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THE FINANCIAL SITUATION.

Little real change has taken place during the week in the actual conditions of our markets, though some events, mainly of local importance, have transpired in Wall street which for a time had a marked effect there. As to the commercial outlook, it is very slowly but certainly improving. This is by no means everywhere discernible, nor is it clear how far it will further develop. The iron industry, however, continues to show revival, one large establishment at least having resumed operations this week. Some other trades also report more doing, and although prices are still scarcely remunerative, yet with transactions increasing and production falling off, the tone has become more hopeful.

But there is one feature in the situation which is not reassuring; we refer to the phenomenal condition of our foreign exchange market. The returns of the Bureau of Statistics this week show a merchandise balance in our favor of \$21,593,142 for December, of \$61,988,665 for the last six months, while the cotton and breadstuffs ship-

ments for January indicate a favorable balance of \$15,000,000 or more for that month, making for the seven months ending with yesterday, Feb. 1, nearly if not more than \$77,000,000. Yet, notwithstanding this condition of our trade, the rates for sterling are close up to the gold exporting point, with a fair prospect that any urgency in the demand will result in the shipment of gold. Taking the trade figures as the basis of our foreign accounts, and setting off \$100,000,000 per year, or say \$59,000.000 for the seven months, for undervaluations of imports, freight, interest, etc., we should still show a considerable balance outstanding to be settled for, a condition of indebtedness which would ensure exchange rates way below those now ruling.

These facts make it apparent that securities must have been returned to this country quite freely of late, though it may not be possible definitely to trace them. Such a movement is not surprising, in view of the conditions that have existed here and in Europe. First, we must remember that, relatively, the dearest thing in Europe and the cheapest thing here, to-day, is gold. London, Paris and Berlin, have a currency virtually on a gold basis, and their money markets are acutely sensitive to any loss of reserve. Here we are producing a precisely opposite relation, by forcing out a silver and silver certificate currency. Government is giving the banks a premium all the time, if they will take these certificates and push them into circulation. We thus over-value silver, and in doing it, undervalue gold; we force into use an inferior currency, and lose our grip upon the better. Under such circumstances Europe, in paying the balances she owes us, keeps what she can least afford to spare, and which, fortunately for her, we repel, sending us in its stead anything else we will take.

In this way it turns out that although the prices of many good stocks are temptingly low, yet, as we cannot accept their merchandise beyond a certain limit since business here is so depressed, Europe, having no other alternative, returns us our securities. Such a movement may be said, perhaps, to have found encouragement in recent events transpiring here, though in saying this, it ought not to be forgotten that foreign stock markets on former similar occasions have not only protected their holdings but enlarged them. Still, the collapse of the New York & New England, quickly followed by the disaster to the North River construction company, the decline in New . York West Shore & Buffalo bonds, the fall in the Villard properties, and the semi-panic which resulted, doubtless had some disquieting effect abroad favoring the impression that other corporations would soon be compelled to succumb. But besides securities, another movement of

to the relative cheapness of money here (due, is it not, to the very condition of our currency referred to above?) compared with London and the Continental cities and the prospect that a rise would soon occur in Europe, while the plethora which has so long existed in New York would continue. The movement we refer to is a transfer of bankers' balances to the other side, especially those having correspondents in Paris, in view of the prospective offering of the new French loan of 350 million francs. This transfer has not perhaps been large in extent; but, coming after our balance had been liquidated by the return of securities, may have been a feature in the more recent firmness which has prevailed in the foreign exchange market.

What makes all this especially important, and for that reason peculiarly unfavorable, is that we are about entering upon a portion of the year when cotton exports (our main item) must be very small, and when, therefore, if other things are to remain unchanged, the balance of trade must be against us. This will appear the more imminent if we examine one feature of the December trade exhibit which we have reviewed in a subsequent column. The point we would call attention to is the total merchandise exports in December, which were only 75\frac{1}{2} millions, or about 17\frac{1}{2} millions less than last December, and smaller than they have been any year in that month since 1878. But the fact of chief significance in connection with them is, that the small total is not explainable in the usual way by a decrease in cotton, breadstuffs and provisions, but apparently it is due to a lesser movement in the smaller items of exports as well, a loss running through the whole list evidencing the existence of a common cause or disease checking the outflow of our goods as well as produce. Now let the reader connect these facts with those respecting our currency and money market already cited, and then consider how could the evil referred to manifest itself more naturally and effectively than through just such a condition of prices which curtails exports. We doubt whether gold to any considerable amount will leave us, for either the fear of loss, as we have so little to lose, or, if that is not sufficient, the loss itself, will force prices into a condition at which our exports can go out and imports be further checked. In the meantime, however, this threat hanging over the markets cannot but interfere with a speedy revival of business.

With regard to the temper of the stock market, there has been a decided change during the week. Depression and distrust which were the features of last week have been very greatly relieved, through a removal of a cause which was materially contributing to produce such a condition. The managers of the Oregon & Trans Continental Company were in financial straits. Some of their loans had been called in, and if the stocks which secured them were thrown upon the market, it would prove very disastrous to the values of all the late Villard properties. In this emergency, which was well known on the Street and had led to the large short sales, negotiations were unexpect. edly to the bears closed with a syndicate of leading operators to take from that company at prices agreed upon 10,000 shares of Oregon Railway & Navigation and 30,000 each of Northern Pacific common and preferred, thus realizing \$2,310,000. The company also borrowed of the same parties \$1,200,000 for six months on 20,000 shares of the first named stock. This transac. tion, together with the \$8,000,000 loan negotiated early in January, withdrew from the market, for the time being, 120,000 shares of the Oregon Railway & Navigation company's stock, thus very largely reducing the floating supply. It also enabled the Oregon & Trans-Continental gain of 100,000 passengers during the month, (from

to meet pressing obligations, relieving it from the necessity of marketing any more of its assets.

The bears had, as already remarked, made free speculative sales of all the properties named, in expectation of being able to cover with the stocks which they assumed would be thrown over either by the lenders of the money borrowed on call or by the Oregon & Trans Continental. The fact of the negotiation was not made public until late on Saturday evening. At the opening of the market on Monday the bears sought to cover their short contracts in Oregon Railway & Navigation, and in the scramble for the stock the premium was forced up to 9 per cent and the price advanced 40½ per cent compared with the lowest on Saturday. The Northern Pacifics and Oregon Trans-Continental were affected in sympathy, and in fact the whole list advanced more or less rapidly. The leaders took advantage of the changed situation to carry the market steadily upward, and they doubtless succeeded in selling to the bears a considerable proportion of the stock they had bought during the period of depression. The result of the covering of the short interest in some of the specialties was seen on Thursday, when the market was inclined towards lower figures; but on Friday the upward movement was resumed and prices further marked up, the close in many cases being at the best figures of the day and week.

The meeting of the Philadelphia & Reading stockholders this week and the conservative course pursued, have been well received in financial circles. Unfavorable comment has been made with regard to the traffic statement just furnished for December. The figures, however, are easily explainable and should not be given too much importance as an indication of future returns. They show results as follows. To make the comparison we deduct the net of Central New Jersey, which is included this year but not last year.

	December, 1883.	December, 1882.
Net earnings of Railroad Deduct Central of New Jersey net	\$885,557 270,295	\$\$38,609
Net earnings of Coal Company	\$615,262	
Total of both companies Loss on Central lease.	\$509,152 213,796	
Net result	\$295,356	\$843,783

This gives a net income in 1883 of \$295,356, against \$843,783 in December, 1882, a falling off of \$548,427. As stated, however, this should not be accepted as offering any criterion of what will be the outcome of future months. The unfavorable result on both the Railroad and the Coal Company for December is due entirely to the restricted production of coal, which was resolved upon by all the coal-producing companies, in order the better to maintain prices of that article. What an important influence this was will appear when we say that allowing for the Central of New Jersey the tons of coal which the Reading carried in 1883 aggregate only 492,382, against 706,565 tons in December, a contraction of 214,183 tons for the 1882,month. Of course this will continue an unfavorable feature only so long as the company finds it necessary to limit its output of coal. On the other hand, a most encouraging feature in the company's showing is the large movement of general merchandise and the increased volume of passengers carried. In December, 1882, the tonnage of merchandise amounted to 524,529 tons, while in December, 1883, it amounted to but little less, viz., 512,993 tons, which is really a very good exhibit, considering the universal depression prevailing in all branches of trade and industry, in view of which fact the

958,703 in 1882 to 1,058,133 in 1883, always deducting the Central of New Jersey figures) is particularly significant, and offers much hope for the future. In this connection one cannot refrain from commending the policy of the managers of this road in frankly and openly and without reserve giving stockholders full information each month about the business and progress of their property, even though the showing may, as in the present instance, be temporarily unfavorable.

From the East Tennessee road we also have a statement of net earnings which is worthy of mention. It covers the first six months of the company's fiscal year, and presents a very satisfactory exhibit. The result shown is a gain of \$367,521 in gross receipts during the half year, of which \$316,518 went to swell net, making the total of the latter \$1,072,063, against \$755,545 in the corresponding half year period of 1882. The following will show the result for each month separately in the two years.

	Gre	oss.	Net.		
	1883.	1882.	1883.	1 82.	
July	\$311,7S1 13	\$213,525 04	\$137,345 48	\$32,232 97	
August	362,561 90	289,286 78	178,048 28	114,022 47	
September	391,434 47	320,358 49	204,981.78	125,663 26	
October	-455,592 60	386,215 92	216,476.22	180,022 41	
November	409,664 72	360,736 36	183,815 72	126,598 51	
December	374,941 55	241,341 50	131,395 80	127,005 44	
Total	\$2,308,985.37	81,941,164 0:	\$1,972,963 28	\$755.545.06	

Hardly as favorable a showing should be expected for the current half year, as the cotton movement is likely to be lighter, and the company a year ago was reporting very heavy gains in earnings. Besides, the second half of the fiscal year is usually a period of smaller business and earnings. Thus while the company earned \$755,545 net, as shown above, in the six months from July to December 1882, in the six months from January to July 1883 it earned only \$637,507 apparently, since the total for the whole fiscal year 1882-3, according to the annual report, was \$1,393,052. But if the company makes no more net in the current half year than it did in the same six months of 1883, the total for the year 1883-4 would reach \$1,709,570, or \$326,263 in excess of the amount paid out in 1882-3 for interest and taxes, not including in this of course anything for the 163 million income bonds outstanding; on which the payment of interest is not obligatory.

The following shows relative prices of leading bonds and stocks in London and New York at the opening each day.

1	Jan.	28.	Jan.	29.	Jan.	. 30.	Jan.	. 31.	Feb.	. 1.
	Lond'n	N.Y.	Lond'n prices.*	N.Y.	Lond'n prices.*	N.Y.	Lond'n	N.Y.	Lond'n prices.*	N.Y.
U.S.48,C.	123.96	12378	124.08	12334	123.72	12374	123.72	19334	123.59	12334
U.S.41/2s.		11414	114.29	1141/4	1 .	11414		11414	114.17	11414
Erie	25.21	251/2	25.94	257.	26:30	2656	26.30	2634		2576
2d con.		90		90	90.55	91	91.53	, ,	:95.05	9214
III. Cent.		13614	136.57	13734	137.06		137.06	13634	136.57	
M. Y. C		11414	114.29	11418	114.54	11458	114.54	11434	114.17	11436
Reading		€1	26.30	5 3	58.85	541/6	27.16	5414	26.79+	5316
Ont.W'n		11	11.62	12	12.11	1216	11.01	1176	11:13	1114
St. Paul.		8778	.89.0-	8834	83.00	90	89.57	8916	88.84	8878
Can.Pac.	55:25	5434	56.21	58	56.2	56	55.70	55	53.58	5414
Etch'ge.	4.88	э	4.	891/4	4.80)!6	4.88	916	4.8	891/2

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

Money cannot be otherwise than abundant with the banks in their present plethoric condition, and trust com panies obliged, from the magnitude of the offerings, to reduce the interest on deposits. Banks at the interior cities have such an accumulation of funds from the institutions of which they are centres that the surplus is shipped hither, thus augmenting the supply already bur densome. A call for 10 million bonds matured on

Friday, and payments for that portion of the unpaid $5\frac{1}{2}$ millions which shall be immediately presented, together with the interest due on that date, will still further swell the bank reserves. 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 Feb. 1, 1884.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency	\$1,843,000	\$200,000	Gain. \$1,643,000
Gold	14,000		Gain. 14,000
Total gold and legal tenders	\$1,857,000	\$200,000	Gain. \$1,657,000

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement, the banks have lost \$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 Feb. 1, 1884.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above Sub-Treasury operations, net		\$200,000 ^500,000	Gain. 1,657,000 Loss. 500,000
Total gold and legal tenders	\$1,857,000	\$700,000	Gain. \$1,157,000

The Bank of England reports a decrease of £56,000 bullion for the week. This represents £403,000 received from the interior and £459,000 exported, the bulk of which has probably gone to Paris. The Bank of France shows a gain of 1,862,000 francs gold and a loss of 1,056,000 francs silver, and the Bank of Germany since the last return has gained 17,258,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date in 1883.

	Feb. 1, 1884.		Feb. 2, 1883.		
	Gold.	Silver.	Gold.	Silver.	
	£	£	£	£	
Bank of England			22,116,046		
Bank of France	38,094,152	39,744,192	38,705,769	43,223,232	
Bank of Germany					
Total this week	67,110,517	61,992,192	68,528,065	66,341,982	
Total previous week					

The Assay Office paid \$92,094 through the Sub-Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

		Consisting of—			
Date.	Date. Duties.		U. S. Notes.	Gold Certif.	Silver Oer- tificates.
Jan. 25	\$576,410 55	\$11,000	\$37,000	\$401,000	\$127,000
* 26	331,360 06	5,000	28,000	233,000	66,000
" 28	589,667 46	14,000	66,000	429,000	81,000
" 29	608,636 63	17,000	41,000	353,000	197,000
" 30	277,697 21	4,000	33,000	152,000	88,000
" 31	280,911 35	19,000	27,000	166,000	69,000
Jetal	\$2,664,683 26	\$70,000	\$232,000	1,734,000	\$628,000

ST. PAUL'S CHARGES AND INCOME.

The Chicago Milwaukee & St. Paul Railroad Company has this week issued a brief preliminary statement of its income account for 1883. Most all returns we have yet had for this period have been very satisfactory, and that of the St. Paul is evidently no exception to the rule. It certainly presents a showing which is quite in contrast with the discouraging predictions as to the property so freely indulged in by many, clearly demonstrating that whatever weak points there may be in the company's system of roads, they have not up to this time developed to any appreciable extent. Our readers understand that the chief element of uncertainty in connection with the St. Paul, is in determining the effect of operating so

much additional mileage—the system probably comprising a larger proportion of lately constructed road than any other system of like size in the country, and for this reason deemed peculiarly assailable. While it may be unwise to predicate upon the results of the past equally favorable anticipations for the future, it must be admitted that the outcome of the years 1881, 1882, 1883—and more particularly the latter—is full of encouragement to the friends of the property.

The gross earnings during 1883 reached \$23,659,823, or over 31 million dollars more than in 1882, and the net aggregate \$9,881,785, an improvement of \$1,681,132. The charge for interest was of course heavier than in 1882, and so was the requirement for dividends on the stock, but after allowing for an increase of \$587,872 in the former and \$526,179 in the latter, or \$1,114,051 together, there still remains \$567,081 of the improvement in net to swell the balance on the year's operations. In other words, while in 1882 the company had left a surplus for the year of \$619,612, after paying all charges and 7 per cent on both classes of stock, in 1883 this surplus, notwithstanding a large addition to the interest and dividend charges, was increased \$567,081, to \$1,186,693.

It should be said that the above figures and comparisons relate strictly to the operations of the railroad. In the preliminary statement of a year ago, it was announced that in addition to its ordinary revenue the company had received \$1,014,223 from sales of land. This year no mention is made of receipts from land sales, and as the company substantially disposed of all its lands in 1882; we presume that little, if anything, was realized from this source. There was (at the end of 1882) a considerable amount still due the company on time contracts and mort gages arising from such sales—as much as \$1,787,509 but against this \$1,600,000 of land grant income bonds were put out in 1883, and we may suppose that any income on this account was applied in one way or another to these bonds. Assuming, therefore, that the ordinary revenue from the operations of the road was not swelled during 1883 as it had been in 1882 by land sales, the surplus of \$1,186,693 for the past year would compare, not with \$619,612 in the preceding year but with \$619,612 plus \$1,014,223, making together \$1,633,835. Referring to the pamphlet report, however, we find that the \$1,014,-223 for land sales in 1882 given in the preliminary state ment must have been too large, for in the income account in this pamphlet the company gives only \$475,852 cash from land sales, while \$109,604 is credited as premium on bonds and stock sold, and \$38,358 as dividend on Sa Paul & Daluth stock, or a total for the three items of \$623,814. This then would seem all that was derived from outside sources in 1882, instead of the \$1,014,223 as given. Adding that amount to the surplus from operations in 1882, and nothing at all in 1883; the balance in the two years would stand thus: in 1883 \$1,186,693, in 1882 \$1,243,426—making even on this basis a very favorable comparison.

But these miscellaneous receipts are after all of comparatively little importance, especially now that the item of land sales has practically disappeared. It is the operations and income of the railroad that must measure the company's progress in the past and furnish the guide to the future. And in this connection a summary of the fiscal results for five years past, will prove interesting. During this period, not only the system itself, but its earning capacity and general growth, has undergone marvellous development. With each succeeding year the company has had a larger amount of stock and debt to take care will have to meet the full amount of interest on the debt

of, and as a result of this the call for interest and dividends is now more than twice what it was in 1879. If the company had increased its business sufficiently to meet merely the increased interest charge, its progress could not but arrest attention; but it has done more than that —it has maintained full dividends on the stock besides. Nothing could represent this progress more clearly and more strikingly than the following table of its business since 1879.

·Year.		Gross Earnings.			Interest Paid.	Divi- dends.	Balance.
		. \$	*	\$	\$	\$	- 8
1879	2,359	10,012,520	5,473,795	4,539,025	2,357,407	1,753,819	397,799
1880	3,775	13,086,119	7,742,426	5,343,693	2,918,384	1,912,237	483,072
1881	4.217	17,025,411	10,317,931	6,707,530	4,127,389	2,210,617	869,524
1882	4,520	20,386,726	12,186,073	8.200,653	4,78 ,053	2,794,938	619,612
1883	4,760	23,659,823	13,773,038	9,851,785	5,373.925	3,321,167	1,186,693

Here we see that in four years' time the gross earnings have risen from 10 millions to 23½ millions, and the net from $4\frac{1}{2}$ millions to over $9\frac{3}{4}$ millions, affording an idea of the great expansion which has been in progress in the. company's business. But this is accompanied, as was to be expected, by an equally noteworthy increase Thus interest paid charges. in the fixed 1879 amounted to no more than \$2,357,407; in 1883 it amounted to \$5 373,925, or over 3 millions more. During the same time the sum paid out as dividends has also been augmented about 11- million dollars, making a total increase of over 4½ million dollars in these two items. Yet the balance in 1879, when only 6 per cent was paid on the common stock and 7 on the preferred, amounted to but \$397,799, while in 1883 it amounted to \$1,186,693 after 7 per cent had been paid on both classes of stock. This is the striking feature in the above figures that we would refer to—namely, that as the company's requirements for interest and dividends increased from year to year, the net income also increased in even larger ratio, leaving a continually augmenting balance on the year's results—this of course irrespective of any miscellaneous income. It should, perhaps, be said that in our table "interest paid" means the interest actually paid in any year, but "dividends" means not dividends paid in the year under which the amount is given, but rather the dividends paid out of that year's earnings. For instance, the amount for 1833 is made up of the sum paid for dividends last October and that to be paid next April, the latter being dependent upon the profits of the preceding and not the current calendar.

Some question may be raised as to the accuracy of the amount given above for interest charges in 1883. This is \$5,373,925, per company's exhibit, while on the basis of the debt outstanding at the beginning of 1883 the yearly requirement is as much as \$5,593,578, and during the twelve months since, the debt was still further added to, augmenting of course to that extent the requirement. This apparent discrepancy is explained by the company's officials as follows: They say that many of the bonds given as being outstanding January I, 1883, had been put out towards the close of the year 1382, and on such bonds the company did not have to pay a full coupon on January 1, 1883, (interest being adjusted to that date at the time of the sale of the bonds), so that these count for only a half year's interest in the total-namely the July, 1883, coupon, that for January, 1884, not being included in the accounts for 1883. In the same way the bonds placed during the year 1883 did not bear more than a half-year's interest at the most, and in the case of those put out subsequent to July 1 not that.

Of course during the present year the company's income

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outstanding January 1, 1883, and, in addition, the interest in whole or in part of the debt put out since then. The debt was increased during the year by \$2,500,000 Caicago & Pacific division 5 per cent bonds, calling for \$125,000 per annum, by \$390,000 Histings & Dakota division 7 per cent bonds, calling for \$27,300, and by \$1,300,000 Wisconsin & Minnesota division 5 per cents, calling for \$65,-000 per annum. The company also issued the \$1,600,000 land grant income 7s referred to above, but as the interest on the land notes held as security for these bonds probably equals the interest on the bonds, we disregard them in the present calculation. The company has, however, listed some additional amounts of bonds during 1884 thus far, which must be taken into consideration. These are \$360,000 Chicago & Pacific 5s and \$120,000 Wisconsin & Minnesota 5s, calling together for \$49,000 interest. These latter of course cannot come in for more than a half year's interest in the accounts for 1884; but assuming that they, as well as all the new bonds issued during 1883, will come in for their full amount, we would have a total interest charge on the new debt of \$266,300. On the debt outstanding a year ago the charge was, as stated, \$5,598,578. Adding the additional amount, we get \$5,864,878 as the maximum of interest required on the debt now outstanding, or \$490,953 more than was actually paid in 1883. And against this the company has (assuming as a basis last year's operations) a balance of net earnings of \$1,186,693, or \$695,740 beyond the amount required for the additional interest. Even if the \$112,000 called for on the land grant bonds has to be taken into account, there would remain a balance of \$583,000 (the dividend requirement counted in full in the 1883 statement), or only a trifle less than in 1882.

A LESS FAVORABLE TRADE STATEMENT.

The figures of our foreign trade for the month of December, issued this week by the Bureau of Statistics, do not make an altogether satisfactory exhibit. There is quite a large excess of merchandise exports, and in that particular the statement is favorable, but this balance though large is pretty nearly 12 millions smaller than for the corresponding month of 1882, and, besides, the decline in the balance is wholly the result of a falling off in the export movement, which is of course a feature that does not inspire confidence. A reduction in the exports was expected in view of the smaller outward movement of breadstuffs and cotton, but few, even among those best informed, were prepared for a total so small as that now reported—the smallest December aggregate since 1:78. Moreover, as we shall show later on, we can find no explanation in the returns yet at hand of the heavy falling off from 1882. In the following table we give the import and export movement from each leading port during December and the twelve months, in 1883 and 1882.

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

Emonto (Domastic	18	83.	1882.		
Exports (Domestic and Foreign.)	December.	Since Jan.1.	December.	Since Jan.1.	
* 19	\$	*	*	\$	
New York.		\$51,705.554		346,606,126	
New Orleans	: 11,192,244		16,719,658		
Baltimore	3,363,668		4,864,813 $5,993,543$		
Boston, &c	5.890,954 $2.934,307$		3,397,540		
Philadelphia San Francisco	3,646,411	I the second of	3.783.371		
All other ports		159,864,752	23,497,706	154,802,874	
Total	75,534,862	795,001,806	92,966,026	767,981,916	
Imports.					
New York		475,046,170		514,273,974	
New Orleans	998,792		1,035,365	11,076,256 $14,658,066$	
Baltimore	860,390		1,234,430 5,354,748		
Boston, &c	4,426,859 $2,298,200$		2,096,761		
Philadelphia San Francisco	2,503,165	[1] MARKET P. M.	3,128,65	41,348,545	
All other ports	3,137,101		3,258,643	57,139,012	
Total	53.941.720	697,020,122	59.590.349	752.813,507	

Here we see that the balance in our favor for December, 1883, is only 211 millions, against 331 millions in December, 1882, and that the smaller excess this year is the result of a falling off of 171 millions in the exports, offset to the extent of 51 millions by a decrease in the imports. As to the imports, they are undoubtedly getting down to a basis more in accord with the state of our trade. The total for the twelve months of 1883, though still quite heavy, is yet 65% millions smaller than in the corresponding period of 1882, and the closing months have been particularly conspicuous in the downward movement that has distinguished the whole year. The December aggregate was, as said, over 51 millions smaller than that of 1882, and indeed with the exception of the September, 1883, aggregate, is the smallest monthly total since July, 1881. Certainly a total of about 51 millions wears a more reassuring look than did the 65 to 68 million totals of 1882. It is to be noted, too, that notwithstanding the smaller imports, stocks of goods in the warehouses are slowly mounting up. On the 1st of November the total in bond was \$26,757,781, on the 1st of December it had risen to \$28,276,924, and now (on the 1st of January) it is \$29,948,104. On January 1, 1883, however, it was as much as 311 millions.

