,274	1,301,723
Tot. Jan. 1, '81.	28,513,490	19,398,894	3,753,766	3,197,831	926,624

THE DRY GOODS TRADE.

FRIDAY, P. M., Jan. 4, 1884.

Operations in dry goods during the early part of the week were exceedingly light, both Monday and Tuesday having been practically observed as holidays in commission circles. Since then there has been a fair influx of package buyers from the South and Southwest, and their presence has imparted a little more animation to the market. Most of the lately-arrived buyers have, however, bought sparingly as yet, their purchases having been mainly restricted to such goods as are imperatively required for the renewal of assortments. Spring and summer fabrics have met with some attention from local and out-of-town jobbers, and there are indications of a more active business in this connection shortly, but thus far transactions have been moderate in the aggregate. The movement on account of back orders was rather more active, fair deliveries of cotton and woolen goods, shirting prints, white goods, hosiery, &c., having been made by manufacturers' agents.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 4,754 packages, including 2,190 to China, 1,614 to Great Britain, 429 to Chili, 201 to U. S. of Colombia, 159 to Brazil, 131 to Hayti, &c. The demand at first hands was light and irregular, and the jobbing trade moderate. Some fair sales of colored cottons, as denims, stripes, checks, &c., were effected by agents by means of slight concessions in price, but brown sheetings were mostly quiet, and bleached goods have not displayed much animation, in spite of the low figures at which many makes are being offered. Cottonades were more sought after, but buyers are taking hold lightly. White goods were in fair request and an improved business was done in Marseilles and crochet quilts. Print cloths ruled quiet at 3 7-16c. for 64x64s and 3-16c. for 56x60s respectively, at which figures the market closed steady. Prints were a little more active, fair sales of shirtings and light fancies having been made to buyers for remote sections of the country. Prices of light prints have not been definitely determined upon, but Eddystone and Simpson's prints have been opened at 6c., being 1/2c. below last season's figures. Gingham were quiet in this market, but some fair orders for dress styles, chambrays, seersuckers and staples were placed with salesmen on the road.

DOMESTIC WOOLEN GOODS have as a rule been very quiet in the hands of both agents and jobbers, and the main features of the market are unchanged. Clothing wools were lightly dealt in by the manufacturing trade, aside from worsted coatings and satinets, in which a moderate business was reported in some quarters. Cloakings were generally slow, and there was a good deal of irregularity in the demand for Jersey cloths. In flannels, blankets and shawls, there was no movement of importance, but some fair orders were placed for Brussels, tapestry and ingrain carpets—for early delivery. Worsted and all-wool dress goods continued in fair request, with most relative activity in spring cashmeres, buntings and staple worsteds.

Wool hosiery and knit underwear were slow of sale, and prices are low and unsatisfactory to manufacturers.

FOREIGN DRY GOODS.—Apart from certain makes of white goods and Hamburg embroideries adapted to the wants of the manufacturing trade, imported goods have been quiet in first hands and sluggish with jobbers. New importations of spring and summer goods are arriving by every steamer, but assortments will be incomplete for a fortnight to come, and no material improvement in the demand for foreign fabrics is looked for until buyers have made their purchases of domestic goods.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Jan. 3, 1884, and since January 1, and the same facts for the corresponding periods of 1883, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1884 AND 1883.			
	Week ending Jan. 4, 1883.	Since Jan. 1, 1883.	Week ending Jan. 3, 1884.
	Pkgs.	Value.	Pkgs.
Manufactures of—			
Wool.....	708	336,028	708
Cotton.....	1,304	481,861	1,304
Silk.....	631	147,406	631
Flax.....	952	124,950	952
Miscellaneous.....	566	124,950	566
Total.....	4,131	1,493,459	4,131
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.			
	Week ending Jan. 4, 1883.	Since Jan. 1, 1883.	Week ending Jan. 3, 1884.
	Pkgs.	Value.	Pkgs.
Manufactures of—			
Wool.....	119	50,556	119
Cotton.....	301	162,796	301
Silk.....	100	69,235	100
Flax.....	312	50,602	312
Miscellaneous.....	252	21,011	252
Total.....	1,083	354,200	1,083
ENTERED FOR WAREHOUSE DURING SAME PERIOD.			
	Week ending Jan. 4, 1883.	Since Jan. 1, 1883.	Week ending Jan. 3, 1884.
	Pkgs.	Value.	Pkgs.
Manufactures of—			
Wool.....	410	169,147	410
Cotton.....	712	234,241	712
Silk.....	332	93,745	332
Flax.....	830	129,145	830
Miscellaneous.....	1,375	82,409	1,375
Total.....	3,659	852,687	3,659
Entered for consumption.....	4,131	1,493,459	4,131
Total at the port.....	7,790	2,346,146	7,790

Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port for the years 1883 and 1882.