The falling off of $17\frac{1}{2}$ millions in the exports for December, is, as stated above, Inot easy to explain. Usually, any increase or decrease in the total exports of merchandise is accounted for by the fluctuations in our three chief staples—cotton, breadstuffs and provisions as they constitute so large a proportion of the whole; but for December this method of interpreting the figures can not be made to answer. The breadstuffs aggregate for the month shows a decrease of \$4,146,097, and the provisions aggregate a decrease of \$1,226,470, or together \$5,372,567, so that over 12 millions of the $17\frac{1}{2}$ millions decrease would remain for the item of cotton. But allowing for a diminution of 150,000 bales in the shipments for the month, (our figures show much less than that), values would be reduced only about 71 million dollars, leaving over $4\frac{1}{2}$ millions of the decrease still unaccounted for, a very large sum for a single month. Petroleum is an item of some importance at times in this respect, but as the exports of this commodity in December, 1882, were less than 3 millions in value, and the commercial figures show very little change in quantity for December, 1883, with prices higher, it is evident that no portion of the decrease could have occurred there. To show the part played by the breadstuffs and provisions shipments in the export movement at each leading port, both in December and the full year, we give the following

EXPORTS OF BREADSTUFFS AND PROVISIONS FROM LEADING PORTS.

	18	83.	1882.		
Breadstuffs.	December.	Since Jan.1:	December.	Since Jan.1	
New York New Orleans Baltimore	\$ 4,959,487 326,731 1,611,861	8,446,074 $16,930,090$	$\begin{array}{c} \$\\ 7,455,542\\ 1,053,100\\ 2,416,059\\ \end{array}$	7,342,771 $24,435,659$	
Boston Philadelphia San Francisco Other ports	1,528,765 521,154 2,628,273 1,365,422	10,934,577 29, 23,33	$\substack{1,665,022\\705,928\\2,710,728\\1,081,411}$	8,833.378 35,885,849	
Total	12,911,693	172,692,180	17,057,790	182,678,86	
Provisions, &c. New York New Orleans Baltimore Boston Philadelphia	7,359,323 24,652 77,145 1,530,668 671,218	$\begin{array}{c} 129,754 \\ 1,438,448 \\ 16,231,422 \\ 8,025,749 \end{array}$	8,749,042 17,920 59,139 1,440,772 4,153,850	85,760 813,217 14,514,560 7,938,83	
San Francisco Other ports	30,850 1,1 51,096		$617{,}180$		
Total	10,811,952	111,228,956	12,071,422	96,934,42	

There is nothing to be said of the individual items of the breadstuffs movement for December, except that the decrease is due entirely to the falling off in the exports of wheat and flour. It is worthy of remark, though, that

the shipments of corn were but little greater than in the preceding December, when in fact it was expected they would be very much greater. For the full year, however, they show a very large gain, as is natural considering the increased supplies available. The effect upon our foreign trade of a good or a bad yield of this one cereal alone, is well illustrated in the table below, showing that while the exports of corn in 1882 reached no more than 115 million dollars, in 1883 they reached but a trifle less than 39 millions. Another feature in the year's figures is the increased movement of rye, the total of which, though small, is almost three times what it was in 1882. A sig. nificant fact in connection with the exports of wheat during 1883, is, that while the movement of this cereal in its native state exhibits a marked decrease, the movement of flour - the manufactured article - shows quite an increase. Below are the figures.

EXPORTS OF BREADSTUFFS IN DECEMBER AND SINCE JAN ARY 1.

• •	Qua	ntity.	Va ne.	
December.	1883.	1882.	1853.	1882.
			\$	\$
Barleybush.				
Cornbush.	2,705,609		, , , , , , , , , ,	
Corn-mealbbls.	23,466		75,476	
Oatsbush.	29,163	1	14,165	0,000
Ryebush.	425,015			
Wheat bush.	5,231,657		5,698,488	
Wheat-flour bbls.	897,185	1,031,875	5,014,346	6,377,162
Total			12,941,693	17,087,790
Since Jan. 1.			1	
Barleybush.	419,508	306,396	264,918	222,589
Cornbush.	60,539,954	15,389,658	38,970,826	11,634,746
Corn-mealbbls.	276,301	238,544	910,889	912,309
Oatsbush.	452,282			163.718
Ryebush.	4,690,293		3,312,931	1,181,542
Wheatbush.	69,476,783	108,492,804	77,438,960	123,241,061
Wheat-flour bbls.	8,997,154		51,591,534	45,322,900
Total	1		172,692,180	182,678,865

As to the provisions exports there was, as already stated, a falling off in December. This, however, is ascribable more largely to the lower prices prevailing than to any decided falling off in the quantity exported. For the full twelve months we have a gain of over $17\frac{1}{4}$ million dollars, notwithstanding the lower prices ruling. Every item shows a gain in quantity, but owing to the decline in price pork records a decrease in value. This will be seen from the subjoined figures.

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

Dagenshau	Pou	nds.	Value.		
December.	1883.	1882.	1883.	1882.	
Beef, fresh and salted. Bacon and hams Lard. Pork. Tallow Butter. Cheése.	19.047,975 51,469,994 29,832,080 6,091,997 5,187,840 1,365,994 5,255,268	13,292,181 54,474,571 26,481,608 9,172,568 2,824,692 665,582 4,224,943	$\begin{array}{r} 4,864,203 \\ 2,740,880 \\ 470,711 \\ 391,985 \\ 260,675 \end{array}$	\$ 1,283,141 5,977,030 3,109,635 854,447 -227,869 136,109 478,191	
Total	}		10,811,952	12,071,422	
Since Jan. 1. Beef, fresh and salted. Bacon and hams Lard. Pork. Tallow Butter Cheese. Total	163,371,759 423,874,985 277,034,680 67,759,872 57,258,054 22,289,660 110,175,141	94,501,378 345,862,163 232,536,658 66,029,915 39,383,825 7,637,249 103,739,207	44,454,542 $28,293,371$ $5,752,290$	9,032,493 37,583,273 27,694,121 6,305,157 3,320,510 1,516,950 11,481,919 96,934,423	

FINANCIAL REVIEW OF JANUARY, 1884.

January closed with a much better feeling at the Stock Exchange than prevailed about the middle of the month. The general results, however, were not satisfactory to the average speculator, while the reports in regard to commercial affairs gave indications of an improvement in tone in several particulars. The tendency among merchants was all towards conservatism, and in the dry goods trade a very large quantity of cotton goods was disposed of at low prices, including a decided increase in the goods taken for export.

The money market showed a further increase in the bank surplus and in the accumulation of loanable funds, and the rates for call leans on any respectable collateral ruled at a minimum of $1\frac{1}{2}$ @2 per cent per annum. Even the extreme fluctuations and depressions in the prices of railroad securities, which necessarily involve the calling in and shifting of loans among stock brokers, had but very little effect on the loan market, and monetary stringency, as an active influence on the stock market, is almost looked upon as a thing of the past.

For investment securities the demand was fair, but it hardly seemed to be equal to the usual January demand, and the conclusion was naturally drawn that there was less surplus money to invest.

At the Stock Exchange the tone was quite variable, and the year opened with the depression of December yet clouding the market, to which was added the appointment of a receiver on January 1 for the New York & New England Railroad. For about ten days there was an improvement; but this was destroyed by the break in New York West Shore & Buffalo first mortgage bonds to below 50, together with the appointment of a receiver for the North River Construction Company. From the effects of this the market had barely recovered when another break took place in the Northern Pacifics, and the price of the preferred stock fell to $40\frac{1}{2}$, common to 20, and Oregon Trans-Continental to 163. This carried down the whole list, and the downward turn was brought to a close on January 26, when a syndicate composed of Messrs. Gould, Field, Drexel, and others, purchased of the O. T. Company 30,000 shares of N. Pacific preferred stock at 36 and 30,000 shares of common at 16, with 30,000 shares of Oregon Railway & Navigation Company at 75. This was followed by a very sharp twist on the shorts, when Oregon Navigation was jumped up to 119 cash. The last few days of the month were marked by a general covering of shorts and a strong market, under the manipulation of the bull operators.

Foreign exchange became stronger as the month advanced, and at the close bankers' asking rates for prime bills were 4.86½ for 60 days and 4.89 for demand. The rise in exchange was scarcely to be accounted for by the trade movement, and it was believed that a considerable importation of American stock and bonds from abroad must have been in progress.

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 Feb., 1882, 1883 and 1384.

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

1		1	1
	1882.	1883.	1884.
New York City Banks-			
Loans and discounts\$	322,966,500	316,905,400	333.989.200
Specie	68,355,690	63,937,700	
Circulation\$	20,040,800		14,669,300
Net deposits	316,109,400	309,126,100	349,894,100
Legal tenders	19,773,600		34,031,000
Legal reserve	79,027,350		1 , ,
Reserve held\$	88,129,200	87,289,100	
Surplus reserve\$	9,101,850		
Money, Exchange, Silver-		,	1 20,210,110
Call loans. Prime paper, sixty days	226+132p.d.	271	20212
Prime paper, sixty days	526	5@512	40119
buver in London, per oz	52d:	5058d.	51
Prime sterling bills, 60 days	4.85	4 8312	4 8612
United States Bonds—			2002
3s, registered, option U.S		10438	10019
6s, currency, 1898	131	131	129
4 ¹ 28, 1891, coupon	11338	1134	1144
4s of 1907, coupon	11712	119	1233
Railroad Stocks-		220	120-2
New York Central & Hud. Riv.	1304	1261a	11439
Erie (N. Y. L. E. & W.)	3912	39	2578
Lake Shore & Mich. Southern	.111	1104	9779
Michigan Central	86	9634	9178
Chicago Rock Island & Pacific	132	12358	118
Illinois Central.	135	14634	137
Chicago & Northwestern, com.	131	1314	118
Chicago Milw. & St. Paul, com.	10938	1064	887 ₈
Delaware Lack. & Western	12534	12519	1204
Central of New Jersey	9412	7213	86
Merchandise-		1 M -3	.00
Cotton, Middl'g Uplands. # 15.	12	10316	1034
Wool, American XX 18 15.	37@45	33 242	33 @41
Iron, Amer. pig, No. 1. 19 ton.		25 00 228 00	20 50 20 21 20
Steel rails.	55 00		34 00 235 00
Wheat. No. 2 red win. \$\mathcal{P}\$ bush.		1 163-1 17	1 06 4 20 1 09
Corn, West. mix. No. 2. # bush.		68 7 69	61@6134
Pork. mess	8 00@18 23	18 70 @ 19 00	15 50
Name of the second seco	1,		-

The statements of the New York City Clearing House banks in each week of January were as follows:

NEW YORK CITY BANK MOVEMENTS IN JANUARY.

N. Y. City Bank Statements.	Jan. 5.	Jan. 12.	Jan. 19.	Jan. 28.
Loans and discounts	329,950,200 27,822,500	68,070,200 14,659,300 338,253,700 30,614,800	70,380,600 14,425,900 815,530,700 33,298,800	72,921,300 14,669,300 349,894,100 34,031,000
Legal reserve Reserve held	90,698,500			106,952,300
Surplus	1 @3	\$14,151,075 1 @21/2 4 @6	\$17,254,225 1 @2!4 4 @5!4	\$19,478,775 1 @21/4 4 @51/2

CLOSING PRICES OF GOVERNMENT SECURITIES IN JANUARY, 1884.

January.	41 ₂₈ , 1891, coup.		opt'n U. S.	6s, Cur., 1898, rey.		41 ₂₈ , 1891, coup.			6s, Cur. 1898, reg.
17	114 ⁷ 8 114 ¹ 8	x23 4 123 5 123 4 123 8 123 8 123 4 113 8 123 4 113 8 124 124		13434	22 23 24 25 26 27 28 29 30 31	111 ¹ 4 114 ⁷ 8 114 ⁷ 8 114 ¹ 14 ¹ 114 ¹ 8	S. 124 S. 123 S.	1007 ₈	1344 1213 13134 13134 13434 13434
			`				_		

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the N. Y. Stock Exchange during the months of December, 1883 and January, 1884.

RANGE OF STOCKS IN DECEMBER AND JANUARY.

RANGE OF	STOCE						
	- 00	-	-Decemb	ber.—-	·	Januar	y.—
RAILROADS. A	ov. 30.	Low.	High.			High.	an. 31.
Albany & Susqueh	• • • • • •	131	134		132	130	• • • • • •
Atch. Top. & San. Fe. Bost. & N.Y. Air L. pf. Burl. Ced. Rap. & No. Canadian Pacific Canada Southern		7934	7934	••	8034	8034	• • • • • •
Bost.& N. Y. Air L. pf.	814	82	824	• • • • •	8134	$82\frac{1}{2}$	• • • • • •
Burl. Ced. Rap. & No.	••••	81	85		70.	80	12732
Canadian Pacific	58 2	25.18	5938	9.1.98	3 13 13	584	\$5378
Canada Southern	56^{18}	. 5:0	5712	\$20 ,	4834	2137	531_{2}
Canada Southern Cedar Falls & Minn. Central of N. Jersey. Central Pacific Ches. & Ohio Do 1st pref. Do 2d pref. Chicago & Alton Do pref.			• • • • • • • • • • • • • • • • • • • •		10	12	
Central of N. Jersey.	$83^{7}\!8$	8318	8534	81	$83 \frac{1}{2}$. 90	.86
Central Pacific	6712	6314	68	635_{8}	631_{4}	6734	6628
Ches. & Ohio	16	1.1	15^{1}_{2}	*14	137_{8}	15	*1434
Do 1st pref.	2778	24	28	*2112	21	253_{8}	*2314
Do 2d pref.	18	16	18	17	15	17	*16
Chicago & Alton	*133	132	1344	1341_{4}	1333_{1}	1391_{2}	1391_{2}
Do pref							
Chie. Burl. & Quiney.	12458	11.)18	12618	1 2014	11812	123	122
Chic. Mil. & St. Paul.	9812	9131	9934	925_{8}	8419	944	$.887_{8}$
Do pref.		1.165	11810	11619	11334	117	*116
Chic. & Northwest	1254	51154	1274	\$11619	11231	11870	11750
Do pref.	146	814170	1494.	611131	14012	147 118	145
Chie. & Rock Island	19010	11612	19910	11612	11538	118	11734
			1222		958	191	117.4
Chic. St. L. & Pittsb.		12	124	091	908	1314	20
Do pref.	•••••	$33^{1}4$	37.3	003	271-	33	30
Chic. St.P. Minn. & Q.	30	33	3.7	3338	2/12	34.73	314
Chic. St.P. Minn. & O. Do pref. Clev. Col. Cin. & Ind.	97.6	3.1212	99	*11 33 ¹ 4 33 ³ 8 §92 ¹ 2 65	5514	994	92
Clev. Col. Cin. & Ind.	$72\frac{1}{4}$	61	$73\frac{1}{2}$	65	.08	63	• • • • • •
Clev. & Pittsh., guar.		137	140		139	139	
Col. Chic. & Ind.Cent.		1 12	2		114	2	
Col. Hock. Val.& Tol.		80	80				
Danbury & Norwalk					อีป		
Del. Lack. & West'rn.	11838	1154	11934	11634	11114	122.	\$1204
Denver & R. Grande	40.1.	()() 1	17/1	.) 1 9.	734	2558	4111
Dubuque & Sioux C		77	8019	77	7614	78	77 4
East Tenn. Va. & Ga.	*634	534	714	*51,	510	634	638
Do pref.	1110	115	145	1116	103	123	125
Evansy. & Terre H	112	50 %	55		10	51 7	12 8
Green B. Win. & St. P.	•••••	5.	5.10	77 *51 ₂ 111 ₂	5	51 7	*412
		• • • • • • • • • • • • • • • • • • • •	\$190	0			196
Harlem Houst. & Tex. Cent		\$190			44	-197 51	44
Illinois Control	121		5012	120	1501		
Illinois Central	131	131	10-	132 83 *17	1: 214	991.	13.7
Do L'sed Line 4 p.c		8134	844	83	81.43	8314	*:3
Indiana Bl. & W	22-2	1713	234	~17	15	2014	1719
Lake Erie & West		1812	20	1813	1512	1934	1734
Lake Shore	10118		10234	*17 18 ¹ 2 \$91 ⁷ 8 66 41 ³ 8	9318	99^{18}	981_{8}
Long Island	*69	6514	70	66	65	6.)	
Louisville & Nashv	4934	4358	5618	7138	_	-	
Louisv. N. A. & Chic.	37		35		25	35	*26
Manhattan	*45 *86	42	47	42	$\frac{40}{82}$	49	47
Do 1st pret	*86	86	86		82	8 +	*84
Do com.				*19	19	5.5	5458
Manhattan Beach Co.		1542	17		15	19	1812
Memphis & Cha'ston.		32	42	32	32	4.0	36
Metropolitan Elev	90	88	90	90	90	92	*90
Michigan Central	9034	\$354	94	\$3512	85	9312	91
Mil. L. Sh. & W		,		,	16	16	
Do pref.		3842	39	†39	3348	38	*3312
Minneapolis & St. L	*19	1634	2014	100	14	1842	1618
Do pret.	*38	33	41	+3412	314	36	33
Mo. Kans. & Texas	24	2034	25	21%	1612	234	$20^{1}4$
Missouri Pacific	974		984	\$874	8518	9158	90
		\$86	1178	*912	812	1018	10
Mobile & Ohio	12	10	1053		12112	127	
Morris & Essex	+=7	\$1212	12534	•=0			*51
Nashv. Chatt. & St. L.	*57	54	5712	152	46	58	*51
N. Y. Cent. & Hud. R.	118	\$11112	11898	\$112	11078	11558	11412
N.Y.Chic. & St.Louis.	1019	8 2	1014	878	814	934	*.1
Do pref.	*19	19	21	18	163	20	*1814
N.Y. Lack. & West		8513	8734	86	85	8734	
N. Y. Lake Erie & W.	3038	$26^{7}8$	$31^{3}8$	2678	2138	2838	26
Do pref.	78	77^{18}	80		661_{2}	70	69
N. Y. & New Englia.	50	1742	301_{4}	184	124	1714	13
N. Y. N. H. & Hartf'rd		175	180 T	17642	176	178	
N. Y. Ontario & W	2014	1558	214	1638	878	1613	1134
N. Y. Susq. & West	*6	5	612	5	378	5 12	478
Do pref	18	1638	19		13	164	1412
-			-7			-	

Prices bid. | Prices asked | Ex privilege. | SEx dividend.

				Decembe	er:		Januar	y
1	RAILROADS. Norfolk & Western Do pref. Northern Pacific Do pref. Ohio Central Ohio & Mississippi Do pref. Ohio Southern Oregon Short Line Oregon & Trans-Con. Peo. Decat. & E'ville Phila. & Reading Pittsb.Ft.W.&C.guar Renssel. & Saratoga. Rich.& Al. st'k, tr. ct.	Nov. 30	Low.	High.	Dec. 31.	Low. 1	High. Jo	n.31
	Norfolk & Western		13	1342		10	10	000
	Do pref.	*1434	3934	404	40	3/19	41	393
	Northern Pacific	2958	2308	29 '8	214	184	21 578	405
	Do prei	64.8	4394	970	0108	40-3	370	70.48
	Ohio & Mississippi	0.4	21	283	23	22	2434	2214
	Onto & Mississippi	21	. 21	254	20	90	90	
	Obio Southern	•••••	10	10		7	849	
	Oregon Short Line		19	19		15	154	15
	Oregon & Trans-Con.	4912	2918	4912	3014	1638	3458	233
	Peo. Decat. & E'ville.		13^{1}_{2}	1712	13^{1}_{2}	13	1512	*14%
	Phila. & Reading	52 7 8	5258.	5838	5518	5112	5938	5312
	Pittsb.Ft.W.&C.guar.	• • • • • • •	13^{-1}_{2}	13473	132^{1}_{2}	131	13212	
	Renssel. & Saratoga.	•••••	;	510	•••••	143	145	• • • • • •
	Rich. & Al. St'k, tr. ct.		51	50	*5.1	5910	56	
	Pighmond & Wast Pt	39	98	323	*2710	2614	31	•••••
	Rochester & Pittsh	1634	1.4.1.1	163	1412	1358	1534	1519
	Rome Water, & Ogd.,		2014	2118		1934	20	
	St. L. Alton & T. H	53	41	521_{3}		40	43	
	Do pref		87	93	87	88	91	
	St. L. & S. Francisco.	*25	25^{1}_{2}	26	*22	20	2012	118
	Do pref.	*45	40	46	40	3/12	43	*38
	Do 1st pref.	*90	8738	90	157	907	203.	8112
	Renssel. & Saratoga. Rich. & Al. st'k, tr. ct. Richmond & Danville Richmond & West Pt. Rochester & Pittsb Rome Water. & Ogd St. L. Aiton & T. H. Do pref. St. L. & S. Francisco. Do pref. St. Paul & Duluth Do pref. St. Paul Minn. & Man Texas & Pacific Tex. & St. L in Texas United Cos. of N. J	• • • • •	0210	0.1		3 90	90	•••••
1	St Dayl Minn & Man	997	01	1015	944	184	99	6923
	Toyas & Pacific	5570	1719	234	1748	15	2078	193
-	Tex & St. L. in Texas					2	2	
	Union Pacific	88	57018	89	\$7113	6912	7878	7738
1	United Cos. of N. J		195	195		1924	1924	
	Virginia Midland		21	23	• • • • • • • • • • • • • • • • • • • •	21	21	
-	Wab. St. L. & Pacific.	22	17	2238	1712	1219	194	1648
	Tex. & St. L. in Texas Union Pacific United Cos. of N. J. Virginia Midland. Wab. St. L. & Pacific Do Telegraph	27.8	29 48	39.4	29.48	24.4	ئ د	204
	TELEGRAPH.	883	57	6310	60	5770	6150	597
1	Amer. Tel. & Cable Bankers' & Merch'ts	1394	51184	13938	511934	1195	1233	1233
-	Gold & Stock	100 4	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			75	75	
	Mutual Union		1713	1712		1414	1738	
-	Gold & Stock Mutual Union Western Union	79	§734	7958	\$74	7114	7612	7519
	EXPRESS.					,	1	
-	Adams	*130	128	13112	*129	128	1304	1294
1	American	92	990	9312	991-2	53	60	96 *53
	Wells, Fargo & Co	*116	1131	11710	11312	8105 A	11010	8168
	COAL AND MINING.	110	110-2	1117	110-3	y 200 9	110-3	4100
	Central Arizona Min.					14	14	
	Central Ariz ma Min. Colorado Coal & Iron Consolidation Homestake Mining Maryland New Central Coal		15	174	1518	1012	1634	13
1	Consolidation					23	23	
1	Homestake Mining		1013	12		10	11	10
1	Maryland		104	12	*10	0.55	1014	104
1	New Central Coal	• • • • • •	$29\frac{1}{4}$	2914	3 4	2912	2912	10-6
1	Ontario		5	6	*51g	412	512	*4
1	Do pref.				*25	2518	30	*28
1	Spring Mount'n Coal.		2912	3014		2912	35	3468
١	Standard Cons. Min'g	7				512	74	
1	VARIOUS.		_ =					
1	Canton Company	:::::	50	50	17.71	10-	103	100
-	Del. & Hud. Canal	10513	10112	1064	10542	105	103	108
١	N. Y. & Tex. Lund		115		*120	122^{1}_{22}	6518	*15112
1	Oregon Improv. Co	$113^{1_{2}}$	56 9 →	$\begin{array}{c} 75 \\ 115 \end{array}$	9312	$\frac{38}{78}$		93
١	Oreg'n R'y & Nav.Co. Pacific Mail	4012	4042	41	41	4034	47.	4588
-	Pullman Palace Car.	40-2	1124	123	115	10334	117	115
1	I difficult I terroto out.		7		,		100 PM 5	
1					.,		11 1	

* Prices bid. † Prices asked. † Ex privilege. † Ex dividend. a 119 cash "under the rule."

BANKERS' STERLING EXCHANGE (POSTED RATES) FOR JANUARY, 1884.

Jan.	60 days.	De- mand.	Jan.	60 days.	De- mand.	Jan.	60 days.	De- mand.
1 2		day 4 85 L2		S. 4 8 1 1 ₂	4 87	25 26	4 86 4 86	4 88 12
3 4 5		4.86 4.86 4.86	15 16 17	4 85	$\begin{array}{c} 487^{1}_{2} \\ 483 \\ 488 \end{array}$	$\begin{vmatrix} 27\\ 28\\ 29 \end{vmatrix}$	$\frac{486}{486}$	4 8 3 4 4 4 8 9
6 7	S. 4 83 1 ₂	4 8612	18 19	4 85	4 88 4 88	30 31	4.861_2	4 89 4 89
$\frac{8}{9}$	$\frac{484}{484}$	$\begin{bmatrix} 4.87 \\ 4.87 \\ 4.87 \\ 2.4.87 \\ \end{bmatrix}$	$\begin{vmatrix} 20\\ 21\\ 22 \end{vmatrix}$	4 8512		Range High	 4 86½	4 89
11 12	484	4 87 4 87	23 24	$\frac{4851_{2}}{4851_{2}}$	4.83	Low.	4 8212	4 8519

GREAT BRITAIN IN 1883.

[Communicated by our London correspondent.]

It may be safely said that the past year has been one disappointment in most circles of business. The cause it would be difficult to fully explain. In the United States, as we understand the situation on this side, much the same conditions appear to have existed. Money has been abundant, food cheap, production large, labor well employed, wages high, crops good, and traffic returns of railways compare very favorably with previous years. Furthermore, there has been nothing in political affairs to have affected the markets materially, though there is no doubt of the fact that the differences between France and China have compelled merchants dealing with the East to circumscribe to an extent their operations. And yet, notwithstanding the surroundings seem to have favored a growth in enterprise, there has been no enterprise, complaints have been general that business has been carried on with very little profit, and the balance sheets are said to be discouraging.

As to special trades probably the iron industry has fared the worst. It is to be remarked that the depression here (and the same is true of about every other department) did not result in degreesed production. If further prolonged it is likely to have a material effect in that direction. In fact, as the year

closed a movement to curtail production was in progress, and since the first of January several furnaces have been damped down. This process must continue. The iron trade during late years has had an extraordinary expansion throughout the whole world. It is not only in Great Britain, but also in the United States and on the Continent that the industry has developed so rapidly. The total production of pig iron in the United Kingdom has not yet been made up, but the figures at hand, those for Scotland and Cleveland, indicate a small increase. An idea of the recent growth in production may be obtained from the fact that the total tons reported in 1879 were 5,995,337 and in 1882 were 8,493,287 tons. Our production and experts have been as follows since 1873.

		EXPORTS.							
	Pig Iron.	Rails.	Other Descript'ns	Total.	PRODUC- TION.				
	Tons.	Tons.	Tons.	Tons,	Tons.				
1883	1,564,137	971.6 2	1,503,474	4,011,273	48,500,000				
1882	1,758,072	936,949	1,653,531	4,353,552	8,493,287				
1881	1,480,196	820,671	1,517,458	3,820,315	8,377,364				
1880	1,632,343	693,696	1,466,055	3,792,993	7,749,233				
1879	1,223,436	463,878	1,196,170	2,843,484	5,996,337				
1878	924,648	411,381	933,193	2,:96,810	6,381,051				
1877	881,442	497,924	965,285	2,346,370	6,608,631				
1876	910,905	414,556	899,809	2,224,170	6,555,997				
1875	947,827	545,981	963,198	2,157,305	6,365,462				
1874	776,116	782,665	621,741	2,457,522	5,991,103				
1873	1,142,065	785,014	1,039.731	2,957,813	6,566,451				

* Estimated.

These figures show a production of pig iron, as already stated, in 1879 of 5,996,337 tons and in 1883 of 8,500,000 tons, or an increase of about 42 per cent in production, while the export of all kinds of iron in 1879 was 2,883,484 tons and in 1883 of 4,044,273, or an increase of about 41 per cent in exports. That ought to be considered a fairly favorable showing, and would be, were it not for the three facts, (1) that the depression in business is not confined to Great Britain, and hence the export demand is falling off; (2) that production of iron elsewhere has increased very decidedly, adding to the competition, in consuming markets; and (3) that our ship-building trade the coming year is likely to be comparatively poor. On the latter point we may add 'that the steamer and ship tonnage built during late years has been swelling rapidly until it has reached remarkable proportions. A report of that trade by C. Möller of London states that in 1883 no less than 720 steamers. with a total of 1,102,801 tons, were added to the mercantile fleet in the United Kingdom alone; and if to this be added 674 steamers, of 982,961 tons, built in 1882, and 630 steamers, of 925,000 tons, in 1881, we obtain a total of 2,024 steamers and 3,010,762 tons in three years. Besides, with this must be included the ships constructed in France, Sweden and Germany which form a not inconsiderable fleet. It is not surprising, therefore, that freights should as a consequence be greatly reduced through competition, and the prospects as regards steamship-building be pronounced gloomy. Altogether, therefore, there seems to be no present cure for the iron industry except by reducing production. As an interesting point in the trade exhibit, we give the portion of the iron exports which the United States has taken:

Exported to-	1883.	1882.	18-1.	1:80.	1979.
United States Other countries	685,187	1,195,116	Tons. 1,162,459 2,657,856	1,358,136	Tons. 707,427 2,176,057
Total	1.014.273	1.353.552	3.820.315	3.782.993	2.883.484

Our cotton manufacturing industry, if we are to believe the representations of manufacturers, is even less favorably situated. It is two years or more, it is claimed, since a good portion of the mills have made much money, and they have long been hoping for better times. Still, in spite of this adverse outlook, they have gone on increasing spindles and the consumption of cotton as rapidly as if they were in the midst of prosperity, the weekly consumption this year being 73,000 bales of 400 pounds each, against 72,000 bales last year, 70,000 bales in 1881 and 69,000 bales in 1880. Furthermore, now, in Lancashire they are in the midst of a strike which very few quite understand, it being ostensibly an effort to reduce wages 5 per cent; but under the color of it production is also being reduced, so the result may be better prices for goods at the same time that a lower cost of production is secured. This may all be necessary, but the truth is we do not more than half believe that our cotton spinners are as badly off as they contend. Or at least if they are, it must be a disease of long standing, since during the past two years home consumption must certainly have increased materially under our improved crops, while exports have not decreased this year, either in quantities or values, as may be seen from the following statement.

Piece Goods.	1833.	1882.
White or plain yards Printed or dyed " Mixed materials "	3,156,891,400 1,379,430,300 22,835,500	2,940.647,000 1,348.223,000 39,894,000
Total goods	- 4,539,157,200	4,348,764,000
Total yaraslbs	261,847,200	288,254,700
Values. Total piece goods. Total yarns.	$\begin{array}{c} \pounds \\ 55,532,624 \\ 13,510,886 \end{array}$	55.442,785 12,864,711
Total value	69, 43,510	68,307,196

From the foregoing we obtain the following as the amount realized per yard of goods and per pound of yarn for the two years' exports.

Exports of cloth realized 2.93d, per yard in 1883. Exports of cloth realized 3.06d, per yard in 1882. Exports of yarn realized 12.24d, per pound in 1833. Exports of yarn realized 12.96d, per pound in 1882.

In other words, we have obtained about one-tenth of a penny less per yard in 1883 than in 1882 for our goods and about three-quarters of a penny less per lb. for our yarn, and yet cotton (middling uplands) averaged at Liverpool about 5%d. in 1883, against 6%d. in 1882. That certainly does not make a bad comparative showing. Of course whether there is any money in goods at either price depends upon the average quantity exported, which the official figures do not disclose.

As to the yield of agricultural produce during the season, it has been satisfactory. In consequence of the wet autumn of 1882, the area of land under cultivation was much smaller than in the previous year, but, taken as a whole, the result has been fairly good. The weather was a little unsettled during the ingathering of the crops, and the condition of the wheat coming to market has been disappointing. Barley was planted extensively, and there has been a large production; but, the weather being unsettled, really fine produce is scarce. The yield of other crops was quite up to an average, and the farmers' position would have improved to a greater extent were it not for the fact that with foreign produce we have been superabundantly supplied. The "prophets" foretold so great a scarcity of wheat that a remunerative market was sure to be found here, while there was a belief that the supplies available of foreign produce were not excessive. The expectation, however, of remunerative prices soon brought to light the fact that there was a large quantity abroad left over from previous seasons, especially in Russia, and that country has been making every effort to realize on as much of her produce as possible during the season, so that our imports have been very large. America, however, has been dealing very cautiously in wheat, but has exported freely of flour. The trade in American flour has become one of great and substantial proportions. It has for some time past interfered with the Irish milling trade, and has now almost entirely broken it up. The result of these large imports of wheat and flour has been that the accumulation at our outports has been unusual, and has reached the heavy total of 3,000,-000 quarters. As we have been importing far above our requirements, buyers have all along obtained great advantages, and to-day wheat is ruling very low in price. Any chance of improvement it is difficult to discern, as supplies, actual and prospective, are very abundant. We may be certainly sure of cheap bread in future, and this is always regarded as an important aid to prosperity. This is not encouraging to our farmers. But at the same time, with good crops they should secure satisfactory returns. Competition is keen and profits are small, yet their sufferings of late years have not been so much on account of competition as because of consecutively bad seasons. Great Britain must have supplies from abroad and of considerable abundance, and if there has been a superabundance of imports of late, a recuperation will take place in the usual way under the law of supply and demand.

Numerous new companies and loans have been introduced to public notice during the year, and it is estimated that the total capital required will be about £84,000,000, against about £142,000,000. The falling off has therefore been very considerable, and this might reasonably be the case, as the issues of late years have been excessive. These figures do not, however, lead to the conclusion that the public have committed themselves to such heavy payments, as every company is not successful. It is nevertheless the fact that loans of acknowledged soundness have been eagerly subscribed, which undoubtedly indicates that capital in abundance is seeking employment. Very little money has been applied for by foreign governments, but the

Australasian Colonies have been successfully floating loans, especially during the last few months. It was said long ago that much caution was necessary as the Colonial governments were piling up debt very freely; but as they have large available resources, which augment as population increases and as new lands are opened up, the public were of opinion that the security offered was a satisfactory and reliable one. These loans are a great benefit to this country. They create a demand for iron goods, especially railroad iron, and for other articles of manufacture necessary for the construction of public works. The Australasian governments obtained all they asked for on favorable terms.

The rates for money have not fluctuated greatly during the year, but they show one fact in a marked degree, that our bank minimum now is not changed in obedience to commercial wants, but is strictly governed by the foreign demand for gold. A dull year in business, with money requirements for commercial purposes very small, should have given us very low rates for money. And yet from May 9th to September 12th, always the dullest portion of the year, the Bank rate ruled at the very unusual figure for the summer months of 4 per cent. We are far from criticising the action of the Bank managers in this particular, as the results on our gold reserve prove its wisdom. The following summary of the bank movements each week during 1883, in connection with the table next below of interest changes, will illustrate this.

			[000]	s omitt	ed.J			ion ve it's
1883.		DEPC	sits.	SECUR	ITIES.	Re-	Bul-	Proportion of reserve to liabilit's
1650.	Circu- lation.	Public	Priv'te	Gov't.	Other.	serve.	lion.	Prof 15 D
	£	£	£	2	£	£	£ 20,354	Pr. ct. 29:84
Jan. 3	26,420 $25,893$	6,290	25,928 23,038	113 776	21.107	10.474	22,618	37.71
. " 10	25,626	3,611	101121	11 3 (1)		11-511	$\frac{21,251}{21.807}$	$\frac{4058}{44.50}$
" 21	25,626 25,181	() [TOPE CALAL	112,585	19.904	12,700	22,116	4778
" 31 Feb. 7	25,166	5.787	27.049	111.883	21 230	12,000	22,000	1618
· 14	25,190 25,068	6,795	000 5,00	12.3-3	21,883	13,288 $14,031$	22.000	4414
" 21	24,691 24,835	1 11 1111	22,782	11.1 17 - 12	1) 1 76:1	1 1 11.	**:3. 1.1.51	43
Mar. 7	21,509	9,11-	22,821	13,142	23,87.4	13,817	22,949	4250
" 11	21,509	9.874	22,824	$\{13.397 \\ 13.362$	23,962	13,590	72,621	10%
	24,775	10,150	22,560	13,362	15 910	100 116	22,319	3514
Apr. 4	26,012	11,571	25,460 22,260	13,331		11,679	$\frac{2}{21,199}$	$\frac{3438}{37}$.
" 11	25.701	7.15:	3 23.70 1 22.970	14 33	22.183	11,30	21,259	3712
" 18 " 25	25,700 25,61	6.847	22 634	14 33	121.6 14	11.07-1	321,186	3418
May 2	1:6.270): 7.03/	23,53	14.33	323 615	$\frac{10.491}{10.305}$	$\{21,0\}1$ $\{20,549\}$	34.08 33:44
" 9	25.78	7.35: 6.70		. 1		1 (1 - 1/1	11 11 1 1 1 1 1 1	3.32
46 23	2 ,167	7 7,35	3 23,08	13.43.	1 23.00	110.41	1. 0,131	35·11 35·26
" 30	125,577	7,35	1 22.915		$\frac{523,510}{523,46}$	10.94	0.827	35.75
June 6	. 25,633	3 7.739 3 7.49	1 22,39	1 1 2 11	1.7.7	2 11,94:	3 21.3 6	39.72
" 20	25,096	1 . 8.64	2 22,276	3,13,31	22,40	12.74	$\frac{22,093}{2,439}$	$\frac{40.99}{41.30}$
" 27		1 8 58	0.22,015 $1.23,205$. 110 05	1 15 1151	: 11 356	100 167	35.10
July 3				- 11 O ::	11.71 75	3 11 61	1	42:30
" 17	26.9	7 4,47	2 00 4:36	1 1 1 966	522.63	2,19,11	122,159 122,577	44.22
" 24 " 31:	$\begin{array}{c c} 25,900\\ 26,429\end{array}$	4,66	8 22,980	6.11.96	1 21.328	5112,20	1.22 1121	44.3
Aug. 7	26,34	1 1 1	1119 1 33	2:11.96	3-20.74	112.10) 22,5 EL	45.36
11	. 26,16	5 4,99	9 22 36	$011,96 \\ 111,96$	3 21 3 3	12.82	$2.23,\!237$ $3,\!23,\!481$	46:10
" $\frac{21}{24}$		7.5.75	7 02 16	5 11 96	3 21.31	613.91	1-23,876	47:57
Sept. 1	. 25,78	() 5 1	51.19 55	0 11 96	3 27 (50)	0113 94	3 23,982 $1 24,122$	46.2
" 11	. 25,39	1 5.31	w 1) - () -	7 1 12 634	1 21	.) ()		100
" 18 " 25		· / 1 / 1 / 1	- 115	1 1 12 130	1 21 13	- 1.1 S	0 24.000	41 0.1
Oct. 3	26,61	1 5,90	0 23,25	$\frac{1}{7}, \frac{13}{13}, \frac{69}{13}$	$\frac{3}{9}, \frac{21.10}{9}, \frac{3}{9}$	9 12,89	7 23,750	42.25
" 10 " 17		1	(1 1) - (1)	1111217	11 1/11 1:3	6 12 05	8122.952	4334
. " 21	25,53	1 3,91	T .) 1 W1	1 13 67	9 20.15	1112.11	() 22,011	40.8
., 31	25,76		111. 113 P 11		() (1 ()	1. 1.1	6 22,097 6 22,080	11 44
Nov. 7	$\begin{array}{c c} 25,69 \\ 25,46 \end{array}$		(10)111	0 1.1 67	9 19 07	1112.3	8 22,03	1 -1
" 21	25,09	2 5,73	1	7 1 1 115	1 1 1 1 3	1 12.1-	0.22,062 $6.12,10$	1 . 4
" 25			1 . 1.7.7 63.1	5 15 10	1119.45	0 12.49	7 21,39	1-1
Dec. 5 12	21,83	7,20	: .1.7.7 1 3	1.1 .16	3.19.75	5 12 95	3 2 06	4.0.8
" 19	24,87	9 8.41	1	32 14, 16	$\frac{3}{3}$ $\frac{20,31}{21.7}$	3 12 3	9.72.098	38 93
" 26	(24,98	7:1) 8,318	1,78	7.7 1.11.11				7.0

A glance at the above returns of bullion show the need for the changes made in the rates, while a comparison between the former and the latter, as disclosed in the following table, indicate how speedy was the effect of the changes made.

1879. Per ct. January 164 January 303 March 13212 April 102 Novemb'r 63 1880. June 17212 Decemb'r 93	January 13 Februry 17 April 28 August 18 August 25 October 6	Febru'ry March March Angust	235 94 233	Febru'ry May Sept'ber	$ \begin{array}{c} 1431 \\ 283 \\ 94 \\ 1231 \end{array} $
--	---	-----------------------------	------------------	-----------------------------	--

The lower rates through the autumn were a direct consequence of our accumulations of gold in the summer. But a less satisfactory feature is that the increased reserve must wholly have come from domestic sources, as our total imports in 1883 were only £7.733,309, while our exports were £7,091,365, showing an actual increase in stock of but £641,944.

The amounts of bullion in the Bank of France have been as follows, according to the last return of each month in 1882 and 1883, given in pounds sterling-00,000 being omitted:

1883.	Jold	Silv'r	Total	Circu- lation	1882.	Gold.	Sily'r	Total	Circu- lation.
	2.	£	£	£		£	£	£	£
Jan. 31		13,1	81,3	115,9	Jan. 26	27,5	46,0	72,4	114,0
Feb. 23	39,6	43.4	83,0		Feb. 23	33,0	45,3	78.3	111,0
Mar. 30	the state of the s	12,1	82,0		Mar. 30	31,5	45,9	80,4	106,6
April 27		41,8			April 27.		45,5	81,2	106,9
May 31	1	0.02			May 25		46,2	82,3	106,3
June 29	1	1	82.2	1	June 29		46,4	85,3	106,9
July 26		41,5	81,2	1	July 27.	€ 12 mm	16.3	85,5	107,
Aug. 30			65 8 86		Aug. 31		45,9	85,9	109,6
Sept. 27.,	,	101 0 20	80,1		Sept. 28.		15,6	85,3	106,6
Oct 25			79,3	1 .	Oct., 27.		41,8	83,6	109,0
Nov. 29.			1		Nov. 39.		43,9	82,4	111,
NOV. 29.	20 1	10.1	78.5	117.8	Dec. 28.	. 38,6	13,6	82,2	111,

Monetary 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 February 1:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Nil von og d	301516	5078	501516	501516	51	51
Bilver, per ozd.	10138	10119	10119	101516	10114	101718
Consols for money	10119	10158	10158	10138	10138	101716
Consols for account.		77.2219	77.5712		77.30	77.55
Fech rentes (in Paris) fr.	77.1212	11634	11634	11658	11613	11612
U. 8. 4 28 of 1891	11634			12638	12:38	12 38
U. S. 4s of 1907	1264	12:14	12634	5734	5614	56
Canadian Pacific	5614	56	5714			91
Cnic. Mil. & St. Paul	89	9012	911_{8}	92-2	9134	2849
Erie, common stock	2558	2648	2634	27	27	
Illinois Central	159	13:58	13912	13934	13934	10912
Pennsylvania		5878	60	6018	6118	6013
Philadelphia & Reading:		2738	2678	2778	2734	2738
New York Central		11614	111658	11712	11714	11634
Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	8. d.	s. d.	s. d.	s. d.
Flour (ex. State) 100 lb.		11.9	11 9	11 9	11 9	11 9
Figure (ex. State) 100 in.	2 7	8: 7	8 7	8 7	8 7	8 7
Wheat, No. 1, wh. "	710	7 10	7 11	711	711	7 11
Sming, No Out	8 0	8, 0	8 0	8 0	8 0	8 0
Spring, No. 2, 11	9 8	9 8	9 8	9 8	9 8	9 8
Winter, South, it	8 2	8: 2		8 3	8 3	8 3
Winter, West., II	8 7	8 7	8 3 7	8 7	8 3	8 3
Cal., No. 1	8 7	8 2	8 2	8 7 2	8. 2	8 2 34
Cal., No. 2 "			5 44			5 34
dom, aux., new	5 4	5 4			187 0	67 0
Pork, West, mess 7 bbl	. 66 0	67 0	67 0	67 0		13 6
Bacon, long clear, new	. 13 0	43. 0	13 6	13 0		95 0
Seer, pr. mess, new, 2te	95 0	95 0	95 0	95 0		
Lard, prime West. 18 cwt	.46 0	46 0	16 0	15 9	46 0	16 0
heese, Am. choice	69 0	69 0	169 0	69 0	69 0	69 0

Commercial and Miscellaneous News

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

3,113—The First National Bank of Marshall, Texas. Capital, \$75,000.
R. C. Garcett, President; E. Key, Cashier.
3,114—The First National Bank of Alamosa, Colorado. Capital, \$50,000, William Barth, President; H. I. Ross, Cashier.
The Hunt County National Bank of Greenville, Texas. Voluntary liquidation 5an, 22, 1884.

CHANGES IN LEGAL TENDERS AND NATIONAL BANK NOTES TO Feb. 1.—The Comptroller of the Currency has furnished us the following, showing the amounts of national bank notes outstanding Jan. 1, together with the amounts outstanding Feb. 1. and the increase or decrease during the month; also the changes in legal tenders held for the redemption of bank notes up to Feb. 1:

up to rep. r.	and the second	
National Bank Notes— Amount outstanding Jan. 1, 1881	#1 FOR 000	\$319,752,934
Amount issued during Jan	2,097,795	9,1.773
Amount outstanding Feb. 1,1884*	A .	\$318,781,159
Legal Tender Notes— Amount on deposit to redeem national bank notes Jan. 1, 1884	\$1,165,640	\$39,300,814
Amount deposited during Jan Amount reissued & b'nk notes retired in Jan.	2,019,076	- 2,146,544
Amount on deposit to redeem national bank notes Feb. 1, 1884	*	\$11,147,388
	1 1 1 1 1	··· +719 721

* Circulation of national gold banks, not included above, \$718,734.

According to the above the amount of legal tenders on deposit Feb. 1 with the Treasurer of the United States to redeem national bank notes was \$11,447,388. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation, was as follows on the first of each of the last five months:

monus:					
Deposits by-	Oct. 1.	Nov. 1.	Dec. 1.	Jan. 1.	Feb. 1.
	\$ 071	\$* 850,434	\$ 838,927	\$ 794,408	\$ 752,021
Insolvent bks Liquid't'g bks	13,586,763	13,220,336	13,076,261	13,154,278	13,143,469
Reduc'g und'r act of 1874.	22,374,087	21,685,538	22,236,913	25,352,098	27,551,898
Total	36.821.501	35,756,308	36,152,101	39,3(0.844	41,447,288

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 Feb. 1. We gave the statement for Jan. 1 in Chronicle of Jan. 5, page 19, and by referring to that the changes made during the month can be seen.

	U. S. Bonds Held Feb. 1, 1884, to Secure-				
Description of Bonds.	Public Deposits in Banks.	Bank Oirculation.	Total Held.		
3s, Act July 12, 1882	\$9,475,450	\$190,365,950	\$199,811,400		
Currency 6s	120,000	3,488,000	3,608,000		
5 per cents		-,,	0,000,000		
419 per cents	1,177,000	42,313,900	43,490,900		
4 per cents	6,053,550	107,307,700	113,361,250		
5s, ext. at 312					
6s, ext. at 3½		*******			
Total	\$16,826,000	\$343,475,550	\$360,301.550		

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 \$6,656,873, against \$8,496,911 the preceding week and \$9,296,951 two weeks previous. The exports for the week ended Jan. 29 amounted to \$4,937.625, against \$5,955,765 last week and \$6,474,595 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Jan. 24 and for the week ending (for general merchandise) Jan. 25; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

				4
For Week.	1881.	1882.	1883.	1884
Dry goods Gen'l mer'dise	\$2,797,312 5,721,262	\$3.134,486 4,679,729	\$3.815.448 7,594,105	\$2,126,768 4,530,105
Total Since Jan. 1.	\$8,521,604	\$7,814,215	\$11,409,553	\$6,656,873
Dry goods Gen'l mer'dise	\$10.123,486 20,856.086	\$12,326,440 24,839,699	\$10,946,043 23,730,195	\$10.20\030 22,312,685
Total 4 weeks	\$30,934,572	\$37,166,139	\$34,676,241	\$32,512,715

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 thweek ending Jan. 29, 1884, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1881.	1882.	1883.	1884
For the week Prev. reported	\$7,121,316 20,392,881		\$7,344 715 20,932,122	
Total 4 weeks	\$27,514.197	\$25,836,378	\$28,276,837	\$23 781 592

The following table shows the exports and imports of specie at the port of New York for the week ending Jan. 26, and since Jan. 1, 1884, and for the corresponding periods in 1883 and 1882.

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exp	orts.	Imports.		
dova.	Week.	Since Jan.1.	Week.	Since Jan.1:	
Great Britain	\$300	\$3,900	\$	\$	
France	•••••				
Germany	••••	•••••	14,491	14,491	
West Indies			2,063	24,325	
Mexico	.:	•••••			
South America	21,000	22,500	1,300	17,044	
A'l other countries	17,000	17,000	•••••		
Tetal 1884	\$33,900	\$43,400	\$17,854	\$55.860	
Total 1883		21,285	320,986	373,196	
Total 1882		6,500	27,160	230,658	
Silver.				230,035	
Great Britain	\$571,578	R1 107 000			
France	30,200	\$1,167,830	\$	₩	
German/	30,200	90,172	01.000	21.2.1	
West Indies			21,899	24 399	
Mexico			18,667	55.937	
South America	2,400	4,700	277,700	339,269	
All other countries	12,100		2,689	9.768	
- Court Countries	12,100	12,100		1,200	
Total 1884	\$616,278	\$1,274,802	\$320,955	\$433,573	
Total 1883	251,745	1,255,530	57,823	169,460	
Total 1882	235,400	1.059,180	37.873	121,627	

Of the above imports for the week in 1884, \$2,363 were American gold coin and \$28,807 American silver coin. Of the exports during the same time \$36,500 were American gold coin and \$2,400 American silver coin.