[The quantity is given in packages when not otherwise specified.]

	1883.	1882.		1883.	1882.
China, &c.....	41,587	35,298	Metals, &c.....	181,863	309,450
China.....	57,318	62,571	Iron, pig.....	15,515	92,998
Earthenw.....	712,275	596,812	" R.R. bars.....	15,489	36,158
Glass.....	76,142	69,865	Lead, pigs.....	7,123,635	20,553,067
Glassware.....	1,343	10,772	Spelter, lbs.....	2,389,932	2,015,701
Glass plate.....	12,373	14,849	Steel.....	2,137,277	2,205,639
Buttons.....	53,351	27,085	Tin, boxes.....	25,390,789	21,772,230
Coal, tons.....	62,951	54,256	Tin slabs, lbs.....	241,635	234,816
Cocoa, bags.....	3,367,871	3,045,144	Paper Stock.....	595,616	653,156
Coffee, bags.....	9,996	5,030	Sugar, hhds.....	4,843,353	3,341,691
Cotton, bales.....	14,475	26,017	tes., & bbls.....	1,223,736	1,006,584
Drugs, &c.....	37,831	35,832	Sugar, boxes.....	108,433	82,143
Bark, Peru.....	5,088	4,820	and bags.....	4,843,353	3,341,691
Blea, powd.....	30,007	21,418	Tea.....	1,223,736	1,006,584
Gum, Arab.....	8,763	7,288	Tobacco.....	108,433	82,143
Indigo.....	7,210	7,384	Wines, &c.....	245,384	231,074
Madder, &c.....	388	581	Champ'gne.....	273,898	249,946
Oil, Olive.....	72,879	51,779	baskets.....	91,268	76,522
Opium.....	805	418	Wines.....	273,898	249,946
Soda, bicarb.....	9,034	12,415	Wool, bales.....	91,268	76,522
Soda, sal.....	30,738	45,169	Reported by value.		
Soda, ash.....	103,440	102,703	Cigars.....	1,859,351	2,073,810
Flax.....	7,288	8,753	Fancy goods.....	1,327,197	1,748,079
Furs.....	16,241	16,005	Fish.....	1,055,814	967,157
Gunny cloth.....	1,343	1,903	Fruits, &c.....	1,260,967	1,944,933
Hair.....	13,216	7,238	Lemons.....	1,763,998	1,896,193
Hemp, bales.....	287,461	301,847	Oranges.....	1,681,071	1,906,419
Hides, &c.....	3,749	2,868	Nuts.....	2,696,427	3,849,932
Bristles.....	8,026	9,248	Raisins.....	17,118,674	19,747,101
Hides, drsd.....	88,686	97,002	Rice.....	482,103	844,248
India rubber.....	2,271	2,817	Spices, &c.....		
Ivory.....	3,422	3,395	Cassia.....	275,507	178,487
Jewelry, &c.....	1,581	1,509	Ginger.....	164,933	49,998
Linseed.....	416,971	187,596	Pepper.....	1,537,581	555,485
Molasses.....	93,651	97,426	Saltpetre.....	376,885	358,024
Metals, &c.....			Woods.....		
Cutlery.....	7,263	7,595	Cork.....	746,854	970,981
Hardware.....	1,132	1,052	Pastie.....	187,405	151,105
			Logwood.....	519,398	751,295
			Mahogany.....	561,647	433,315

Receipts of Leading Articles of Domestic Produce.