Boston Land Company.—The report of the Boston Land Company for the year ended December 31, 1883, shows sales during the year of 45 lots, comprising 231,6.2 square feet, at an average price of 10.14c., an increase of 1.89c. over the average price in 1882. The sales of the past six years have been 1,114,404 feet at an average price of 6.45c. Thirty six buildings have been erected on the property, including business structures and a schoolhouse. Negotiations are pending for the sale of other business lots at Winthrop Junction. Various street and other improvements have been made. The income from interest, sales of grass, rents, &c., has exceeded the current expense by the sum of \$2,758, and, with amount of land sales, results in an addition to the cash or available assets of \$19,732. The total amount of these assets, exclusive of land, and easily

convertible into cash, is \$170,323, or about \$2 13 per share of the capital stock. A very large portion of the land originally acquired, deducting the area reserved for streets still remains. The company owes no debt, and there is no encumbrance whatever upon the property. The future policy of the company will be to divide such portions of the cash assets as may be consistent with the maintenance of regular dividends and the preservation of the share value of the residue of the landed property. The assets of the company December 31 were \$170,323, an increase of \$19,732 during the year. The receipts of the year were \$23,622, including a balance of \$2,293 January 1,1883, and the disbursements the same, including a balance of \$6,673 January 1, 1884.

Marquette Houghton & Ontonagon.—The reports in relation to a forfeiture of the Marquette Houghton & Ontonagon land grant are in relation to a "right" to a land grant, which land grant the Marquette Houghton & Ontonagon Railroad Company can have if it builds to Ontonagon. The Marquette Houghton & Outonagon earned first by construction some years since its original land grant, which it sold to the Brasseys of England for \$2,500,000 in 1881. The railroad has just earned another land grant of 80,000 acres by the construction of its Houghton branch. It has the right to earn a third land grant by building to Ontonagon. This land grant is estimated to be worth \$1.500,000, but the construction of the road would cost nearly a million, and its operation, it is figured, would be a continuous loss. Therefore the railroad company has accounted this as of only contingent future value, worth about the amount of effort taken now and then to secure an extension of time for the building of the road. The grant is from the United States, but the State of Michigan is trustee for it, and has extended the time for the building of the road, but another extension may be asked. -Boston Transcript.

Pittsburg Fort Wayne & Chicago.—A special meeting of the stock and bond holders of the Pittsburg Fort Wayne & Chicago Railroad Company will be held at Pittsburg April 3, to vote upon a proposition to create a bonded indebtedness of the company, in accordance with the plan for substituting mortgage bonds for the company's guaranteed stock. If adopted, it will give to the holders of the Fort Wayne guaranteed stock, mortgage bonds bearing the same interest, and having the same long period to run as the existing lease of the road to the Pennsylvania Railroad Company.

The United States Life Insurance Company has made the following important agency appointments: Mr. Richard E. Cochran, a gentleman of excellent social standing and business experience, has been appointed manager for Maryland, with headquarters at Baltimore. Mr. William C. Johnston, Jr., formerly with the Equitable Life Assurance Society, has been appointed manager for Eastern Massachusetts, with headquarters at Boston. Mr. L. G. Pitman is manager of the Boston city office. Mr. W. R. Smith, recently with the New York Life, has been appointed special agent for Eastern Pennsylvania, with headquarters at Philadelphia.

—The Mutual Benefit Life Insurance Company, of Newark, presents its thirty-ninth annual report in to-day's Chronile. \$2,190,984 have been paid in death claims during the year 1883. The report shows a handsome balance January 1, 1884 of nearly thirty-six million dollars, or a net surplus over all liabilities, at the present market value of securities, of \$2,863,000. The New York agency is at 137 Broadway.

— The Washington Life Insurance Company has issued its twenty-fourth annual report. It will be found in the advertising columns of the Chronicle. The confidence had in this company is shown by the business done during the year just closed. 2,644 new policies were issued, aggregating \$6,389,000. The net assets are given as \$6.587,879, showing an increase during the year of about half a million dollars.

— Attention is called to the card of Messrs. Caldwell, Washburn & Townsend in the Chronicle. This house has recently taken enlarged and comfortable offices at No. 5 Wall Street, this city. Notwithstanding the quiet times in the Street, this firm is reported as doing a pretty active business, with a goodly number of customers.

— Attention is called to the statement of the Commercia Mutual Insurance Company in the columns of the Chronicle to-day. This company is among the oldest and best known marine and inland companies, and those desiring policies will do well to notice the figures they present.

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

п	
	Bonds.
1	\$9,000 City of New York 78,
	ass, fund reg. stock, due
	1903140^{18} and int.
1	\$1,000 Logansport Crawfords-
١	ville & Southwestern R'y
ı	Co., 1st mort \$21
I	\$600 Logansport Crawfords-
١	ville & Southwestern R'v
Ì	Co., int certifs\$11
į	\$2,000 State of Arkansas 78,

& South Shore RR. Co., 1st mort.

	*
	Shares.
	700 Spring Mountain Coal Co. 3112
	175 Passaic Zinc Co 61
	80 Merchant's Exchange Na-
	tional Bank 95
	10 Park Fire Ins. Co
	8 Eagle Fire Ins. Co 258
	170 Punit of Commence
	170 Bank of Commerce 155
	150 Bank of America 16119
	400 Cin. San. & Cleve. com 264
	60 Staten Island North &
	East Shore RR. Co 5
	100 Citizens' Gaslight Co. of
	Brooklyn. 904
	1 Clinton Hall Association, 46
	5 Clinton Fire Ins. Co120
	20 Eagle Fire Ins. Co 26012
	25 Tradesmen's Nat. Bank. 1113
	1313 Mechanics' & Traders'
- 1	Not Ponts
1	Nat. Bank11112
ı	to the second of

The Bankers' Gazette.

DIVIDENDS.

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroad.	312	Feb. 1	Í
Cedar Rapids & Mo. R., pref		Feb. 1	
Connecticut & Pass., pref	3 5 3 2	reo.	
Coudersport & Port Allegheny	9	D. 1	
Massawippi	3	Feb. 1	Dal da Dale 16
N.Y. Prov. &B. (Stonington), (quar.)	2	Feb. 11	Feb. 4 to Feb. 12
Banks.)	1	
Manhattan	$\frac{4}{3}$	Feb. 12	
Nat. Bk. of the Republic	3	Feb. 7	Jan. 30 to Feb.
Nat. Exchange	312	Feb. 1	
Miscellaneous.	1		I WAS A STATE OF THE STATE OF T
RR. Equipment Co. (qua)	212	Feb. 1	1

NEW YORK, FRIDAY, FEBRUARY 1-5 P. M.

The Money Market and Financial Situation.—There has been a re-action of sentiment in some respects from the depression of the previous week in the markets for all securities. The prices to which a good many stocks and bonds declined about ten days or two weeks ago were the lowest touched for years, and caused apprehensions which have since given place to greater confidence, because there were no resulting failures. The effect has been to revive at least the investment of capital in railroad bonds, which had been checked.

The prices of commodities, on the other hand, show no indications of advancing. But the recent reduction of wages in the various prominent lines of manufacture, like the Fall River print factories, shows that manufacturers and middle men are accommodating themselves, temporarily at least, to the prices prevailing. The decline, however, seems to have spent its effects in causing mercantile failures, which have greatly diminished in the last two weeks. On the whole, the general situation, though unsatisfactory in view of diminishing exports, low prices, and the dulness of interior trade, is a much more re-assuring one than that of two weeks ago.

The advance of 3 cents on the pound sterling in the quotations for demand sterling bills since the beginning of the year, brings the rate up close to the specie-exporting point, and this, in the present light export movement of breadstuffs and provisions, is a rather unfavorable feature in the situation.

There seems to be no decrease in the supply of loanable funds in the market, and nothing to indicate any speedy improvement in the abnormally low rates for money. Call loans on stock collaterals have ruled at 1½ to 2 per cent per annum during the whole week. Time loans on similar collaterals are to be had at 4@4½ per cent for three or six months. Mercantile discounts remain unchanged at 4 and 4½ per cent for the best double-name paper for 60 days and 4 months, and 5 and 5½ for single-name paper for the same time

The domestic exchanges in almost every quarter are in favor of New York, and the tendency of money is still to

The last weekly statement of the New York banks, like that of each of the three preceding weeks, showed a large increase of deposits and a corresponding increase of legal tenders and specie, the surplus reserve having risen to \$19,478,775, against \$10,007,575 at the corresponding date last year.

The Bank of England weekly statement shows a loss of £56,000 in specie and a reduction in the reserve to 41 9-16 from 41¾ in the previous week. The rate of discount remains unchanged at 3 per cent. The Bank of France exhibits a gain of 1,862,000 francs in gold and a loss of 1,056,000 francs in silver.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

1884. Jan. 26.	Differ'nces fr'm previous week.	1883. Jan. 27.	1882. Jan. 28.
\$333,989,200	Inc. \$1,402,400	\$316,905,400 63,937,700	\$322,966,500 68,355,600
14,669,300 349.894,100	Inc. 213,400 Inc. 4,313,400	16,985,800 309,126,100	20,040,800 316,109,400
\$87,473,525	Inc .\$1,078,350	\$77,281,525	\$79,027.350
	333,989,200 72,921,300 14,669,300 349,894,100 34,031,00 \$87,473,525 106,952,300	1884. Differ nees fr'm previous week. \$333,989,200 Inc. 2,540,700 14,669,300 Inc. 2,540,700 349,894,100 Inc. 4,313,400 34,031,000 Inc. 732,200 \$87,473,525 Inc. \$1,078,350 106,952,300 Inc. 3,272,900	1884. Differ'nces fr'm previous week. Jan. 27. \$333,989,200 Inc. \$1,402,400 \$316,905,400 72,921,300 Inc. 2,540,700 63,937,700 14,669,300 Inc. 213,400 319,894,100 Inc. 4,313,400 309,126,100 34,031,000 Inc. 732,200 23,351,400

Exchange.—The market for sterling has been firmer during the week, owing to the comparatively light supply of commercial bills against exports of breadstuffs and cotton. The posted rates have advanced ½ cent on the pound sterling to 4 86½ and 4 89. The rates for actual business on Friday, Feb. 1st, were as follows, viz.: Sixty days, $485\frac{1}{2}$ @4 $85\frac{3}{4}$; demand, 488@4 $88\frac{1}{4}$; cables, $488\frac{1}{2}$ @4 $88\frac{3}{4}$; commercial bills sold at 484@4 $84\frac{1}{2}$.

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

February 1.	Sixty Days	Demand.
Prime bankers' sterling bills on London		4 89
Prime commercial Documentary commercial Paris (francs)	4 8414	5 15
Amsterdam (guilders) Frankfort or Bremen (reichmarks)	4014	40 % 96

United States Bonds.—The government bond market has been inactive, but prices have been well maintained at the advance recently established.

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

	Interest Periods.		Jan. 28.	Jan. 29.	Jan. 30.	Jan. 31.	Feb.
1128, 1891 reg. 4128, 1891 coup. 48, 1907 reg. 48, 1907 coap. 38, option U.S. reg. 58, cur'cy, '95 reg. 58, cur'cy, '96 reg. 68, cur'cy, '97 reg. 68, cur'cy, '98 reg.	QMan- QJan. QFeb. J. & J. J. & J. J. & J.	1144 *1233 12378 *1002 *129 *131 *133	*114 ¹ 4 *123 ⁷ 8 123 ⁷ 8 *100 ¹ 2 *129	1144 1233 1233 *1002	12334 12334 12001 ₂	12378 12334 *10012 *129 *131 *133	1233

* 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:

		(A)	Balances.						
Date.	Receipts.	Payments.	Coin.	Currency.					
Jan. 26 28 29 30 31 Feb. 1	\$ * 3,201,240 96 1,227,973 10 1,484,528 10 939,841 51 1,082,576 86 922,968 84	1,657,191 59 +1,996,950 38 577,424 36 942,844 10	\$ 117,666.015 75 117,298.928 12 117,304,702 30 117,481,162 54 117,595,102 40 116,953,304 88	9,910,848 13 9,748,717 27 9,230,520 81 9,416,477 72 9,442,270 62 9,078,630 41					
Total	8,859,129 37	8,106,185 23							

* Includes \$2,000,000 gold certificates put into cash.
† Includes \$333,000 gold certificates taken out of cash.

State and Railroad Bonds.—The business in railroad bonds in the last week has been of a very fair volume, and of a much better character than in the week preceding. There were less violent fluctuations in prices, and a more general upward tendency. The West Shore 5s were less active; the range of their prices from Saturday morning, the 26th, to last night, was as follows, viz.: 51¾, 51, 55, 52, 53, 52¾. The Northern Pacific and Texas Pacific issues were among the most active after the West Shores, the former selling at 96¾6090697¾61000699¾6, and the latter at 41@40½044@43@43¼ for the land grant incomes and 72¾674¾40x71½071@72 for the Rio Grande division firsts. The range of other bonds was as follows: Erie second consols at 89½089¼092¼4; Wabash general mortgage 6s at 60¼406563663½3; Atlantic & Pacific incomes at 17½019½019; Chesapeake & Ohio currency 6s at 46½0490485¾6; Canada Southern firsts at 95½096½; Denver & Rio Grande Western firsts at 66½069; East Tennessee 5s at 71¾6071½079081080¾6; New York Chicago & St. Louis firsts at 100¾010½00101¾401015¾; New Orleans & Pacific firsts at 82083; Oregon Railway & Navigation firsts at 103½0100½00101¾401015¾6; New Orleans & Pacific firsts at 82083; Oregon Railway & Navigation firsts at 103½010090101½4; St. Paul & Manitoba consols at 99098¾0100099¾; St. Paul & Manitoba consols at 99098¾0100099¾; St. Paul & Manitoba consols at 99098¾0100099¾; St. Paul & Monitoba consols at 99098¾0100099¾; St. Paul & Omaha consols at 108½0109½; Fort Worth & Denver City 6s at 68067¾0690683¾; Iron Mountain 5s at 69½071; Rochester & Pittsburg incomes at 55060.

State issues received more attention during the past week than for a long time, and transactions were well distributed. Sales included Louisiana consols at 76, do. ex-matured coupon at 67, North Carolina 4s at 83@83½, Rhode Island 6s at 118, Georgia 7s gold at 112, South Carolina 6s, Brown consolidated, at 105, Missouri 6s of 1888 at 109, Alabama class A at 81@82, do. class B at 100, Tennessee 6s, old, at 37¾@38, do. compromise at 44@43½, do. new at 38, and Arkansas 7s, issued to Little Rock Pine Bluffs & New Orleans Railroad, at 20.

Railroad and Miscellaneous Stocks.-There has been a general advance in the stock market during the last week, caused chiefly by the covering of shorts, who had largely oversold the majority of the leading active stocks during the pre-ceding weeks. The efforts to depress prices had been aided to a large degree by the apprehensions of failures, etc., which prevailed. But with the recovery of confidence prices rapidly advanced, and the shorts were obliged to cover their outstanding contracts. Oregon Navigation and the Northern Pacifics were particularly conspicuous in this respect early in the week, the former scoring an advance of 30 points on comparatively small sales (with a premium of 9 per cent paid for cash stock), and Northern Pacific rising 8 points. On Tuesday Manitoba also jumped up some 9 points on covering; and later on, Union Pacific, Louisville & Nashville and Delaware Lackawanna & Western were made leaders in a very pronounced upward movement. The effect on the general market was to establish a higher range of prices pretty nearly all around. The following are the principal net changes for the week: advanced—Burlington & Quincy, 2½; Canada Southern, 2¾; Delaware Lackawanna & Western, 5½; Lake Shore, 4½; Louisville & Nashville, 4½; Missouri Pacific, 3¼; Northwestern, 3½; do. preferred, 3¾; Northern Pacific, 2½; do. preferred, 4¾; Oregon Railway & Navigation, 10; Oregon & Trans Continental 6½; Pacific Mail 41½, Milwayless & St. Trans-Continental, 67%; Pacific Mail, 4½; Milwaukee & St. Paul, 3½; St. Paul & Omaha, 2; do. preferred, 3; St. Paul & Manitoba, 6; Texas & Pacific, 3; Union Pacific, 4¼; Wabash, 1½; do. preferred, 2¼; and Western Union, 3½ Declined— Canadian Pacific, 1%.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING FEB. 1, AND SINCE JAN. 1, 1884.

STOCKS.	Saturday,	Monday,	Tueşday,	LOWEST P	Thursday,	Friday,	Sales of the Week (Shares).			For Full Year 1883
RAILROADS. Atchison Topeka & Santa Fe. Boston & N. Y. Air Line, pref. Burlington Ced. Rapids & No. Canadian Pacific. Canada Southern. Central of New Jersey. Central Pacific. Chesapeake & Ohio. Do 1s. pref. Do 2d pref. Chicago & Alfon Chicago Burlington & Chicago Milwanker & St. Led	1537 ₈ 577 ₈ , 511 ₄ 521 ₄ 853 ₄ 861 ₂ 65 661 ₈ *14 15 233 ₄ 233 ₄ *16 171 ₂ 120 1213 ₄ 861 ₂ 1111 ₂ 1141 ₂ 1151 ₈ 1163 ₈ 140 ₂ 113 117 *91 ₂ 13 * 293 ₄ 31 * 391 ₂ 31 * 58 60	Monday, Jan. 28. 54 \(^1_4\) 56 \(^3_4\) 51 \(^5_8\) 52 \(^1_4\) 85 \(^1_2\) 87 \(^1_4\) 21 \(^1_4\) 17 \(^1_20\) 34 \(^1_4\) 115 \(^1_4\) 117 \(^1_4\) 118 \(^1_4\) 20 \(^1_6\) 22 \(^1_4\) *6 \(^1_4\) 20 \(^1_6\) 6 \(^1_4\)	Tueşday, Jan. 29. 55½ 56% 56% 52½ 85% 87. 87. 88% 88% 814 15 23¼ 23% 138½ 138½ 138½ 138½ 138½ 145½ 116¼ 116¼ 118½ 145 145 145 145 145 145 145 145 145 145	Wednesday Jan. 30. S2 ¹ / ₂ 82 ¹ / ₂ 55 ¹ / ₄ 56 ¹ / ₂ 53 51 ¹ / ₄ 87 87 8 66 ¹ / ₄ 67 8 11 14 ³ / ₄ 121 123 122 ¹ / ₄ 123 122 ¹ / ₄ 123 116 ¹ / ₂ 116 ¹ / ₂ 117 ¹ / ₂ 1185 2 144 ² / ₈ 145 ³ / ₄ 118 118 10 10 30 30 32 32 ¹ / ₂ 92 ³ / ₄ 94 *62 64	Thursday, Jan. 31. 53½ 555 53½ 55434 66½ 66½ 6678 *14½ 24 *16 1734 139½ 139½ 122 122½ 8834 8978 *116 117½ 11878 117¾ 117¾ 10 10 30 30 31¼ 32¼ 92 93¼ 92 93¼ 120 121¼ 688 688	Feb. 1. $\begin{array}{c ccccccccccccccccccccccccccccccccccc$	the Week (Shares). 41 55,610 20,500 5,800 20,677 250 618 55 10,620 397,390 4,050 4,050 3,190 625 1,625 9,600 7,685 300	S0 ² 4 Jan. 7 81 ² 2 Feb. 1 70 J.n. 17 53 ¹ 2 Jan. 21 83 ¹ 2 Jan. 24 63 ¹ 4 Jan. 2 13 ⁷ 8 Jan. 28 21 Jan. 21 15 Jan. 17 133 ³ 4 Jan. 4 118 ¹ 2 Jan. 21 140 ² 2 Jan. 21 158 Jan. 21 27 Jan. 21 29 Jan. 23 27 Jan. 21 29 Jan. 21 38 Jan. 21 188 ¹ 4 Jan. 21 58 Jan. 22 139 Jan. 5 114 Jan. 25 144 Jan. 17 17 ² 4 Jan. 17	Highest. 80% Jan. 7 82% an. 2 80 Jan. 10 584 Jan. 18 54% Jan. 19 15 Jan. 2 25% au. 7 17 Jan. 7 40 Feb. 1 23 Jan. 29 94 Jan. 3 17 Jan. 2 19 Feb. 1 47 Jan. 3 18 Jan. 2 19 Feb. 1 47 Jan. 3 18 Jan. 2 19 Jan. 3 18 Jan. 2 19 Jan. 3 18 Jan. 3 18 Jan. 3 18 Jan. 5 3 Jan. 1 3 Jan. 7 68 Jan. 7 68 Jan. 7 68 Jan. 7 69 Jan. 7 69 Jan. 7	78 ¹ ₂ 84 ³ 78 84 ³ 75 86 487 ₈ 65 ³ 47 ¹ ₄ 71 ³ 68 ³ ₄ 90 61 88 13 23 ³ 23 35 ³ 143 ₄ 129 ³ 115 ³ ₄ 129 ³ 115 ¹ ₄ 140 ³ 115 ¹ ₄ 140 ³ 115 ¹ ₄ 127 ³ 116 ¹ ₂ 127 ³ 116 ¹ ₂ 22
Do pref. Evansville & Terre Haute Green Bay Winona & St. Paul Hannibal & St. Joseph Do pref. Harlem Houston & Texas Central Illinois Central Lake Erie & Western Lake Erie & Western Lake Shore Long Island Louisville & Nashville Louisville & Nashville M. nhattan Elevated Do lst pref. Do common Manhattan Beach Co. Memphis & Ch rleston Metropolitan Elevated Michigan Central Milwaukee L. Sh. & Western Liousville & Sh. & Western Minneapolis & St. Louis Missouri Kansas & Tex s. Missouri Ransas & Tex s. Missouri Pacific Mobile & Ohio	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	*11 4 11 12 40 40 40 40 40 40 40 40 40 40 40 40 40	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1,250 100 300 	1034 Jan. 17 40 Jan. 18 5 Jan. 263 193 Jan. 4 1 44 Jan. 31 1324 Jan. 21 15 Jan. 21 15 Jan. 21 93 s Jan. 21 93 s Jan. 21 423 Jan. 21 42 Jan. 23 40 Jan. 23 40 Jan. 23 42 Jan. 23 45 Jan. 3 32 Jan. 3 32 Jan. 3 32 Jan. 3 32 Jan. 3 33 Jan. 24 44 Jan. 23 45 Jan. 23 46 Jan. 2 46 Jan. 2 46 Jan. 2 46 Jan. 2 47 48 Jan. 2	12.3 Jan. 5 51 Jan. 7 5 Jan. 26 57 Jan. 19 51 Jan. 19 51 Jan. 30 83.4 Jan. 5 15.4 Jan. 28 15.5 Jan. 28 16.5 Jan. 28 17 18.5 Jan. 10 18.5 Jan. 7 38	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Morris & Essex Nashville Chattanooga & J. L. New York Central & Hudson. New York Cehic, & St. Louis Do pref. New York Elevated New York Lack, & Western. New York Lack, & Western. New York Lack, & Western. New York & New England. New York New Haven & Hart. New York New Haven & Hart. New York New Haven & Hart. New York Susq. & Western. Do pref. Norfolk & Western. Do pref. Northern Pacific Do pref. Ohio Central. Ohio & Mississippi. Olio Southern. Oregon & Trans-Continental. Peoria Decatur & Evansyi.le. Philadelphia & Reading. Pittsburg Ft. Wayne & Chic. Richmond & Danville. Richmond & West Pt Term'l.	$\begin{array}{c} 113\%, 111\%\\ *8\%, 9\\ *16\%, 9\\ *16\%, 125\\ 87, 87, 25\\ 25, 25\%, 122, 13\\ 176\%, 177\%, 14\%, 177\%, 14\%, 14\%, 14\%, 14\%, 14\%, 14\%, 14\%, 14$	52 52 1157 ₆ 1147 ₅ , 9 177 ₂ 20 *195 125 87 87 257 ₂ 26 13 13 11 117 ₄ *13° ₂ 14 *13° ₂ 14 21 23° ₄ 43° ₄ 497 ₄ 23° ₈ 23° ₈ 84° ₂ 84° ₂ 84° ₂ 84° ₂ 23° ₈ 23° ₁ 81° ₂ 81° ₂ 23° ₈ 23° ₁ 81° ₂ 81° ₂ 23° ₈ 23° ₁ 81° ₂ 81° ₂ 25° ₈ 51° ₄ 52° ₈ 51° ₄ 52° ₈ 51° ₄	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2578 2678 69 69 13 14 11% 11% 11% 14% 14% 14% 14% 14% 22% 22% 22% 22% 22% 22% 22% 22% 22% 2	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	280, 162 1,350 1,350 1,350 2,500 2,500 1,310 221 3,660 100 300 62,182 237,263 1,340 3,800 4,100 46,300 250 100 250 200 2,700 2,700	121 ½ Jan. 22 1 46 Jan. 19 1107s 2an 17 1 814 Jan. 22 16% Jan. 21 85 Jan 16 24% Jan. 15 66½ Jan. 16 12½ Jan. 16 176 Jan. 16 17½ Jan. 16 37s Jan. 16 37s Jan. 17 18% Jan. 29 37½ Jan. 17 18% Jan. 29 37½ Jan. 29 37½ Jan. 29 37½ Jan. 23 ½ Jan. 23 4 Jan. 24 4 Jan. 27 52½ Jan. 24 4 Jan. 24 4 Jan. 29 52½ Jan. 16	27 Jan. 29 56 Jan. 5 45 Jan. 9 29 Jan. 5 88 Feb. 1 28 Jan. 5 76 Jan. 3 17 Jan. 2 16 Jan. 2 16 Jan. 9 16 Jan. 7 5 Jan. 2 27 Jan. 7 5 Jan. 8 5 Jan. 15 5 Jan. 28 5 Jan. 27 5 Jan. 28 5 Jan. 28 5 Jan. 28 5 Jan. 28 5 Jan. 28 5 Jan. 30 5 Jan. 10 5 Jan. 11	$\begin{array}{c} 120 \\ 50 \\ 50 \\ 2 \\ 647 \\ 647 \\ 647 \\ 111 \\ 2 \\ 129 \\ 159 \\ 105 \\ 83 \\ 13 \\ 105 \\ 83 \\ 14 \\ 10 \\ 120 $
Rochester & Pittsburg St. Louis & Alton & Terre Haute Do	* 22 37 % 37 % 37 % 37 % 37 % 37 % 37 % 3	15 15 40 45 46 46 47 47 47 47 41 48 45 4 11 10 24 112 41 12 5 30 30 30	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	151 ½ 160. 93 95 45 ½ 46 ½	#18 25 39 44 16 4 16 4 16 4 16 4 16 4 16 4 16 4	5,205 215 100 250 250 250 250 14,235 61,135 353,455 9,560 13,410 1,000 2,783 1 1,815 19,852 17,870	1358 Jan. 18 40 Jan. 15 40 Jan. 15 20 Jan. 16 37 ½ Jan. 26 84 ½ Jan. 26 90 Jan. 26 90 Jan. 26 15 Jan. 19 15 Jan. 19 15 Jan. 21 15 Jan. 19 16 ½ Jan. 21 17 ¼ Jan. 21 18 ⅓ Jan. 21 18 ⅙ Jan. 21 19 ⅙ Jan. 21 11 ஜ Jan. 21	15a Jan. 9 44 Feb. 1 31 Jan. 29 20b Jan. 14 12 Jan. 9 30 Jan. 5 30a Jan. 26 30 Jan. 26 30 Jan. 30 7 30 Jan. 30 7 30 Jan. 30 7 30 Jan. 30 7 31 Jan. 3 31 Jan. 5 33 Feb. 1 65 Jan. 1 7 35 Jan. 1 155 Jan. 1 155 Jan. 1 155 Jan. 28 1 155 Jan. 28 1 155 Jan. 30 7 Jan. 30	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Western Union Telegraph EXPRESS. Adams. American United States. Wells, Fargo & Co INACTIVE STOCKS. Albany & Susqueh anna Chicago & Alton, pref. Danbury & Norwalk Dubuque & Sioux City Ohio & Mississippi, pref. Oregon Short Line Rensselaer & Saratoga Rome Watertown & Ogdensb. Texas & St. Louis in Texas United Co's of New Jersey Virginia Midland Homestake Wining Co. Maryland Coal New Central Coal Pennsylvania Coal Spring Mountain Coal	72% 73% 73% 128 130 93 95 60 60 100 106 143 143 143 143 143 143 143 143 143 143	7338 7114 128 130 95 96 *58 61 100 106 *11 14 958 934 260 3113 3112	$73\frac{1}{2}$ $71\frac{1}{2}$ $129\frac{3}{8}$ $129\frac{3}{8}$ *58 61106 107134 $13476\frac{1}{4} 76\frac{1}{4}15$ $15*11$ $12*9\frac{1}{2} 1126031\frac{3}{4} 31\frac{3}{4}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	128 12 12 12 12 13 13 13 13 13 14 14 14 14 14 14 14 14 14 14 14 14 14	138,601 1,356 61 150 1 260 1 110 140 250 1 100 100 400 5,860	714 Jan. 18 7 28 Jan. 31 13 91 Jan. 3 9 56 Jan. 3 6 05 Jan. 23-11 32 Jan. 7 13 50 Jan. 24 15 50 Jan. 24 15 50 Jan. 29 7 90 Jan. 29 7 90 Jan. 9 9 15 Jan. 11 1 42 Feb. 1 14 1934 Jan. 7 2 2 Jan. 11 1934 Jan. 7 2 2 Jan. 8 19 21 Jan. 8 19 21 Jan. 8 19 21 Jan. 24 2 10 Jan. 9 1 12 Jan. 14 1 958 Jan. 28 1 295 Jan. 2 3	30 ½ Jan. 7 30 ¼ Jan. 14 37 an. 15 30 ¾ Jan. 8 30 ½ Jan. 15 35 Jan. 30 36 Jan. 24 37 Jan. 21 38 Jan. 15 30 Jan. 22 30 Jan. 30 2 Jan. 30 3 Jan. 24 4 Jan. 44 2 Jan. 44 2 Jan. 31	$\begin{array}{cccccccccccccccccccccccccccccccccccc$

^{*} These are the prices bid and asked; no sale was made at the Board. † Lower price is ex-dividend. ‡ 119 cash "under the rule," a 102 cash.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained, The columns under the heading "January 1 to latest date" furnish the gross earnings from January 1 to, and including, the period mentioned in the second column.

the period men	Latest Eur			Jan. 1 to Lat	est Date.
Roads.	Week or Ma	1884	1883.	1884.	1883.
		*	38	#	*
Bur.Ced.R.&No.	3d wk Jani	53,901	43,389	136.424	141,037
Canad'n Pacific	ed wk Jan.	65,000	39,000	189.000	119,000
Central Iowa	3d wk Jan.	30,155	18.933	79,227	57,160
Chesap. & Ohio.	ad wk Jan.	59,076	52,555	172,255	158,48)
Eliz.Lex.&B.S.	3d wir Jan	10,479	9,906	31 129	32,087
Chicago & Alton	3d wk Inn	164,413	154,646	486,5.6	473,651
Chic. & East. Ill.	2d wh Jan	35,790	37,213	91.510	97.616
Chie. & Gr. Trunk	Wir Jan 19	47,137	52.362	121,224	149,278
Chie. Mil. &St. P.	2d we Inn	316,000	52,362 322,245	1,000,000	972,941
Chie. Mil. &St. 1.	Od wile Jan	349,500	294.100	912.700	910,600
Chic. & Northw.	2d wk Jan.	62,200	66,000	2.1,600	213,700
Ch.St.P.Mill.&O.	od wk dan.	24.501	22,647	42,120	44,267
Ch.St.P.Min.&O. Chic. & W. Mich. Cin.Ind.St.L.&C.	20 WK Jan.	69,171	83,085	69,171	83,085
Cin.Ind.St.L.&C.	2 Whs dan.	28,856	32.116	89,124	94,782
Cin. Wash. & Balt	Old WK Jan.	6,9.8	7,972	· 21.175	25.313
Clev. Akron& Col	34 WK Jan.	20 429	41,557	32,032	44,587
Clev.Col.C.& Ind	18toWk Jain	32,032	93,100	329,60	293,200
Denv. & Rio Gr.	3d WK Jan.	112,400	4,829	12,030	10,076
Des Mo.& Ft. D.	2d WK J:m.	7,160			68,693
Det. Lan. & No.	3d WK ann.	20,142	22,669	53,519 45,712	10.891
Dub. & Sioux C.	3d wk Jan.	17,852	16.82	141,050	49,894 168,599
Eastern	. 3 wks Jan.	161,053	16-,599	164,059	100,000
E. Tenn. va. &Ga	. 3 Whs Jan.	203,230	197.970	203,236	$197,970 \\ 128,679$
Flint & P. Marg.	. 3d wk Jan.	43.816	43,097	121,260	6,200
r. W & Denver	list wk dall	5,500	6,200	5,800	1 03 (710
Grand Trunk Gr.Bay W.&St.P	. Wk Jan. 19	293,403	340,663	795,616	1,024,710
Gr. Bay WakSt.P	. 3d wk Jan.	.7,635	5,340	20,798	18,472
4.III. Cen. (III.).	. 3d WK Jan.	210,000	236,670	553.400	656,985
Do (Iowa) 3d wk Jan.	33,700	30,749	92,200	91,656
Ind. Bloom. & W	3d wk Jan.	54,839	62,003	146,953	172,762
K.C.Ft. S. & Gul	f 2d wk Jan.	43,614	54,800	74,420	67,433
Kan C Sp. & M	. 2d wk Jan.	13,915		25, 18	
Kentucky Cent	. 2d wk Jan.	11,197	10,925	20,471	21,115
L. Erie & West'	o 3d wk Jan.	20,660	29,812	57,573	86,038
Long Island	3d wk Jan.	34,040	31,977	162,487	98,645
Louisv.& Nashy	3d wk Jan.	236,200	256,940	653,200	714,720
Mex.Cent, No.1) 3d wk Jan.	8,543			
Mex. Nat., No.1)	S 3d wk Jan	5,100		23,750	
Southern Div	3 3d wk	13,100		38,500	• • • • • • •
Mil. L.Sh. & Wes	i Sd wk Jan	16,415	15,453	46,130	45,921
Norfolk & West	25 dvs Jan	152,293	134.637	152, 99	134,697
Sherandoah	v 28 avs Jun	41,256	36,7.9	41,256 373,200	36,719 307,503
Northern Pacifi	e 24 wit 1 u	110,10	90,140	373,200	357,503
Ohio Central	let wh lan	14,703	20.082	14.703	20.05
Onto Central	Ler vek Lan	8,713	9. 81	8,713	$\frac{9.2}{30,77}$
Ohio Southern	2d wt Jan	13,991	11,593	40.557	30,77
Peo. Dec. & Ev Roch. & Pitteb	or 2d wh dath	18,818	5,811	45,200	17,43 86,75
Roch, & Phusp	g ou wk dall.	28,550	28,379		86.75
2 4 14 P. III I	1. 30 Wh dall.	15,35	17,816		48.76
Q+ I AIT AT I	Vind and T		11.0110	,	6 79
Q+ I AIT AT I	.) 3d wk Jan.				0.72
Do (brehs	o 1st wk Jan.	4.013	6,722	4,013	3,67
Do (brehs 8t. Louis & Can St. L. Et S. & V	o 1st wk Jan V. 3 wks Jan	4,013 8,540	$\frac{6,722}{2,678}$	4,013 8,540	2,67
Do (brehs 8t. Louis & Can St. L. Ft. S. & V 8t. L. & San Fra	o 1st wk Jan. V. 3 wks Jan. u. 3d wk Jan.	$4,013 \\ 8,540 \\ 74,500$	$\begin{array}{r} 6,722 \\ 2,678 \\ -58,971 \end{array}$	4,013 8,540 199,410	$\frac{2,67}{176,07}$
Do (brehs 8t. Louis & Can St. L. Ft. S. & V 8t. L. & San Fra 8t. Paul & Dul	o 1st wk Jan. V. 3 wks Jan. u. 3d wk Jan. 3d wk Jan.	$\begin{array}{r} 4,013 \\ 8,540 \\ 74,500 \\ 16.824 \end{array}$	$\begin{array}{r} 6,722 \\ 2,678 \\ 58,971 \\ 15,880 \end{array}$	$\begin{array}{r} 4,013 \\ 8,540 \\ 199,410 \\ 49.378 \end{array}$	6,72 $2,67$ $176,07$ $47,64$ 363.60
Do (brehs 8t. Louis & Can St. L. Et S. & V	.) 3d wk Jan. ro 1st wk Jan v. 3 wks Jan. n. 3d wk Jan. 3d wk Jan. M. 3d wk Jan.	4,013 8,540 74,500 16,824 107,865	$\begin{array}{r} 6,722 \\ 2,678 \\ 2,678 \\ 58,971 \\ 15,880 \\ 115,041 \end{array}$	$\begin{array}{r} 4,013 \\ 8,540 \\ 199,410 \\ 49.378 \\ 303,964 \\ 20,169 \end{array}$	$\begin{array}{c} 2,67\\ 176,07\\ 47,64\\ 363,60 \end{array}$

Tex. & St. Louis. c	2d wr Jan.	10,000		2.7,17,2	
7 7-	Latest E	arnings R	eported.	Jun. to 1 L	atest Date.
Roads.	Week or Mo	1883.	1882.	1883.	1882.
		u.	- 8	\$	8
	Danamhan	106.78	-94,779	1,059,174	856,752
Ala.Gt.Southern	December.	2 100,76	2 130 259	22,871,323	23,612,109
Central Pacific.	November.	0.500.000	2,199,421		
Chic. Bur. & Q	November.	2,362,773	208,814	2,537,564	2,567,135
CincinnatiSouth	December.	223,517	20,510	184,577	174,582
Danbury & Nor.	October	21,109	59.982	723,894	850.230
Evansy. & T. H.	December.	59,976	11,368		402,766
Flor. Cent. & W.	3d wk Dec.	12,103	11,625		428,774
Flor. Tr. & Pen.	4th wk Dec	17,183	121,275		1.508,741
GulfCol&San.Fe	2 wks Dec.	101,516	26,070	337,810	1
Hous.E.&W.Tex	December.	36,757	83,591	555,761	539,129
L. R. & Ft. Smith	December.	65,357	44.728		
L.Rk.M.Riv.&T.	November.	50,000	59,100	615,700	1
La. & Mo. River.	November.	58.10			
Mar. Hough. & O.	H) cember.	21,127	$\begin{array}{c c} 19,561 \\ 41,062 \end{array}$		
Memp. & Charl.	2d wk Dec.	40,295			
Minn.& St. Louis	November.	176,053			
Missouri Pac.	4th wkbec	435,472	483,116	11.658.994	10,135,403
Mo.Kan.&T.	Ath wance	287,711	196,513	7,005,111	
Tex. & Pacific.	4111 11 11 11 11	188,255	32,760	1.522,041	
Central Br'ch.	ATH WEDGE	4 , 2	1 017 51		
Whole System	14th weise	290,625	1,047,513	2,261,900	2.185.167
Mobile & Ohio.	. December.	DOM: OUR	. 910.670	0.328.80	3: 2,162,85 <i>1</i> :1
Nash.Ch.&St.L	December	> 111 111	1 819.010	119.884.15	5 16,693,241
N.Y.L.E.&W.	Noundary.	86.78	71,32	929,839	(1000),1710
N. Y. Susq. & W	. November		490,00		
Northern Cent. Oregon & Cal.	N. vonder			956,653	
Oregon Imp. Co	November			3,792,75	3,076,552
2 1) h. h. h.	A Therese Billing	197 500	280.65	5.567.32	1 - 5.014,915
Pennsylvania.	Loughber	3 840 510	14.157.169	151.083.21	4[49,079,826]
Philadelp. & Eri	November	376.65	369,583		
Phila. & Read.	* Decomber	9 997.61	3 1.795,37	1130 300.19	9 21,834,598
Do C. & Iron	Dogember	1.110.45	6 1.069.82	9 17,079,48	6 15,099,055
Richm& Dany.	Dagember	331,61	322,44	8 3,845,15	2 3,600,402
Ch'l Col, & Aug	December	77.51	3 80,85	11 828,35	6 - 758,557
Columb. & Gr	December	77,91 65,57	0 97,58	7 737,92	0 799,156
Va. Midland.	December	118.44	3 110,82	4 1,678,75	5 1,497,176
West No. Car	December	33.78	41 - 26,94	382,03	71 250,731
Rome Wat. & O	g December	133,37	5 131,87	ti	3 1 000 007
80. Pac.Cal. N.	October	115,52	2 132,78	9 1,055,89	9 1,060,207
Do So Div.	Octobel	361.72	5 = 346,30	2 3 478.83	9 3,289,308 7 2,375,126
Do Arizona	October	215,75	0 229.74	0 2,103,39	2,373,120
Do N. Mex	October	1.0,01		678,15	$\begin{vmatrix} 619.606 \\ 1,164,736 \end{vmatrix}$
Planete (lanciane		r 123.82	$0 \mid 151.68$	1,193,10	0 27 804.921
Union Pacific.	Novembe	1	3 2,711,91		7 1,391,418
Utah Centrai.	Novembe	107,20	7 136,20		
Vicksbreak Me	r. December	r. + 66, 3	67.73	1	
Wab.St.L.& P.	4th wkDe	e 427,90	13: 397,30		
West Jersey	Novembe	1. 51,00		1 1 1 5 9 00	12
Wisconsin Cen	t. Decembe	r 121,3	15:		Non lorgar

*Since June 1st in 1883 incrinces carriags of Cent. R.R. of New Jersey.
† Included in Central Pacific earnings above.
† Mexican currency. || Includes Utah lines in 1881.
a Includes St. Louis Iron Mountain & Southern in both years.

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.

d Includes Southern Division.

Digitized

New York City Banks.-The following statement shows the

1	1		Avere	ige amoun	t of-	
Banks.	Capital.	Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Ctressia.
	2,000,000	13.010.000	1,317,600	\$6:,000	\$,000,082,0	\$ 450,000
anhattan Co.		10,012,000 5,036,000;	2,86~,000	585,000	8, 38,000	
erchants	2,050,000	7,125,200	1.2.7,000	581,500	7,639,100	345,200
echanics'	2,000,000	4,153,700	995,000 1,605,100	1,699,000 850,300	7,078,000 4,317,300	
nion merica	8,500,000	11,264,900	1,5, 5,200	695,400	9,260,100	1,100
menix	1,000,600		711,000 6,4:3,700	\$98,900 894,000	3,185,000 11,119,600	252,700
adesmen's	1,000,000		425,400	119,500	2,284,700 1,104,100	782,800
ilton	660,000	1,791,300	457.9 10	141,900	1,104.100	
remical	300,600	14, 39,400	3,384,690 248,000	9.7,2a0 537,400	14,534,500	281,700
erchants' Ex	1,000,000	4,880,000	557: 00 5:3,500	185,309	3,633,800	775,000
atchers'& Dr	300,000		593,500. $146,000.$	103,500 119,600		225 100 45,000
echanics' & Ti	200,000 200,006	948,000 1,008,500	35,500	. 146,600	961,300	2,600
eather Man'f's	600,000	3,622,200	127,200	423,300		529,000 14,300
eventh Ward	300,000 860,000	1,3,6,100	148,000 914,100			
merican Exen.	5,000,006	10,535,000	3,658 000	2,032,000	, 10,925,000	
mmerce	5,000,000		1,546,500			
roadway ercantile	1,000,000 1,000,000		1,012,500 1,77,100	1,107,500		320.50
acitic	422,700	2,365,700	615.100	142,500		180,00
epublic	1,500,000		1 018 000	405.00	4,767,700	45,0
hatham copie's	200,000	1,483,100	177,200	181.700	1,791,000	5,40
orth America.	700,000		: 0 2500	30.5,30	3,557,800 10,240,000	2 8,50
anover	1,000,000	3.054,900	491,100	459,400	3,151,500	351,00
etropelitan	3,000,000	11,522,000	1,174,000	935,000	8,196,000 3,405,400	1,305,00 270,60
itizens'	500,000	$\frac{9.711,200}{2.372,700}$	1 9.19 800	4.19 700	3,242,760	
assau		1 2.81.500	6000, 00	100,100	2,373,500	440,40
t. Nicholas	500,000	2,500,900	305,830	103,100	3,538,000	450,00
hoe& Leather. orn Exchange.			478,000	236,000	3,667,406	4,60
entinental	1,000,000	5,830,200		304,700	7,370,200 2,104,000	
riental						270.00
farine mporters' & Tr	. 1,500,000	1 20,333,500	5,443,100	1,327,100	24.001,700	1,349,90
ark	2,000,000		3,40,500		0 24,169,900 0 1.557,800	45,00
Vall St		1.401.003	19.000	225,000	1,375,900	221,10
Past River	250.00	0 1,168,800	209.800		$\begin{array}{c c} 0 & 1.067.400 \\ 16.715.000 \end{array}$	
ourth Nat'nal. lentral Nat	3,200,00 2,000,00	0 15,0 s0,000 0 8,484,000		1,551,000	0 = 9.848,000	297,00
econd Nation	1.0 - 300.00	0,324,00	250,000). 73 - (h)	0 = 4.150,000	579,20 579,20
linth National	. 75.1,00	(-6.928,200 $(-45.383,100$			2 16.010.0	149.90
Cirst National. Chird National	1,065,0	(1 4,819,000	280,000	393,30	3: 4,757,200	270,60
J.Y. Nat. Exch	. 300,00) 250,100) 250,600		0^{1} 2.512.50	0 225.00
N. York County	1 300,00		10.83) [.99,20	0 2,118,10	0, 150,0
Jerm n A m e n	• • • • • • • • • • • • • • • • • • • •	6 5,616,300		d 107.40 d 769,70	$\begin{bmatrix} 0 & 2, 0.5, 0.5 \\ 0 & 5, 719, 50 \end{bmatrix}$	45,0
Chase Pattions	5.0,00			0 151,40	0 2,430,40	0
Fifth Avenue Ferman Exch.	. 200,00	0 2,093,70	0 65 00	0 272,00		0
Jermania	. 200,00				5,6 6,60	0: 450,0
II. S. Nat Lincoln Nat	. 300.00	0 2,346.90	0 599,70	0 134,50		
Garffeld Nat	200,00			0 100,50 0 111,00		
Fifth National.	150,00			1		0:14 000 9
Total	. 81 312,70	01833,9-9,20	0.72,921,30	0 31,031,00	04949,094,10	0,4000,0
	1	not wook				
'nu damin	++ + 10/1	m rathrns	OL prev	nosite	Inc	\$4,313.4
Loans and disc	ountsl	ne. 2.540.7	60 Circula	ation	Inc	243,4
Specie Legal ten !ers		nc. 732,2	00 1			
The follow	ving are	the totals	for seve	eral weel	ks past :	
Luc Ionov	nans.	Specie. L.	Tenuers.	Deposits.	Cordinated	gg.Cle
1883	\$	\$	₹ .	10, 93,700	\$ 15,409,500	622,457,9
Nov. 10321.9	244,900 - 54 320-300 - 55		502,100 3	15.621,700	15,447,100	783,094,6
				11 " (11)()	100 700	1132 431 4
Nov. 24321. Dec. 1325.	138.700 00			15.677.690 17.038.100	15,400,700 $15,393,600$	682,451,4 502,817,6

Boston Banks.-Following are the totals of the Boston banks:

Boston Banks.—Following are the totals of the Boston banks: Leans. Specie. L. Tenders. Deposits.* Circulation. Agg.Clear. 1883. \$ 2 143,975,000 5,180,600 4,541,200 87,035,100 27,890,200 60,593,717 143,998,000 4,916,800 4,555,500 88,323,500 27,765,600 58,534,933 17 143,675,600 4,967,500 4,44,200 90,085,900 27,307,900 64,856,114 142,668,600 4,769,600 4,656,800 80,654,500 27,244,800 99,482,125 1 142,668,600 4,769,600 4,656,800 80,654,500 27,244,800 99,482,125 15. 113,741,000 5,722,700 4,446,800 99,608,300 27,178,800 73,301,512 15. 113,741,000 5,815,400 4,512,000 99,365,300 27,178,800 73,301,512 12. 145,055,800 5,444,000 4,768,700 93,149,600 27,171,200 73,868,361 29 143,346,000 5,765,100 5,517,800 13,288,500 27,171,200 73,868,361 29 113,346,000 5,765,100 5,517,800 13,288,500 27,171,200 73,868,361 29 113,346,000 6,078,809 5,263,00 98,888,600 27,145,000 71,721,449 12. 145,672,100 6,632,300 5,253,00 98,888,600 27,145,000 71,721,449 12. 146,877,100 6,534,300 5,935,900 97,49,490 27,165,100 75,484,635 19 10 146,877,100 6,534,300 5,854,100 97,740,800 27,09,000 69,708,260 26 146, 68,700 6,534,300 5,854,100 97,740,800 27,09,000 69,708,260 26 146,875,200 7,544,400 5,853,990 97,49,490 25,383,800 71,18,353 11 145,871,400 6,227,200 2,082,700 98,446,300 25,383,800 67,799,743 11 146,871,400 6,227,200 2,082,700 98,446,300 25,283,800 67,797,743 1884. 146,871,400 6,227,200 2,082,700 98,446,300 25,283,800 67,797,743 1884. 146,871,400 6,227,200 2,082,700 98,446,300 25,283,800 67,797,743 1884. 146,871,400 6,227,200 2,082,700 98,446,300 25,283,800 67,797,743 1884. 146,871,400 6,227,200 2,082,700 98,446,300 25,283,800 67,797,743 1884. 146,871,400 6,227,200 2,082,700 98,446,300 25,283,800 67,797,743 1884. 146,871,400 6,227,200 2,082,700 98,446,300 25,283,900 52,741,876 Philadelphia Banks. -- The totals of the Philadelphia banks

Loans, Lauful Money, Deposits,* Circulation, Ag. Clear.