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending; with Tuesday last (corresponding with the week for exports); also the receipts for the years (ending with Tuesday last) 1883 and 1882:

	Week ending Jan. 1.	Year 1883.	Year 1882.
Ashes.....	62	5,530	5,725
Beans.....	661	62,496	57,914
Breadstuffs—			
Flour, wheat.....	132,783	6,309,050	5,970,018
Flour, rye.....	1,832	167,659	141,706
Corn meal.....	98,800	27,794,701	44,514,551
Wheat.....	15,814	5,038,668	1,802,346
Rye.....	97,787	35,419,834	17,136,144
Corn.....	132,472	19,018,078	15,987,183
Oats.....	132,850	7,901,998	7,082,486
Barley.....	4,500	25,006	598,838
Peas.....	45,365	1,382,239	1,190,173
Cotton.....	1,358	64,374	40,888
Cotton seed oil.....	4,750	354,598	1,076,766
Flax seed.....	6,425	241,383	240,031
Grass seed.....	1,692	137,061	134,714
Hides.....	1,034	65,387	71,546
Hops.....	2,177	75,875	109,047
Leather.....	51,171	2,933,951	3,548,709
Lard.....	8,690	519,284	542,000
Molasses.....	3,997	96,135	94,335
Naval Stores—			
Turpentine, crude.....	347	3,099	1,856
Turpentine, spirits.....	1,686	110,274	108,939
Rosin.....	7,010	407,751	446,580
Tar.....	598	24,892	29,004
Pitch.....	6,190	3,459	2,277
Oil cake.....	90	458,639	482,458
Oil, lard.....	2,045	7,785	10,844
Oil, whale.....		87,352	85,828
Peanuts.....			
Provisions—			
Pork.....	2,721	149,273	125,875
Beef.....	805	38,883	50,005
Cutmeats.....	32,530	1,017,446	1,003,382
Butter.....	15,280	1,560,964	1,362,967
Cheese.....	26,895	2,468,744	2,385,056
Eggs.....	5,543	732,462	708,451
Lard.....	9,303	479,370	425,432
Lard, dressed.....	3,792	314,686	239,342
Hogs, dressed.....	1,807	48,995	51,034
Rice.....	3,444	71,554	101,313
Spelter.....	4,091	135,071	108,407
Stearine.....	583	19,676	18,745
Sugar.....	870	2,905	1,820
Sugar, refined.....	450	12,506	16,912
Tallow.....	1,224	79,749	41,353
Tobacco.....	2,989	162,610	157,967
Tobacco, boxes & cases.....	1,066	109,382	99,391
Whiskey.....	4,104	245,111	206,075
Wood.....	1,838	166,553	135,023

Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports for the year (ending with Tuesday last) 1883 and 1882:

	Week ending Jan. 1.	Year 1883.	Year 1882.
Ashes, pots.....	5	1,559	777
Ashes, pearls.....		208	64
Beeswax.....	960	18,458	10,878
Breadstuffs—			
Flour, wheat.....	76,027	5,392,004	4,370,155
Flour, rye.....		4,158	4,672
Corn meal.....	1,275	121,405	112,794
Wheat.....	136,512	20,249,320	36,968,876
Rye.....	37,414	4,561,211	1,650,997
Oats.....	425	162,120	154,813
Barley.....	90	10,067	7,116
Peas.....	591	119,676	320,496
Corn.....	205,272	24,869,340	8,849,897
Candles.....	418	50,484	41,760
Coal.....	1,037	71,059	67,221
Cotton.....	18,765	658,387	763,708
Domestics.....	4,754	142,518	140,916
Hay.....	956	124,522	52,126
Hops.....	777	32,420	49,570
Naval Stores—			
Crude turpentine.....	122	377	364
Spirits turpentine.....	376	32,776	25,683
Rosin.....	1,003	238,234	287,761
Tar.....	353	9,753	12,620
Pitch.....	116	6,882	6,393
Oil cake.....	51,421	2,492,375	2,246,568
Oils—			
Whale.....	137	133,888	110,823
Sperm.....	736	322,335	228,076
Lard.....	12,832	523,239	288,803
Linseed.....	701	38,018	38,680
Petroleum.....	5,612,139	399,266,560	371,949,143
Provisions—			
Pork.....	3,812	178,971	160,157
Beef.....	917	43,709	41,699
Beef.....	828	48,510	48,482
Cutmeats.....	5,812,762	290,319,884	230,830,729
Butter.....	114,641	18,704,789	7,243,188
Cheese.....	424,569	95,035,590	93,636,498
Lard.....	2,908,357	200,967,803	185,197,208
Rice.....	192	20,912	20,366
Tallow.....	600,077	37,951,393	21,141,740
Tobacco, leaf.....	832	99,835	101,954
Tobacco.....	430	51,717	52,714
Tobacco, manufactured.....	71,381	6,703,871	7,148,084
Whalebone.....	4,502	238,394	222,267

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