77.557.781 17.308.669 67.187.265 9.297.071 53.051.1.55
78.107.644 17.610.853 68.191.317 9.318.543 56.251.884
78.100.748 18.177.165 69.010.661 9.117.791 55.865 088
77.971.104 18.844.155 69.912.853 9.292.523 51.702.502
77.955.944 18.751.752 70.147.559 9.24.823 62.713.335
77.781.225 18.948.541 70.079.215 9.300.479 53.967.865
77.781.225 18.948.541 70.079.215 9.200.479 53.967.865 are as follows: 1883. **
Sept.10. 77,557,784
** 17 78,107,44
** 24 78,160,48
Oct. 1 77,911,164
** 8 77,955,944
** 15 77,781,225
** 22 77,781,295
** 29 77,423,187
Nov. 5 77,180,680
** 12 76,676,221
** 19 76,716,516
** 26 77,515,111
Dec. 3 76,392,265
** 10 46,809,351
** 17 77,166,371
** 24 77,263,293
** 31 76,814,653
** 1884. 72,309,125 50,251,984 55,865,088 51,742,503 62,713,335 53,967,857 64,493,737 17,308,669 17,610,853 18,177,165 18,751,772 18,943,541 18,768,639 18,821,055 19,044,752 19,798,835 69,010,661 (9,912,843 70,147,589 70,079,215 70,252,420 70,045,819 69,623,948 69,302,151 70,534,159 70,377,145 71,000,472 50,857,471 70,15,816 71,182,495 71,3,7,530 9.500.479 9.2-6.978 9.2-6.978 9.2-8.001 9. 69.717 9.215.242 9.27-332 9.27-320 9.26-668 9.1-5.669 9.20-404 £9.423 556 54,734,467 49.547,446 55,533,452 53,867,778 43,865,530 (5.964,799 53,802,616 59,960,968 19,793,55 19,563,869 20,252,7,6 20,281,476 20,150,919 20,747,565 9.240.314 6.286, 48 20,834,099 71,3,7,530 61,107.814 72,513,227 72,213,553 71,729,730 57,083,744 9.2·1, 07 - 9.262 : 63 - 9.1 (9.556 21,791,752 21,585,0 °0 21,585,0 °0 21,240,412

51,163,722

*Including the item " due to other banks."

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.	1
UNITED STATES BONDS.	11414	1141	CITY SECURITIES.			Jersey City—(Continued)—		Ask.
4 28, 1891	11144	11144	78 long.	1199		Hudson County 7s M&S & J&D Bayonne City, 7s, long J&J	102	104
48, 1907	19:34	124	Allegheny, Pa.—5s, cp., '83-97. Var. 4 2s, coup., 1883-1901	100	105 105	Lawrence, Mass.—6s, 1894A& O 6s, 1900	117L	112
6s, Currency, 1895 reg J&J 6s, Currency, 1896 reg J&J	1129		48, coup., 1901	100	10710	Long Island City, N.Y—Water,78,'95 Louisville, Ky.—78, long dates. Var.	*,	
68, Currency, 1897reg	133		4s, riot loan, 5-10s	98	100	78, short dates. Var. 68, long. Var.	110	125 114
6s, Currency, 1898regJ&J 6s, Currency, 1899regJ&J	137		5s, do 5-10s	100	101	6s, short	100	112 105
STATE SECURITIES.	0.1		Do. 8s	107		Lowell, Mass.—6s, 1890, W. L. M&N Lynchburg, Va.—6s J & J	110	$106 \\ 112 \\ 12$
Alabama—Class "A," 3 to 5, 1906 do small.	81	82	Waterworks	108		88	195	
Class "B," 58, 1906 Class "C," 48, 1906	80	100	Augusta, Ga-78Various Austin, Texas-108	$\frac{107}{110}$	120	Lynn, Mass.—6s, 1887. F&A Water loan, 6s, 1894-96. J&J	119 + 1	121
6s, 10-20, 1900. J & J Arkansas—6s, funded, 1899. J & J	12	1412	Baltimore—6s, City Hall, 1884 Q—J 6s, Pitts. & Con'v. RR 1886 — J.A.I	$\frac{1001_2}{104}$	102	5s, 1905. M&N		
78, L. R. & Ft. S. issue, 1900. A & O 78, Memphis & L. R., 1899. A & O	19		6s, consol., 1890	11334	111	Manchester, N.H.—58, 1885J&J 68, 1894J&J J&J	1510	100 ¹ 2
78, L. R. P. B. & N. O., 1900 . A & O 78, Miss. O. & R. Riv., 1900 . A & O	17	20	6s, bounty, 1893	113 1154	11412	6s, 1902 J&J 4s, 1911 J&J	102	123 103
78, Ark. Central RR., 1900. A & O 78, Levee of 1871, 1900 J & J	91 ₂	10 8	5s, water, 1894	117.	()	Memphis, Tenn.—6s, C. J&J 6s, A & B. J&J	45	•••••
California—6s, civil honds, '93-95.* Connecticut—6s, 1885	102 - 1	115	6s, West. Md. RR., 1902 L.J.	$\frac{129}{129}$	12912	6s. end., M. & C. RR	60	•••••
5s, 1897		•••••	5s, consol, 1885	101	104 105	6s, consols. J&J Milwaukee, Wis.—5s, 1891J & DI		• • • • • •
Dist. Col.—Cons. 3-65s,1924, cp. F&A Consol. 3-65s, 1924, reg.	114		98, 1910M&N 48, 1920	127	1274 113	7s, 1896-1901 Var.t. 7s, water, 1902 J&Jt		• • • • • • • • • • • • • • • • • • • •
Funding 5s, 1899. J&J! Perm. imp. 6s, guar., 1891. J&J!	1334	111_2	Bangor, Me.—6s. RR1890-'94. Var.† 6s. water, 1905	112	114	Montgomery, Ala.—New 3s J & 1	53 55	56 65
Perm. imp. 7s, 1891	114	15	68, E.& N.A. Railroad, 1894. J&J† 68, B. & Piscataguis RR. 299. A&O	113	115 116	Nashville, Tenn.—68, old		105
Fund. loan(Leg.)6s, g., 1902 Variation Market stock, 7s, 1 92	17		Bath, Mc.—6s, railroad aidVarl	102		Newark-6s, long. Varill	10	105 112
Water steek, 78, 1901 in do 78, 1903 in Florida Company	30		Belfast, Me.—6s, railroad aid, '98. + Boston, Mass.—6s.cur.long, 1905 Vart	105	106	7s, long Var. 1 7s, water, long Var. 1 New Postford War. 2	20 1	117 122
Florida—Consol. gold 6s J & J I Georgia—6s, 1886 F & A	03		5s, gold, long Var.	11934	120	New Bedford, Mass.—6s, 1909. A&O 1 5s, 1900, Water Loan	14	129 116
78, new bonds, 1886. J & J 178, endorsed, 1886. J & J 1886. J & J 1886. J 1886	04		4 28, 1908	054	111	N. Brunswick, Y. J.—78, various	00 [109 102
78, gold bonds, 1890 Q-J 1 88, '76, '86. A & O 1	03 - 11	06	78, Park. long	100	105	Consolidated 6s. 1892 Var 1	0370 1	
Kansas—7s, longJ&J Louisiana—New con. 7s, 1914J&J	77101		78, Water, long. J&J 18.1	40		New York City-7s, short 1	10 1	116 ¹ 9
Ex matured coupon. Maine—4s, 1883. F.&A 1	01 1 1	024	6s, Water, long J&J 1 6s, Park, long J&J 1	$\frac{25}{35}$	130	7s, long 1 6s. short 1	10 1	45 20
War debts assumed, 6s, '89. A& Oi 1 Maryland—5s, exempt, 1887J&J 1	6 11	124	68, Bridge, long.	23 1	135	6s, gold (consolidated), 1896-1901 5s, long	33 11	34 34
68, Hospital, 1882-87. J&J 1 68, 1890. Q-J 1	4165	08	do 6s. 1882-'86 M&N 1	$\frac{.02}{.02}$	114	5s, long 1 4s, long 1 Newton-6s, 1905, water loan J&J 1	00 1	25 .05
5s, 1880-'90. Q-J Massachusetts-5s, gold, 1890, A&O 1	(19)		78, water, long	$\frac{15}{20}$.		5s, 1905, water loan J&J 1 Norfolk, Va6s, reg. stk, '78-85. J&J 10	15 11	30 17
58, gold, 1894, 1895 Var. 14 58, g., sterling, 1891 J&J do do 1894 MAN]		68, Park, 1926. M& St 1 ambridge, Mass.—58, 1889 A&OUL	0.336	63	8s, coup., 1890-93. Var. 1 8s, water, 1901. M&N 1	15 11	20
do do 1894. M&N do do 1888. A&O Michigan—78, 1890. M&N	;:		6s, 1894-96, water loan J&J+1 6s, 1904, city bonds J&J+1	$\frac{191}{27}$				35
Minnesota—New 4 ¹ 28. J & J. Missouri—6s, 1886. J & J.			7s, fire loan bonds, 1890 1. 2. 1	75 30			1 - 11	19
Funding bonds, 1894-95 J & J Long bonds, '89-90 J & J	17 1		4s, non-taxable	$\begin{array}{c c} 05 & \\ 75 & \\ \end{array}$	Ì	Paterson, N. J.—78, long. Vái 1: 68, long. 1	1 1	22
Asylum or University, 1892 J & J 1 Hannibal & St. Jo., 1886 J & J 1	12		helsea, Mass.—6s, '97, water l. F&Ai 1 hicago, Ill.—7s, 1892-99	21 1	23		14 .1	14 08
do do 1887. J & J 1188 New Hampshire—58, 1892. J & J 118	111		68, 1895	0.53.1	- 11	88. J&J 1: 8s, special tax. J&J).)	• • • • •
War loan, 6s, 1892-1891 J&J 1. War loan, 6s, 1901-1905 J&J 1.	3	12	Cook Co. 7s. 1892	1 (:10	9912 E			••••
War loan, 6s 1884 M&S 10 New Jersey-6s, 1897-1902 J&J*	10 1:4),12	Cook Co. 44-8, 1900	$17^{1}91$	110	6s, new, reg., dus 1895 & over J&J 13 4s, new	10 1	
New York—68, gold, reg., '87 14,110	8 .		Lincoln Park 7s, 1895	$\frac{12^{1}}{12^{1}}$	03 E	ittsburg, Pa.—1s, coup., 1913. J&J 55s, reg. and coup., 1913 J&J 10	14 1 (99 071 9
68 gold, 1891 J. G. J. 1.	13 -	c	West Park 7s, 1890 South Park 6s, 1899.	37 11	11/11	6s, gold, reg	6 11	17 254
68, gold, 1892	13 .		incinnati, O6s, long. Var.i 6s, short. Var.i	1		78, street imp., reg, '83-86Var. 10 ortland, Me68, Mun., 1895, Var. 111	0101	05 12
6s. old	29		7-30s, 1902	1 1	05 P	os, ranroad aid, 1907 M&S 11 ortsmouth, N.H.—6s. 233 RR, L&I 11	9^{1}_{2}	20
68, N.C. RR., 1883-5 J & J ¶ 16 68, do	j.,		do 6s, g., 1902	3 1	19	Tovidence, R.I.—58, g., 1900-5, L&I 111	5 10 11	
68 do 7 coupons off J&J 4.3 68 do 7 coupons off A 6.3 1.3	3		do Skg. fd. 5s, 1940M&Y 10 eveland, O.—6s, longVarious	1 2	10	63, gold, 1900, water loanJ & J 12 68, 1885	5 12	27
68, do 1868 1898 A CO 1	0 1	2 11	78. 800: U			8s	$\frac{3^{1}2}{2}$	14
68 de 1 (1) 1	6		4s long Var. Jumbus, (4a.—78 Var. 10			58	5 10)G
68, special tax, class 1.1898-9A&U	212	10	ovington. Ky.—7-30s, long 117-30s, short 11	5 1.	20 R	78, water, 1903. J & J† 13. ockland, Me.—68, '89-99 RR. F&A	5 13	M
68. do W'n N. C. RR. A (c)	$\frac{2}{2}\frac{1}{12}$	11	Water Works 11 illas, Texas—Ss, 1994 10	1 11	10. 2	t. Joseph, Mo.—Comp'mise 4s, 1901 7: Louis, Mo.—7s, 1885F&A 10	1 110	24
4s, new, cons., 1910	212 5	34	Water 6s 1900	7 11	12	6s, short	120 11	114
Ohio 6s, 1886. J & J 10 Penna.—5s, new. reg., '92-1902 F&A 11	7		78, water, long. Var. 112	5 13	35	5s, long	110 10	5
48, reg ; 1912 F & 1	5		Izabeth, N. J.—7s, short	1 1	1-1 i	St. L. Co.—6s, gold, 1905 A&O 11 Currency, 7s, 1887-'88 Var		9
Rhode Isl'd—5s, 1893-9, coup. J & J 12. South Carolina—6s, Act of March ?			(8, Conset., 1885-98	1 4	L-±	Paul, Minn.—6s, long 103	2	••••
Brown consols	3	F':	Il River, Mass6s, 1904 F& At 12	3 12	1 35	8s. 1889-96	1 12	
Tennessee—6s, old, 1890-98 J & J 6s, new bonds, 1892-1900 J & J 37	31 3	L ₂ Fi	chburg, Mass6s '91 W L. Le Hill	3 11	.5 Sa	5s, 1904, W. L		
Compromise bonds, 3-1 5-6, 1919 13	1 0	114	s, 1920	5 10	0 3	6s, gold, long 101 wannah funded 5s, consols 180 wannah funded 5s, consols 180	9	2
Texas—6s, 1892. Mast 11 78, gold, 1892-1910. Mast 12 78, gold, 1894	i		rtford, CtCity 6s. var. dates 110	;		omerville, Mass.—5s, 1895. A&0 109 6s, 1885	110	149
78, gold, 1904. Jeff 130 Vermout—68, 1890. J & D 113 Virginia—68, akt 1890 to 5			Apitol, untax, 6s	0 12	3 131	6 28, 1884	112	
68, new bonds, 1886-1895 1 A 1 40	}	H	uston, Tex.—10s A&O 10	712 10	8 21 10	7s, 1903, water loan A&O 133 dedo, O.—7-30s, RR., 1900.M&N	13) •••
6s, consols, 1905. J&J 6t 6s, consols, 1905. ex-coup. J&J 4t 6s, consols, 2d savior.		- In	s, funded	5 1	ŏ	Ss		
68, consol., 2d series		Jei	sey City6s, water, long, 1895. 9 s, water, 1899-1902	110	V	ashington, D.C.—See Dist. of Col. ilmington, N.C.—6s	10	
Tax-receivable conpons 433s54		7	s, improvement, 1891-'94Var. 9	7 10	0 N	8s, gold, cou. on	111	54
* Price nominal; no late transaction			Indson County, 69	-)		1905 A&O 113 44, 1905 A&O 104	10	5

^{*} Price nominal; no late transactions

GENERAL QUOTATIONS OF STOCKS AND BONDS—Continued. For Explanations See Notes at Head of First Page of Quotations.

For	Expr	anati	ons See Notes at Head of F	1130 1	4,50	or directorist		
RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
Yenkers, N. Y.—Water, 1903			Charl'te Col.&A.—Cons.,7s,'95.J&J			Cin. I. St. L. & Chic(Contin'd)-		-
RAILROAD BONDS. Ala. Cent.—1st M., 6s, 1918J&J			2d mort., 7s, 1910J&J Cheraw & Darl.—1st M.,8s,'88.A&O	98	100	Ind'apolis & Cin., 1st, 7s, '88.A&O Cin. Laf. & Ch.—1st, 7s, g., 1901.M&Ş	103 108	105 110
Income 68, 1918	50	112	2d mort., 7s. Ches. & Ohio—Pur. money fd.,1898	103		Cin. Northern.—1st, 6s, gold, 1920, Cin. Rich. & Chic.—1st, 7s, '95.J&J	40	110
Ala. Gt. Southern-1st mort., 1908 Alb'y & Susq1st M., 7s, '88. J&J	110.8	112	Series A, 1908			Cin. Rich. & F. W1st, 7s, gJ&D	1107	110
2d mortgage, 7s, 1885A&O Consol. mort., 7s, 1906, guar. A&O	122		6s, currency, int. deferred, 1918.	4712	48	7s, 1887 extended	t	
Consol. mort., 6s, 1906, guar A&O Alleghany Cent.—1st M., 6s, 1922	120	9712	6s, 1911		59	Consol. mort., 7s, 1890 J&D Cin.&Sp.—7s, C.C.C.& I., 1901.A&O	110	
Incomes, 1912	122	125	Cheshire-6s, 1896-98J&J Chic. & Alton-1st M., 7s, '93J&J	118	119	7s, guar., L.S.& M.S., 1901. A&O Cin. Washington & Balt —		
East. exten. M., 7s, 1910 A&O Income, 7s, end., 1894 A&O	1.1-1.	129	Sterling mort., 6s, g., 1903J&J Bds. Kau. C. line, 6s, g., 1903J&N			1st M., guar, 4 ¹ 2s-6s, 1931.M&N 2d mort, guar., 5s, 1931J&J	70	71
Atch'n & Neb.—1st. 78, 1997. M&S	111312	120	Miss.Riv.Bridge, 1st.,e.f.,6s,1912 Louis'a & Mo.R., 1st, 7s,1900F&A			3d mort., gold. 3s-4s, 1931F&A Income 5s, 1931	363 ₄ 173 ₄	
Atch. Top. & S. Fe—1st. 7s, g., '99. J&J Land grant, 7s, g., 1902	ILLO	11612	do 2d,7s,1900 M&N St.L.Jacks'v.&C.,1st,7s,'94.A&O	114-2		Scioto & Hock. V, 1st, 7sM&N Balt. Short L., 1st, 7s, 1900J&J	1100	
Sinking fund, 6s, 1911J&D Guaranteed 7s, 1909 J&J&A&O	11134	114	do 1st guar. (564).78.'94A&O	117		Clev. Col. C. & I.—1st, 7s, '99. M&N Consol. mort., 7s, 1914J&D	121	
5s, 1909 (1st mort.)	1 134	1 0 ± 3	do 2d M. (360), 7s, '98J&J do 2d guar.(188) 7s,'98J&J			Cons. S. F., 7s. 1914J&J	11812	
4½s, 1920	137	106	Chic. & Atlantic-1st, 6s, 1920 M&N Chic. B. & Q.—Consol., 7s, 1963 J&J		12:12	Bellef. & Ind. M., 7s, 1899 J&J Clev. & Pitts.—4th M., 6s, 1892. J&J	112	
K.C.Topeka&W., 1st M.,7s,g.J&J do income 7s.A&O	1119	120 106	Bonds, 5s, 1895	10012	101	Clev.& M. Val.—1st, 7s, g., '93. F&A	124	125
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Pleas't Hill & De Soto, 1st,7s,1907 Pueblo & Ark.V., 1st, 7s, g.,1903	11104	1110-2	4s, 1919, do	9014	9112	Col. Hock, Val. & Tol - Consol, 58 Col. & Hock, V1st M., 78, '97, A&O		79 117
Sonora, 1st, 7s. 1910, guar. J&J Wichita&S.W.,1st,7s,g.,guar.1902	1107	108	4s, Denver Div., 1922	78		do 2d M., 7s, 1892.J&J	f 105 12	
Atlanta & Charlotte Air L.—1st,7s Income, 6s	108		Bur. & Mo. R., 1'd M., 78,'93.A&O do Conv. 8s.'94 ser.J&J	11			1103	
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Sterling, 6s, 1895	1113	115	do Om.&S.W1st.8s.J&D	12142	122	Conn. Val.—1st M., 7s, 1901J&J Conn. West.—1st M., 7s, 1900.J&J	70	-28
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Parkersburg Br., 68, 1919A&C Balt. & Pot'e—1st, 68, g., 1911. J&J	11612	117	Ott. Osw. & Fox R., 8s, 1900. J&J Quincy& Wars'w, 1st, 8s, '90. J&J	$ 1125 $ $ 1121_2 $	126 !1234	Consol.RR.of Vt., 1st, 5s, 1913.J&J Cumberland & Penn.—1st mort	103	106
1st, tunnel, 6s, g., g'd, 1911.A&C Belvidere Del.—1st, 6s, c., 1902. J&I	1114	116	Chic. & Can. So.—1st, 7s, 1902 A&C Chic. C. Dub & Minn.—7s, 1910 J&J		1017	2d mort		107
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3d mort . 6s, 1887	11122	1122401	Chic. & Gr. Trunk-1st mort 1900 Chic.& Mich.L.Sh1st, 8s, 89.M&S	99	101	2d mort., 7s, 1884, now 1st.M&8 3d mort., 7s, 1888, now 2d. A&O	1100	101
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N. Bedford RR., 7s, 1894J&J Equipment, 6s, 1885F&A	1120	$122 \\ 102 \\ 1$	St. P. & Chie., 7s, g., 1902J&J Mil. & St. P., 2d M., 7s, 1884.A&C	10278	125	Del.& Bound B'k—1st, 7s,1905F&A Del.Lack.& W.—Conv.7s,1892 J&D	112	
Framigham & Lowell—1st, 5s, '91 Bost, Conc. & Mon.—S. F., 6s, '89. J&J	199	99.73	La. C., 1st M., 7s, 1893J&J I. & M., 1st M., 7s, 1897J&J		11712	Den. & Rio G1st, 7s, g., 1900. M&N	10542	
Consol. mort., 78, 1893A&C	LITTE	$\begin{array}{c} 114^{1}2 \\ 14 \end{array}$	l'a. & Dak., 1st M., 7s, 1899.J&J Hast. & Dak., 1st M., 7s, 1910.J&J	118	118	1st consol. mort., 7s, 1910J&J Denv.&R. G.W1st, 6s, 1911.M&S	83	85
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Bost. & Providence-7s, 1893. J&J Bost. & Revere B'h-1st, 6s, '97. J&J	1123	$\frac{124}{1111_2}$	So. Minn. 1st 6s, 1910J&J Chic. & Pac. Div. 6s, 1910	1104	111	Det.G.Haven&Mil.—Equip.68,1918 Con. M., 54 till'84, after 64, 1918	1116	118
Bradford Bord. & K1st, 6s, 1932 Bradf, Eld. & Cuba-1st, 6s, 1932J&J			do West. Div., 5s,1921.J&J Minerai Pt. Div., 5s, 1910J&J	9312		Det. L. & North.—1st, 7s, 1907.J&J Det. Meck.& M.—1st. 6s, 1921.A&O		
Bklyn Bath&C.I 1st,68,1912.F&A		40	Chie, & L. Sup. Div., 5s, 1921 Wis, & Minn, Div., 5s, 1921J&J	90	9142	Land grant, 78, 1911		
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Buff.N.Y.&Erie—1st. 7s. 1916.J&D Buff.N.Y.&Phil.—1st, 6s,g.,'96.J&J	71	73	Exten. mort., 7s, 1885 F&A	105		Dunk.A.V.& P.—1st,7s,g1900.J&D East Penn.—1st M.,7s, 1888. M&-	107	
2d mortgage, 7s, g	96	97	1st mort., 7s, 1885F&A Consol., gold, 7s, ep., 1902J&I	112412	125	E.Tenn. Va. & Ga.—1st, 7s, 1900 J&J 4st mort., consol., 5s, 1930 J&J	11612	7219
Buff. Pictsb. & West.—68, 1921A&C Pitts. Titusv. & B.—78, 1896 F&A)	100	do do reg	11012	1114	Income, 6s, 1931	28	29
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Warren & Fr'kln, 1st, 7s, '96.F&A Buff & Southwest.—6s, 1908J.&J	115		Escan.&L Sup., 1st, 6s, 1901.J&J Des M.& Minn's, 1st, 7s, 1907.F&A			E.Tenn.& Va.,end.,6s, 1886.M&N Eastern, Mass.—6s, g.,1906M&	100	
Bur. C. R.& N1st.5s,new,'06.J&1	101		Iowa Mid., 1st M., 8s, 1900. A&C Peninsula, 1st, conv., 7s, 98. M&S	128		Sterling debs., 6s, g., 1906 M&- Eliz. City & Nor.—S.F. deb., 6s. A&O		107
C. Rap.I.F.& N., 1st, 6s. 1920. A&C		90	Chie. & Mil., 1st M., 7s, '98J&J Mil. & Mad., 1st, 6s, 1905M.&S	1 110		1st mort., 6s, 1920		85 10338
Cairo & St. Louis—1st mort	J		Madison Ext., 1st, 78, 1911, A&C	1127	12312	Eimira& W'mspt-1s', 5s, 1910.J&J	115	
2d M., 6s, g., end C. Pac., '89.J&. 3d M. (guar. C. P.), 6s, 1905.J&.	[†		Menominee Ext.,1st.7s,1911J&D Northwest.Un., 1st.7s, 1917.M&S	11212	12812	Erie & Pittsb2d, now 1stJ&!	107	
do do 3s, 1905. J& California So.—1st, 6s, 1922 J&	J	45	Chic.R.I.&Pac6s, 1917, coup.J&J 6s, 1917, regJ&J	1 125	1264		TOT	100
Camden & Atl.—1st, 7s, g., '93J&. 2d mort., 6s, 1904		1	Chic. & S.W1st,7s, guar.,'99.M&N Chic. St. L. & N.O.—1st con. 1897,7s	113.8	120	Evansv. & Crawf.—1st, 7s, '87.J&J Evans. & T.H., 1st con., 6s, 1921, J&J	90	106
Cam. & Bur. Co1st M., 6s, '97.F&A		96	2d mort 68, 1907J&I Ten. lien, 78, 1897M&N	107	12012	Evansy.T.H.&Chi.—1st, 7s, g.M&N Fitchburg—5s, 1899	11094	110
Canada So.—1st M., guar., 1908, J&. 2d mort., 58, 1913	3	83	5s, 1951, gold. Miss. Cen., 1st M.,7s,'74-84.M&N	100 2	102	5s, 1900-01-02 A&O 6s, 1898 A&O	1110	111
Carolina Cent.—1st, 6s,g.,1920.J&do incomes		70	do 2d mort., 8s	101	104	7s, 1894	1124	1244
Catawissa-Mort., 7s, 1900F&A Cedar F. & Min.—1st, 7s, 1907. J&A	1 112	113	N.O.Jack. & Gt. N., 1st., 8s., '86. J & do 2d M., 8s., '90, ctfs. A & C	114		Flint & Holly, 1st, 10s, '88. M&N		
Cedar R. & Mo.—1st, 7s, '91F&A 1st mort., 7s, 1916M&N	111094	1091_{2}	do 2d mort, debtA&(Chic.St.L.&Pitt.—1st,5s,1932 A&(91	92	Holly W. & M.—1st, 8s, 1901.J&J Ft. Madison & N. W., 1st 7s, g., 1905		
Cent. Br. U. Pac., 1sts, 6s, '95. M&Y Fund. coupon 7s, 1895 M&Y	1100		Chic. & Gt. East., 1st, 7s, 93-'95 Col.& Ind. C., 1st M., 7s, 1904.J&	1 1 1 1 1 1 1 2		Ft. W. & Denv. City—1st, 6s, 1921. Frankfort & Kokomo—1st, 7s, 1908		69
Atch. & Pike's P'k, 1st. 6s, g. M&N	100	103	do 2d M.7s,1904.M&N Un.& Logansp.,1st, 7s, 1905.A&C	109	116	Galveston Har. & San Antonio— 1st, 6s, gold, 1910F&A	109	111
Cent. of Ga.—1st. cons., 7s, '93.J&. Certificates of indebtedness, 6s.	. 92	91	T. Logansp. & B., 78, 1884. F&A Cin. & Chic. A. L., 1886-'90	11100	103 105	2d mort 7s. 1905	[9 3	
Gent. Iowa—New 1st., 7s, '99.J& Inc. bonds," debt certs.", 7s,A&G)	50	Chic.St. P. Min. & Om. — Con. 6s, 1930	1094	10912		93	. 72
Eastern Div., 1st, 6s, 1912A&C Central of N. J.—1st M.,7s,'90.F&A	1151	80 116	Ch.St.P.& Minn. 1st,6s,1918M& Land grant, inc., 6s, 1898M&		1	Georgia-7s, 1883-90J&J	104	110
7s, conv. 1962, assentedM&I Consol.M.,7s,1899, assented.Q—	1113	2	North Wise., 1st 6s, 1930J&. St. Paul&S.City, 1st 6s, 1919.A&C	116	11612		82	
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Conv. deben. 6s, 1908 M&Income bonds, 1908M&I	95		General mort, 6s, 1932°Q-N	102	107	1st M.,7s, l.g., gold, not guar. A&C Ex land grant, 1st 7s, 39	107	111
Am. Dk.& Imp. Co., 5s,1921 J& Leh.& Wilkesb.Coal.inc.,'88,M&	N		Cin. & Eastern—1st, 78, 1896 2d mort., 78, 1900	40	50	Gr.B'yW.&St.P.—1st,6s,1911.F.&A		1
Consol., 7s, gold, 1900, ass'd. Q-N Cent. Ohio—1st M., 6s, 1890 M&	1 1024	2 104 1104	Consol., gold. 68, 1912 Cin. Ham. & Dayt 2d, 78, '85 J&	1014	1024	Gulf Col. & S. Fe-1st, 78,1909 J&.	1131	2 1144
Cent. Pac.—1st, 6s, gold, '95-98. 1& State Aid, 7s, g., 1884J&	J 100	11178	Consol. mort., 78, 1905A&6	1107	110	Hannibal & Nap —1st, 7s, '88.M&N Han. & St. Jo.—Conv. 8s, 1885. M&S	3 1064	4 107
8. Joaquin, 1st M., 6s, g. 1900. A&Cal. & Oregon, 1st. 6s, g., '88. J&	0 1094	4	Cin. H. & I., 1st M., 7s, 1903.J&.	1 107	109	Con. 6s, 1911	1 126	127
Cal. & Oregon, 1st, 0s, g., 30.3 & Cal. & Or. C.P. bonds, 6s,g., '92 J & Land grant M., 6s, g., 1890. A&	J 1103	105	Cin.& Indiana, 1st M.,7s,'92.J&I do 2d M., 7s,'82-87.J&	106	105	Housatonic—1st M., 7s. 1885. F&A Ho'st. E.&W. Tex.—1st, 7s, '98. M&N	V	102
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Fror	EXPI	anati	ons See Notes at Head of F	irst P	age	of Quotations.		
RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
H.& Tex.Cen—1st m.,7s,guar.1891 West. Div., 1st, 7s, g., 1891 I&J	1013	10812	Mexican National—1st mort Subsidy bonds		243_{4}	Norf'k &W.—Gen'l M.,68,1931 M&N New River 1st 6s, 1932 A&O	10112	
Waco & N. W., 1st, 7s, g., 1903. J&J Cons. mort., 8s, 1912	110	125	Mich. Cent.—Consol., 7s, 1902 M&N Consol. 5s, 1902	1243_{4}	125	Norf'k & Petersb., 2d, 8s, '93. J&j South Side, Va., 1st, 8s, '84-'90. J&J	110 106	
Waco & N., 8s, 1915			1st M. on Air Line, 8s, 1890. J&J Air Line, 1st M., 8s, guar M&N	t		do 2d M., 6s, 84-90.J&J do 3d M., 6s, 86-90.J&J	101	
Hunt. & Br. Top -1st, 7s, '90 A&O 2d mort., 7s, g., 1895 F&A	115	116	Gd. Riv. V., 1st 8s, guar., 86.J&J 6s, 1909. M&S	1	'	Virginia & Tenn., M., 68, 1884. J&J	100	105
Cons. 3d M. 5s, 1895 A&O	89	90	5s, coup., 1931M&S	$101\frac{1}{2}$		Va. & Tenn., 4th M., 8s, 1900. J&J North Carolina—M., 6s.	120	125
Ill. Cent.—1st M.Chic. & Spr. '98J&J' Middle Div. reg. 5s, 1921		160	58, reg., 1931 M&8 Kalamazoo&S.H.,1st,88,'90,M&N	t		Northeast., S.C.—1st M., 8s, '99, M&S 2d mort., 8s, 1899	$\frac{125}{124}$	
Sterling, S. F., 5s, g., 1903. A&O Sterling, gen. M., 6s, g., 1895. A&O	1113	$\frac{109}{115}$	J.L.& Sag. North Ext., 88, '90. M&N			Northern, Cal.—1st, 6s, 1907J&J Northen Cent.—2d mort.,6s, 85J&J	$\begin{array}{c} 105 \\ 103 \end{array}$	105
Sterling, 5s, 1905	115	107	do Cons. M., Ss, '91 M&S do Cs, 1891	†102		Con. mort., 6s, g., conp., 1900. J&J	$\frac{118}{115}$	120 118
1st mort., 4-5-6, 1909 A&O 2d mort., 4-5-6, 1909 A&O	82 69	70	Joliet & N.Ind.,1st,7s (guar.M.C.) Michigan & Ohio -1st mort		· · · · · ·	6s, g., reg., 1900	$\begin{array}{c} 118 \\ 101 \end{array}$	120 1014
East. Div., 1st mort. 6s, 1921 East Div., income	$\begin{array}{c} 89 \\ 28 \end{array}$	40	Midland of N. J.—1st,6s,1910,A&O 4-5-6s, 1910	9212	:	do series B. Con. mort, stg. 6s, g., 1901J&J	99	994
Income, 1919	22^{1}_{2}	$105\frac{1}{2}$	Mil.L.S.& W.—1st M.,6s,1921 M&N 1st, incomes	991_{2}	$\frac{100}{78}$	Northern, N.J.—1st M., 6s, '88.J&J Norw'n&Wore'r—1st M., 6s.'97.J&J	†100	102
2d mort., 5s, 1911			Mil. & No.—1st, 6s, 1910 J&D Minn. & St. L.—1st M., 1927 J&D	$\begin{array}{c} 90 \\ 121 \end{array}$	$\begin{array}{c} 97^{1}_{2}\\125\end{array}$	North. Pac., P. D'O Div.—6s, M&S. Mo. Div. 6s, 1919 M&N	†98 †99	99
Trust Co. cert. New 1st mort. 6s, funded			1st M., Iowa City& W., 1909. J&D	• • • • • • •		Gen'l l. g., 1st, 6s, 1921 J&J Gen'l l. g., 1st, 6s, reg J&J	98	931
Ind'polis & St. L.—1st,7s, 1919. Var.	i 111	113	Southwest. Ext., 1st, 7s, 1910	110^{1}_{2} 101^{1}_{2}	111	Ogd'nsb'g&L.Ch1st M.6s.'98.J&J	110112	1
Ind'apolis& Vin.—1st, 7s, 1908. F&A 2d mort 6s, g., guar., 1900. M&N	101	100)	Pacific Ext., 1st, 6s, 1921 Miss.& Tenn.—1st M., 8s, series "A"	123	126	S. F., 8s. 1890M&S Consol., 6s, 1920	183	85
Int. & Gt. North.—1st, 6s, 1919. M&N Coup. 6s, 1909	. 83	83 2	8s, series "B"J&I Mo.K. & TCons. ass., 1904-6.F&A	10912		Income, 1920. Ohio Cent.—1st, mort.,6s,1920, J&#	$\frac{22}{60^{1}8}$	
2d mort, income, 8s, 1909 Ionia & Lansing—1st 8s, '89J&J	†111	11112	Consolidated 5s, 1920J&D	65 65	81	Incomes, 1920 1st Ter'l Trust, 6s, 1920J&J	10 70	104
Iowa City& West.—1st,7s,1909M&S Pa Falis & Sioux C.—1st,7s,'99A&C		121	1st, 6s, g., 1899. (U. P. S. Br.) J&J 2d mort., income, 1911 A&O	66	67	Mineral Div., inc. 7s, 1921 River Div., 1st	2834	
Jefferson—Hawl'y Br. 7s, '87. J&J 1st mort., 7s, 1889J&J	99		General mortgage			do income. Ohio&MissCons. S. F. 78, '98. J&J	43 ₄ 1173 ₄	51
Jeff. Mad.& Ind.—1st, 7s,1906.A&O 2d mort., 7s, 1910J&J	$†1131_{2}$		Han. & C. Mo., 1st 7s, g., '90.M&N Mo.Pac.—1st mort.,6s,gld,'88, F&A	104		Cons. mort. 7s. '93	11714	
Junction (Phil.)—1st,4 \(\square\),1907 J&J	••••		Consol. 6s, 1920 M&N	102	103	1st mort. Springt, Div., 1905 M&N	11714	118
2d mort., 6s, 1900	1114	1111_{2}	2d mort., 7s, 1891	1	'	Ohio Southern—1st 6s, 1921J&D 2d income, 6s, 1921	, 20	$\begin{array}{c} 765 \\ 25 \end{array}$
Kansas C. Lawr. & So. 1st, 6s. 1909 K.C.St.Jos. & C.BM.7s,1907. J&J	1118	$106\frac{1}{4}$ $118\frac{1}{4}$				Ohio & W. Va.—1st, s.f., 7s, 1910 M & N Old Colony—6s, 1897	1118	114
Kansas & Nebraska—1st mort 2d mort	25	29	Mob. & Ala. Gr. Tr.—1st, 7s, g'ld,'95 Mobile & O.—1st pref. debentures	59	60	7s. 1891 M&S.	11211	$117 \\ 1241$
Kentucky Central—6s, 1911J&J Keokuk&Des M1st,5s,guar.A&O	103		2d pref. debentures	20	33 33	Oregon Shor! Line-1st mort	-93	90
L. Erie & West.—1st, 6s,1919. F&A Income, 7s, 1899	90 94	39	Ath pref. debentures	1014		Oregon & Transcont6s, 1912. Osw.&Rome-1st M., 7s, 1915.M&N	7031	
Sandusky Div., 6s, 1919 F&A do income, 1920	• • • • • •	30	Cairo Extension 6s, 1392J&d Morg'n's La.&Tex.,1st,6s,1920J&J			Panama-Sterl'g M., 7s, g. '97.A&O Sinking fund sub., 6s, 1910, M&N	‡115	117
La?. Bl.& Mun., 1st, 6s, 1919. M&N do income, 7s, 1899.	$\frac{90}{34}$	45	Morris & Essex-1st, 7s, 1914 M&N 2d mort, 7s, 1891. F&A	13634		Subsidy bonds, Eng. issue, 6s Paris&Dec't'r-1stM.,7s,g.,'92.J&J	‡106 35	$\begin{array}{c} 108 \\ \textbf{45} \end{array}$
Lake Shore & Mich. So.— M. So.& N.L. S.F., 1st, 7s, '85.M&N			Bonds, 7s, 1900J&J	120%		PennaGen. M., 6s, cp., 1910 Q-J	1204	
Cleve. & Tol., 1st M., 7s, '85J&J	10334		General mort., 7s, 1901A&C Consol. mort., 7s, 1915J&L	112412	125	Gen'l mort., 6s, reg., 1910 A&O Cons. mort., 6s, reg., 1905 Q-M	116	
do 2d M., 7s, 1886.A&O Cl. P. & Ash., new 7s, 1892A&O	1132		Nashua & Low6s, g., 1893.F&A 5s, 1900.	105	11114 1064	do 6s, coup., 1905. J&D Penn. Co., 6s, reg., 1907Q.—J	107	
Buff. & State L., 7s, 1886J&J			2d mort., 6s, 1901J&J			do 1st M., 4½s, 1921.J&J Penn.&N.Y1st,7s,'96&1906.J&D	$\frac{94}{127}$	913
Det. Mon. & Tol., 1st, 7s, 1906 Jamest.& Frankl1st, 7s, '97.J&J			1st, Tenn. & Pac., 6s, 1917J&J 1st, MeM. M. W.&A.,6s,1917.J&J	1		Pensacola & Atlantic – 1st mM&S Peoria Dec.& Ev1st,6s,1920,J&J	98	
do 2d M.,7s,'94.J&D Kalamazoo Al.& Gr.R.,1st,8s.J&J		11242	Nashv. & Decat'r.—1st,7s,1900.J&J Natchez Jack. & Col.—1st, 7s, 1910	t		Incomes, 1920 Evansville Div.,1st 6s,1929,M&S	51	55
Kal. & Schooleraft, 1st. 8s. '87. J & J Kal. & Wh. Pigeon, 1st, 7s, '90. J & J		115	Nevada Cen.—1st 6s, 1904A &O Newark & N. Y.—1st, 7s, 1887.J&J			do income, 1920 Peo.& Pekin Un.—1st,6s,1921.Q—F	•••••	98
Dividend bonds, 7s, 1899A&O L.S.& M. S., cons., cp., 1st, 7s.J&J	121		New'kS'set&S1st.7s,g.,'89.M&N Newburg D. & ConnIncome		$\frac{106}{22}$ 12	Perkiomen—1st M., 6s, 1887. A&O Cons. mort 6s, 1913, sterling	1023 ₄ ‡96	103
do cons., reg., 1st, 7s, 1900.Q—J do cons., ep., 2d, 7s, 1903J&D	12512	11934	N'burgh&N.Y.—1st M. 7s,1888.J&J New Jersey & N. Y.—1st mort	102		Petersburg -Class A	91^{1}_{2}	921
do cons.,reg.,2d, 7s,1903.J&D Lawrence—1 st mort., 7s,1895.F&A	11912		N. J. Southern-1st M., new 6s. J&J		1 0	Class B. Phila. & Erie—2d M., 7s, 1888. J&J	109^{1}_{2}	1111
Lehigh & Lack.—1st M.,7s, '97.F&A Lehigh Val.—1st,6s,coup., '98.J&D			N.Y. & Can£ M., 6s, g., 1904. M&N	1109	111	Gen. M., guar., 6s, g., 1920: J&J Sunbury&Erie, 1st M.,7s,'97.A&O	+110	1254
1st mort., 6s, reg., 1898J&D		12012	N.Y.C.&H.—Debt cert ext.,5s,M&N Mort., 7s, coup., 1903J&J	131	132	2d, mort., 7s, 1893A&O	118	
2d mort., 7s, 1910 M&S Gen. M., s. f., 6s, g., 1923 J&D	1224_2		Mort., 7s, reg., 1903	‡119	121	Debenture, 1893	127	
Delano Ld Co. bds, end.,7s,'92J&J L. Miami—Renewal 5s,1912_M&N	106	107	N. Y. C., 68, 1887	10312	10.12	Consol. mort., 6s, 1911J&D Improvement mort., 6s, 1897	1107	114
L.Rock& Ft.S1st,l.gr.,7s '95.J&J Long Island—1st M., 7s, 1898.M&N	120	95	N.Y.Chie. & St. L1st, 6s, 1921. J&D 2d 6s, 1923. M&S	86	1 87	Gen'l mort., 6s, 1908		$\frac{981}{781}$
1st consol. 5s, 1931Q-J 2d mort., 7s, 1918		10012	Trust Co. receipts		35 40	Serip for 6 deferred 42 coupons Deferred income		100
South Side, 1st, 7s, 1887M&S Newtown & Fl., 1st, 7s, 1891			N. Y. Elevated.—1st M., 1906.J&J	$\frac{117^{19}}{20}$	$\frac{1181_{2}}{30}$	Income mort., cons. 78, '96, J&D Coal & L., guar. M., 78, '92. M&S	991_{2}	100
L.I.City & Finshing—1st, 63,1911 do Incomes.	92		2d mortgage income. N.Y.&Harlem7s,coup.,1900.M&N	5	7	Phila. Wil. & Balt.—6s, 1892. A&O 6s, 1900. A&O	1108	110
Lou'v.C.& Lex.—1st,7s,'97 J&J(ex) 2d mort., 7s, 1997	115	116 108	78, reg., 1900. M&N N.Y. Lae .& W.—1st, 6s, 1921 J&J		13142	58, 1910	† 105	106
L'sv,& Nash.—Cons.1st,7s,'98.A&O Cecilian Br., 7s, 1907	$118^{1}2$		2nd, 5s guar		9912	Pittsb.C.& St.L1st, 78, 1900.F&A	$122\frac{1}{2}$	
Louisville loan, 6s, '86-'87A&O LebKnoxy. 6s, 1931MxS	10319	104	1st mort., 7s, 1897, ext M&N			2d mort., 78, 1913 A&O Steubenv.& Ind., 181., 68, 84. Var.	110134	
Louis, Cm. & Lex., 6s, 1931, M&N	105	191	3d mort. ex. 1128, 1923 M&S	103		Pittsb.&Con'ilsv.—1stM.7s,'98.J&J Sterling cons. M., 6s, g., guar.J&J	1120	$ \frac{1231}{122} $
Mem.& O.,stl., M.,7s, g.,1901J&D M.&Clarksv.,st'g,6s,g.,1901 F&A			4th mort., ext., 5s, 1920	103		2d mort., 7s. 1912	1331_{2}	
N. O. & Mobile. 1st 6s, 1930. J&J Pensacola Div., 1st, 6s, 1920. J&S			1st cons. M., 7s, g.,1920M&S New 2d cons. 6s, 1969J&D	9238		3d mort., 7s, 1912	131	135 106
St. Louis Div., 1st, 6s, 1921., M&S do 2d., 3s, 1980. M&S	50		1st cons. fund coup.,7s,1920 M&S 2d cors. f'd cp.,5s,1969J&D	1241		Pittsb. & West.—1st mort. Portl'nd&Ogb'g—1st6s,g.,1900J&J		83
E. H. & N., 1st 6s, 1919J&D	101	102	Reorganizat'n 1st lien, 6s, 1908 Gold income bonds, 6s, 1977			Vt. div., 1st M., 6s, g., 1891. M&N Port Royal & Aug1st, 6s, '99. J&J	20	30 106
Gen'l mort., 6s, 1930J&J So. & No. Ala., S. F., 6s, 1910 A&O	$\frac{9^{-1}4}{100}$	9242	Long Dock mort., 78, 1893. J&D N.Y.& N.Eng.—1st M., 78, 1995J&J			Income mort., 6s, 1899 J&J Ren.&S'toga—1st 7s,1921 cou,M&N		55
1st mort., sinking fund, 8s L'sv,N.A.& Chic.—1st,6s,1910. J&J	108	9242	1st mort., 6s, 1905	1 85		1st, 7s, 1921, regM&N	133	65
Maine Cent.—Mort. 7s, 1898J&J Exten. bonds, 6s, g., 1900A&O	1120	122 112	N. Y. N. H. & H.1st r. 4s, 1903 . J&D	106	110	Richm'd & Alleghany—1st, 7s, 1920 2d mort., 6s, 1916	103	
Cons. 78, 1912	1120	122	N.Y.Pa.& O.—1st, inc.,acc.7s, 1905 do prior lien,inc.ac.,5-6s,'95	*111	108	Rich'd & Dany.—Con.,6s,'90. M&N General mort., 6s, 1915 J&J		941
Androscog, & Ken., 6s, 1891.F&A Leeds & Farm'gt'n, 6s, 1901.J&J	1110	112	2d mort, inc	;111 ¹ 2 ;5 ² 1	$6^{1}4$	Debenture, 6s, 1927A&O Piedmont Br., 8s, 1888A&Q	$\frac{60^{1}2}{108}$	61.
Man.Beach Imp., him., 78, 1909, M&S	77	113	L'sed L.rental tr'st'73, Trus.cer.7s West. ext. certifs, 8s, 1876. J&J	115 58	$\frac{25}{62}$	Rich, Fred. & Potomac—6s,ext.J&J Mort, 7s, 1881-90	115	
N.Y.& Man. Beach, 1st 7s. 97,J&J Marq'tte Ho.& O.—Mar.& O.,8s, 92			do do 78, guar. Erie N.Y.Prov.&B'n-Gen. 78, 1899. J&J	;58	62	Rich. & Petersb., 8s, '80-'86A&O New mort., 7s, 1915		110
68, 1908	1 93	100 -94	N.Y. Susq. & W1st. 6s, 1911 J&J Debentures 6s 1897 F&A		79.42	Richmond York Riv. & Ches., 8s Roch. & Pitts., 1st, 6s, 1921 F&A	$\begin{array}{c} 114 \\ 108 \end{array}$	
Mem.&L.R'ck-1st mert., Ss. 1907. Memphis & Charleston-1st consol.	95	100	N.Y.Tex.& Mex.—1st, 6s, 1912A&O N. Y. West S. & Buf.—5s, 1931.J&J		1	Consol. 1st, 6s, 1922J&D do income, 1921		56
1st, cons., Tenn. lien, 7s, 1915 J&J Metrop'n Elev.—1st, 6s, 1908, J&J	109	1107	North Penn.—1st M., 6s, 1885. J&J 2d mort., 7s, 1896	102	12142	RomeWat'n&O.—S.F.,7s,1891.J&D 2d mort., 7s, 1892J&J	105	
2d 6s, 1899. Max N Maylean Co. 1, 1st 7s 1911 161	91 51	92	Gan. mort., 78, 1993, regJ&J Now loan, 73, reg., 1995 M (8	122		Consol., 1st ex. 5s, 1922A&O	6658	67.
* Proce now reliable to be to be a	.,,		The many of the land in 1998	1117	:	Income 7s. 1932	900%	

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED. For Explanations See Notes at Head of First Page of Quotations.

For	Expla	natio	ons See Notes at Head of F	irst P	age o	1	
RAILROAD BONDS.	Bid.	Ask.	RAILROAD STOCKS.	Bid.	Ask.	RAILROAD STOCKS.	Bid. Ask 144½ 1451
Detland 1st M 6s. 1902M&2	192	93	Wabash-(Continued)- Tol. P. & West., 1st 7s, 1917 Q	105		Chicago & North West, pref., 7.100 Chicago Rock Island & Pac100	
gt Joseph & Pacific—1st mort	1 1 1 1	30	do 1st pref. inc., conv.			Chic. St. Louis & Pitts100 do pref100	$ \begin{array}{c cccc} 3 & 10 \\ 28 & 2 \\ 32 & 32 \\ \end{array} $
2d mort.	113	112	Iowa Div., 6s, 1921		80	Chic. St. P. Minn. & Om., com 100 do pref. 100 Chicago & West Michigan 100	93 93 ³ 36 38
2d mort., pref., 78, 1894 F& 2d income, 78, 1894 M&			Detroit Div., 6s, 1921		95	Cin. Hamilton & Davton100	$79\frac{1}{2}$ 80^{1} $52\frac{1}{2}$ 55
Div. bonds, 1894 Bellev. & S. Ill., 1st, S. F. 8s, '96. A&C	115	119 117	Cairo Div., 5s, 1931J&J	83	74 85	Cin. Indianap. St. Louis & Chie,100 Cincinnati & Miliord	98 100 65 70
8t. Louis & I. Mt.—1st. 7s. '92, F&. 2d mort., 7s, g., 1897	10731		1st. St. L. div., 78, 1889, ex. F.A.A.Gt. West - Ill., 1st. 78, '88, ex. F.A.A.	100202 0.0	11111	Cin. Sandusky & Cleveland50	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
1st 7s, inc., pf. int. accumulative 2d 6s, inc., int. accumulative			O'ney & Tol., 1st, 7s, '93, ex. M&N		98.5	do Pref., 6.50 Clev. Col. Cin. & Indianapolis. 100 Clev. & Pittsburgh, guar., 750	62 64
Ark. Br. l. gr., M., 78, g., '95.J&l Cairo Ark. & T.,1st,78,g., '97.J&l	10578	10.	HI. & S. Ia., 1st, 6s, 1912,, ex. F&A 8t L. K.C. & N. (r. est. & R.), 7s. M&S	107	11153	Col. Chic. & Indiana Central100 Columbus & Xenia, guar., 850	14 2
Cairo & Ful., 1st, 1.g., 7s, g., '91. J& Gen. con. r'y & 1. g., 5s, 1931 A&C	7038	71	do Om.Div.,1st7s,1919,A&O do Clar. Br., 6s, 1919 F&A	80		Col. Hock. Val. & Tol	60
8t.L.&SanF.—2d M., class A, '06 M&' 2d M., class B, 1906	9614		do No. Mo., 1st, 1895J&d do St. Cha's Bridge 6s, 1908	81		do Pref100 Concord	20 30
do class C, 1906M&I Bouth Pacific.—1st M, 1888 J&]	10412	Wab. Fund. 1907-Var. 78. F&A			Concord & Portsmouth, guar., 7 190 Connecticut & Passampsic	115 118
Pierre C. & O. 1st, 6s. F& Equipment 7s. 1895 J& General mort., 6s, 1931 J&	,	<u>-</u>	Warren (N.J.)—2d M., 7s, 1900. W. Jersey & At. 1st M., 6s1910M&S	$\frac{115}{105}$		Connecticut River	100 107
8t.L.Vand.&T.H.—1stM.,7s,'97.J& 2d mort., 7s, 1898	1 110	117	West Jersey - 1st, 6s, 1896 J&J			Danbury & Norwalk 50 Dayton & Michigan, guar., 3 ¹ 2 50	50
2d. 7s, guar., '98	1109		Consol. mort., 68, 1909A&O West'n Ala.—1st M., 88, '88A&O	112		do Pref., guar., 8.50 Delaware & Bound Brook100	130 140
8t. P. & Dillith - 1st 7s, 1909 J& 2d 6s, 1909	110	111	2d mort., 8s, guar., '90A&O West, Md.—End., 1st, 6s, 90 J&J	109	10912	Delaware Lack. & Western50 Denver & New Orleans	121 ¹ 8 121 5
Dak. Ext., 6s, 1910 M&! 1st consol. 6s, 1933 J&	V. LIO	111	1st mort., 6s, 1890J&J End., 2d mort., 6s, 1895J&J	110	10812	Denver & Rio Grande100	$\frac{21}{10}$ $\frac{1}{8}$ $\frac{21}{10}$
Minn's U'n, 1st, 6s, 1922J& Sandusky Mansf.& N.—1st, 7s,190	J		2d mort., pref., 6s, 1895J&J 2d, end. Wash. Co., 6s, 1890 J&J		115	Des Moines & Fort Dodge	9
Savannah Florida & West.—	J † 110	11112	3d, end., 6s, 1900	115		Det. Lansing & Northern, com .100 do Pref.100	7100 1111
1st mortgage, 78.	1110	$\frac{104}{115}$	Pitts. Br., 1st M., 6s, '96J&J Wheeling & L.Erie—1st, 6s, g., 1910	106	111	Dubuque & Sioux City100 East Tennessee Virginia & Ga. 100	77 ¹ 2 777
Scioto Val.—1st M., 7s, sink g itti	. 88	102	Wilm. Columbia & Augusta, 6s Wil & Weldon—S. F., 7s, g., '96.J&J	110	130	do do Pref. Eastern (Mass.)	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Consol. 7s, 1910J& Selma Rome & Dalton—1st mort.	J	8842	Winona&St.Pet.—1stM.,7s,'87.J&J 2d mort., 7s, 1907	120		Eastern in N. H.	$\begin{vmatrix} 90 & 90 \\ 60 & 62 \end{vmatrix}$
2d mort			Wisconsin Cent.—1st ser., 5s. 1909 2d series, 2s, 1909, if earned	3)	13^{12}		§57
Shenandoan Val1st,7s,1909:J& General mort - 6s, 1921A&) (Wis. Valley—1st, 7s, 1909J&J Wore'r & Nashua—5s, '93-'95 Var.	.99	100	Erie & Pittsburg, guar., 750 Evansville & Terre Haute50	30 40
Sioux C. & Pac., 1st M., 6s, '98.J& 80. Carolina—1st M., 6s, 1920. A&	1031	$104\frac{1}{2}$				Fitchburg	26 26
2d mort., 6s, 1931	48	25,75	RAILROAD STOCKS. Par Ala. Gt. SouthLim., A., 6s, pref.	110 %	11 516	do do Pref	9912 100
80. Cen. (N.Y.)—1st mort., 5s 80. Pac Cal.—1st.6s.g., 1905-12. J&	j 1033 ₄	10378	Lim., B, com. Ala. N. O. & Pac., &c., pref.	5,	6	Fort Worth & Denver C100	
80. Pac., Ariz.—1st, 6s, 1909-10. Jac Bouthwestern (Ga.)—Conv., 7s, 188	6. 100		do do def Albany & Susqueh., Guar., 7100	135	0.00	Galv. Harrisb. & San Antonio	5 2
Summit Br.—1st, 7s, 1903 J& Sumb Hoz &W-B.—1st.5s.1928M&	N 88		Ailegany Central 100 Allegheny Valley 50		6	Georgia Railroad & Bank'g Co. 100	612 9
2d mort., 6s, 1938	1106	35 109	Atchison Col. & Pacific. Atchison Topeka & Santa Fe. 100	7.5 71	753 72	Grand River Valley, guar., 5100 Green Bay Winona & St. Paul., 100	4^{1}_{2} 5
Byr. Bing.&N.Y.—consol.78, 76.48 Tex. Cent.—1st.sk.fd.,78,1909M&	N 107		Atlanta & Charlotte Air Line	. 95	100	Hannibal & St. Joseph	
Teyas & New Orleans-1st.7s. F&	A	6.635	Baltimore & Ohio. 100 do 1st prof., 6 100 Balt. & Ohio, 2d, pref	1 20	132	do Pref., 7. 100 Harrishurg P. Mt. J. & L., guar., 7.50	
Sabine Div., 1st, 6s, 1912	S 106 19		Washington Branch 100 Parkersburg Branch 100	193		Houston & Texas Central100 Huntingdon & Broad Top50	§ 14
Inc. and land gr., reg., 1915. Jul	y 43	31	Boston & Albany	1771	1 17731	Dlinois Central	$136^{1}2$ 137
1st (Rio Gr. Div.), 6s, 1930FX Texas & St. Louis-1st.6s,1910 J&	1.1.2		do Pref., 6100	00	92	do leased line, 4 p. c. 100 Indiana Bloomington & West'n 100	$egin{array}{c ccccccccccccccccccccccccccccccccccc$
Land grant, incomes, 1920 Mo. & Ark. Div., 1st, 6s 191	1	19	do do old Boston Hoosae Tun. & Western			Indian. Decatur & Sp., com do Pref. 100	
Tol. Cin. & St. Louis—1st mort Income	134		Boston & Lowell	112	1124	Iowa Falls & Sioux City100 Jeff'y, Mad. & Ind'p's, leased100	8212
Tol.Del's & B.—1st main, 6s, 191 do 1st Dayton div., 6s, 191	0 18	19	Boston & New York Air Ldo do pref	1	8119		80 83
do 1st Terl trust, 6s. 191 Inco ne, 6s, 1910, main line	134		Boston & Providence100	1663	90	Kentucky Central100	
Do yt in Div. inc., 68, 1910 Tonawanda Val.& C.—1st, 68, 193	1		Brooklyn Elevated, assessm't paid Brooklyn & Montauk 100	25		Keokuk & Des Moines	1
United Co's N.J.—Cons.,6s,'94.A& Sterling mort., 6s, 1894M& do 6s, 1901M&	1 + 1 1 1	113 -	Buff, N. Y. & Erie, leased100),		Lake Eric & Western	9818 98
Cam. & Amb., mort., 6s, '89.M&	N 103	110	Buffalo N. Y. & Philadelphia	34	20	Little Rock & Fort Smith100 Little Miami, leased, 8 guar50	1712 20
Union Pacific 1st mort., 6s, g., 1896-'99J.6 Land Grant, 7s, 1887-9A.6	111 100		Buffalo & Southwest			Little Schuylkill, leased, 750 Long Island) 2 01
Sink. F., Ss, 1893. Mc Om. Bridge, sterl. Ss, g., '96. Ad		118	Burlington C. Rapids & North. 100 Cairo & St. Louis		70	Louisiana & Mo. Riv., Com 100)
Reg. 88, 1893	J 103		Cairo & Vincennes, pref			Louisville & Nashville	4918 49
do 5s, 1907JA Colorado Cent.,1st,8s,g.,'90.JA	1)		do Pref 50	1.3	8 513	Macon & Augusta	80 8
Denver Pac.,1st M.,7s,g.,'99.Mo Kans. Pac., 1st, 6s, 1895F8	Α	. 111	Canada Southern	51	0 543		18.12 18
do 1st M., 6s, 1896Jo	N		Catawissa 50 do 1st pref. 50	1 359	4 57	Manhattan Railway	84 87
do Inc., No.11, 78, 1916. Mo	(8)		do 2d pref	1	1	Marietta & Cincinnati, 1st pref. 50	00 2 0:
do Denv. Div., 68 Md	N 100%	$rac{8107}{291}$	do Frei. (Mara, Houghton & Out100	0 20 22
Atch. I.Co. & W., 1st. 6s, 1905 Q Atch. I.Co. & W., 1st. 6s, 1905 . Q	-F		Central of Georgia. 100 Central Iowa 100) 10		Massachusetts Central	
Utah Cen.—1st M., 6s, g.,1890. Je Utah So.—Gen. M. 7s, 1909 Je	kJ 101	103	do 1st pref. 100 do 2d pref. 100	0	1.5	Memphis & Charleston2.	90 93
Utica & RPk R.—Mort., 78, 1909	J 114	100	Central of New Jersey 10 Central Ohio 50 do Pref 5	$0 - 51 \\ 0 - 54$	51 60	Mexican Central	2 3
Valley, of Ohio-1st mort Vermint& Mass.—Conv. 7s, '85.Jo	EJ 133	135	do Pref. 10 Central Pacific 10 Charlotte Col. & Aug 10	0 66	14 663	Michigan Central100	91 99
Vicksb. & Mer.—New 1st mort 2d mort	94		. Chesapeake & Ohio, common 10	7.7	14	. Michigan & Ohio Pref Pref	:
3d mort., income	111	4 116	do 2d pref10	$\begin{vmatrix} 0 & 16 \\ 0 & 58 \end{vmatrix}$	178	Mil. Lake Shore & West10	
2d series, 6s	93	111	Cheshire, pref	0 133	$\frac{1}{2}$ 1391	do do Pref100	0 32-2 3
4th series, 3-4-5s	96	97	Chicago & Atlantic	0 122	122	Mine Hill & S. Haven, leased50 2 Minneapolis & St. Louis10	0 16 1
Wabash-1st, ext., 7s, '90, ex. F.	kA 107	1031	Chicago & Canada Southern		4	Wissouri Kansas & Texas10	0 2014 2
Mort., 7s, 1879-1909	kN 97	98	Chicago & Grand Trunk	0 167	168	Mobile & Ohio RR10	934 1
Equipment, 7s, 1883	CD OF	63	Chicago Milwaukee & St. Pant. 10	0 116		58 Morris & Essex, guar., 7	51 5
Chic. Div., 5s, 1910	(i)	0 1	Chicago & North Western10	91117	o ₈ 117	Nashua & Lowell	1 220 1:00

^{*} 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.

Insulati			For	Explanations See	Notes	at H	ead of First Pa	age of	Quotat	ions.		
3	RAILROAD STOCKS.	Bid.	Ask.	MISCELLANEGUS.	Bide	Ask	MISCELLANEOUS	s. Bi	d. Ask.	MISCELLANEOUS.	Bid.	Tab
	RR. STOCKS.			Wisconsin Central	1219		Bankers & Merch.		_	Border City Mfg. (F.R.)		Ask.
Ne	CONTINUED.			do Pref. Wore'ter&Nashua.16	$\begin{bmatrix} 21 \\ 58 \end{bmatrix}$	23 59	Cent. & So. Am. Ca	ble. 100	110	Boston Co. (Mass.) 1000	1020	120 1040
	do Pref. ew Jersey & N. Y			CANAL MONTH	1 33	0.5	FranklinGold & Stock	25 83	90	Boston Belting100 Bost. Duck (Mass.)700	x900	1.35 950
	do Pref.			Chesap. & Delawire- 1st mort., 6s, 1&J	70	72	Internation'l Oc'n.	100 140		Chace (Fall Riv.) .100 Chicopee (Mass.)100	100	105 155
Ν.	w Jersey Southern. L.&N'th ,1'sed,8.100		1	Ches.&O.—6s, '70.QJ	32	40	Mutual Union N. Y. Mutual Union			Cocheco (N.H.)500 Collins Co. (Conn.)10	505	50712
N.	O.Mobile & Tex.100 Y.Cent.& H.Riv.100	114%	115	Del. Div.—6s, '98 J&J Del. & H.—7s, '91 J&J	1124		Northwestern Postal	50	1 ₂ 6	Continental (Me.). 100	75	80
	Y.Ch.& St.L.com100 do Pref100	9	20	7s, 1884J&J	10114		Southern & Atlantic	e 25 7:	80	Cres't Mills (F. R.) 100 Crystal Spr. Bl. (F.R.).		85
	Y. Elevated 100	105	$\frac{125}{194}$	Coup. 7s. 1894. A&O Reg. 7s. 1894 A&O	1174	1184	Western Union	1	754	Davol Mills (F. R.) 100 Dougl's Axe (Mass) 100	60 120	$\begin{array}{c} 65 \\ 123 \end{array}$
	Y. & Harlem50 do Pref50		134	1st Pa.D.cp.,7s,M&S	127		STOCKS.		100	Dwight (Mass.)500 Everett (Mass.)100	600	605 85
	Y.Lack.&W.,g.5,100 Y.L.Erie& West.100					116	Am. Loan & Trust. Brooklyn Trust	25 202	207	Fall Riv. Iron W100		
N.	do Pref.100 Y. & N.England.100	13_{12}	1334	68,g.,ep.&rg'97J&D	112		Central Equitable	100 270		F. R. Machine Co100 F. R. Merino Co100		90
N.	Y. N. H.& Hartf.160 Y. Ont. & West100	178	178	Cons.M.,1911 7sJ&D		123	Farmers' Loan & Ti Mercantile	r.25, 41	0 1	Flint Mills (F. R.) 100 Franklin (Me.) 100	96	90
	do Pref.			New mort Penn.—6s, coup., 1910		91	Metropolitan N. Y. Guar. & Ind	127		Gl'be Y.Mills(F.R.)100 Granite (F.R.)1000	105	108
	Y. Penn. & Ohio do Pref.	3363		Schuylkill Nav	1		N. Y. Life & Trust.	100 190		Great Falls (N. H.)100 Hamilton (Mass.) 1000	67 900	70 s 905
	Y. Prov. & Bost.100 Y. Susq. & Western.	412	5	1st M., 6s, 1897.Q-M 2d M., 6s, 1907J&J	99	100	Union United states,			Hartf. Carpet (Ct.)100	198	205
N.	do Pref. Y. West Shore & B.	1342	$\frac{15}{7}$ $\frac{1}{2}$	Mort. 6s, cp., '95 J&J 6s, imp., cp., '80 M&N		80	S'BSCRIPTION			Hill (Me)100 Holyoke W.Power.100		$\frac{90}{225}$
	orf.&West,, com 100 do pref.100	11	13	6s,bt&car,1913M&N 7s,bt&car,1915M&N		82	Atl. & Pac.,blks.35	p.c		Jackson (N. H.) 1000 King Philip (F. R.) 100	1195 90	1200 100
No	. Pennsylvania50		68	Susq.—6s,ep.,1918J&J 7s, coup., 1902J&J		85	Bu.N.Y.&P.,subs.60 C.H.& D.,pool cert.			Laconia (Me)400 Lancaster M.(N.H)400	x460 490	475 500
No	orthern Central50 orth'n N. Hamp. 100	109	111	Union-1st 6s.'83M&N		•••••	Den.& R.G.W., sabs Mex. C. blks., No.2,	.ex		L'rel Lake Mills (F. R.)		100
No	orth'n Pac., com. 100 do Pref. 100		$\frac{223}{474}$	CANAL STOCKS. Cal. & Chi. Can. & Dock			Mich. & Ohio, subs	85%		Lawrence (Mass.) 1000 Lowell (Mass)690	615	1575 620
No	rw.& Worcester.100 d. & L. Champ.106		•••••	do pref.			N.Y.W.S.&B., subs., Ohio C. ex bd. & ste	ock.			870	235 880
_ Qh	io Central 100	278		Del. & Hudson100 Del. Div. leased, 850			Ont. & West., subs	95%		Lyman M. (Mass.). 100 Manchester (N.H.) 100	x30	85 130
	do Pref. 100			Morris, guar., 4100	5		Ore. Short L. subs	90%		Mass. Cotton1000 Mechanics' (F. R.) 100	x1100	
Olo	do Southern100 d Colony100	1382	139	do pf., guar.10100 Pennsylvania50	13		Or.& Trans., subs.1 Pull. Pal. Car right	003		Merchants' (F. R.) 100	125	135
	egon & Calif100 do Pref100	‡12	14 37	Schuylkill Nav50	\$		Rich. & 41., subs 1	00%		Merrimack(Mass)1000 Metacomet (F.R.) -100		1300
Or	egon Short Line egon Trans-Cont	$\frac{15}{24^{1}4}$	15	do do pref.50 Susquehanna 50	1,310.0		Rich. & D., ex subs. Deben., subs. \$2.5	250	• • • • • • • • • • • • • • • • • • • •	Middlesex (Mass.) .100 Narragans'tt(F.R,)100	185	190 103
Os:	wego & Syr., guar	125		MISC'LLANEOUS BONDS.			Roch. & Pittsb., sul St. Paul rights			Nashua (N. H.)500 Naumkeag (Mass.)100	600	610 1211 ₂
Per	nama	\$ 5838	585 ₈	Balt. Gas Light 6s	90	100	Tex.&St. Louis, sub.	90%	•• ••••	N. E. Glass (Mass.)375	77	82 490
	nsacola & Atlantic oria Dec. & Ev100	3 143 ₄	1534	Canton(Balt.)—£6s.g., Mort. 6s,g.,1904 J&J	104	105	IMPROVERIT CONSTR'N CO	S.		Newmarket. Pacific (Mass.)1000	1195	1205
Ph	ila. & Erie 50 ila. & Reading 50	\$1634		Un. RR.,1st, end.,6s. do 2d,end. 6s,g.M&N		118	Am.R'yImp.,exb.& Cent. N. J. Land In	stk		Pepperell (Me.)500 Pocasset (F. R.)100	X10121	1025
	do Pref 50	\$		Col.Coal& Iron—1st,6s Cov. & Cinn. Br., 6s		73	Continental Cons., Hud.Riv.Contract	85%		Rich. Bord'n(F.R.) 100 Robeson (F. Riv.) 1000	• • • • • • • • • • • • • • • • • • • •	80
Ph	ila. & Tren., 10, 100 ila. Wilm. & Balt. 50	6212		Gold & Stock Tel	100		Internat.Imp. Ex.,	80%		Sagamore (F. Riv.) 100 Salmon Falls (N.H.) 300	0 3 .	$\frac{109}{295}$
	tts. Cin. & St. L. 50 tts. & Con., l'sed. 50		10	Iron Steamboat. 1st Mariposa—7s, '86	••••		N. Y. Loan & Imp'n N. Y. & Scranton Co	ns		Sandw.Glass(Mass.)80	50	52
Pit	do Pref tts.Ft.W.& C.,guar.7	$133\overline{\mathfrak{i}_{2}}$	1331_{2}	Mutual Union Tel. 6s. Northw. Tel.—7s, 1904	78	79	North Riv. Cons., 10 Oregon Improveme	nt. 52	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Shove (Fall Riv.). 100 Slade (Fall Riv.) 100	75	80
	do Special,7.100 tsburg & Western		20	Or. Imp. Company— 1st, 6s 1910, J.&D.	77	80	Oriental Cons Tex.& Col. Imp.,			Stafford (Fall Riv.) 100 Stark Mills (N.H.) 1000	1125	114 1160
Po	rt.Saco &Ports,lsd 6 rt Royal & Augusta	$\begin{array}{c}111^{1}_{2}\\5\end{array}$		Oreg.R.& N.1st,6s,J&J Postal Tel Co.,6s,1912	104	105 - 58	do ex	bd		Tecumseh (F. R.). 100		110 1050
Por	rts. Gt.F.& Con. 100	25	26	Pullm'n Palace Car—			GAS STOCKS. Balt. Consoi, Gas		5212	Tremont&S.(Mass)100		160
	ov. & Worc'ster.100 ns. & Saratoga100		142	3d series, 8s,'87F&A 4th do 8s,'92F&A	†113	$\frac{109}{113}$	Boston Gaslight5 East Boston	500 855	860	Troy C. & W.(F.R.) 500 Union C.Mr. (F.R.) 100	199	
Ric	ch. & Alleg., stock chmond & Dany.100	5 57	5 60	Deb'nt're,7s,'88A&O Stlg, 7s,g1885 A&O	†104	106	South Boston1	100 x100		Wampanoag(F.R.) 100 Washingt'n(Mass.)100	224	$\begin{array}{c} 150 \\ 223 \end{array}$
	h. F. & P., com. 100 do Guar. 7.100	68	70	st. L. Bridge & Tun- 1st, 7g, g., 1929. A&O	±127 ·	129	Brookline, Mass1 Cambridge, Mass1	100 x140	1024	Weed Sew. M'e (Ct.)25 Weetamoe (F. R.)100	70	75
Die	do do 6	74	77	Sp. Val. W.W.—1st, 6s. Sterling Iron & Ry.—			Chelsea, Mass1 Dorchester, Mass1		100	Willim'tic Linen(Ct)25 York Co. (Me.)750	810	$\begin{array}{c} 46 \\ 820 \end{array}$
Ric	hmond & P'b'g.100 h. & West Point	x2834	291_{2}	Series B., inc., 1894.		• • • • • •	Jamaica Pl'n, Mass1 Lawrence, Mass1	00 x125	128	COAL & MISCEL.		
Roc	chmond York R.&C.	$\frac{52}{15^{1}4}$	15^{1}_{2}	Plain income 6s, '96. Western Union Tel	*****		Lowell1 Lynn, Mass., G. L1	00 155	160	Cameron Coal		
	me W. & Ogd100 tland100	$\begin{bmatrix} 19 \\ 23_{4} \end{bmatrix}$	$\begin{bmatrix} 21 \\ 3 \end{bmatrix}$	7s, r.&c., 1900.M&N Sterl'g 6s, 1900.M&S	11278	114	Mald. & Melrose 1	.00 x38	90	Cent. Arizona Min. 100 Colorado Coal & I. 100	13	15
36	do Pref., 7100 Joseph & Western.	$\frac{14l_2}{5}$	15 12	MISC'LLANEOUS			Newton & Wat'n1 Salem, Mass., 1	.00 x98	123	Consol.Coal of Md.100 Homestake Min'g.100		24
8t.I	LouisAlt. & T.H.100	90	50	Amer. Bell Teleph. 100	158	15812	Fall River1 Brooklyn, L. I	$\begin{vmatrix} 00 \\ 25 \\ 130 \end{vmatrix}$	131	Lehigh & Wilkes Mahoning Coal & RR.		
	do Pref. 100 ellev. & S. Ill., pf. 100			Amer. Bank Note Co Aspinwall Land10	§4		Citizens', Brooklyn. Metropolitan, B'kly	20 89	91	Marip'sa L.&M.Cal100		
	L. Jack. & Chic. 100 do Pref. 100			Boston Land10 Boston Water Power	$\frac{61}{178}$	614	Nassau, Brooklyn People's, Brooklyn	25 . 75	80	Maryland Coal100	11	13
St.	Louis & San Fr.100 do Pref100	18 38	21	Brookline (Mass.) L'd5 Brush Elec. Light Co	234	3	Williamsb'g, B'klyn	50 112	72 115	New Central Coal Ontario Sil. Min'g. 100	10 291 ₂	$\begin{array}{c} 12 \\ 291_{2} \end{array}$
- Rt	do 1st pref.100 L. Van. & F. H	20	88	Canton Co. (Balt.).100	105		Charlest'n, S.C., Gas. Chicago G. & Coke. 1	00 103	110	Pennsylvania Coal.50 Quicksilver Min'g.100	260	5
	Paul & Duluth. 100	90		Cov. & Cin. Bridge, pf. Edison Electric Illum.			Cincinnati G. & Cok Hartford, Ct., G. L	25 31	188	do pref GOLD&SILVER	28	30
	P.Minn. & Man 100	9212	9312	Edison Electric Light. Fuller Electric Light.			Jersey C.& Hobok'n People's, Jersey C	20 155	165	MINING STOCKS		
	b'd & Roanoke100	8	1-	do Pref. Iron Steamboat Co			Louisville G. L	122	125	(N. Y. & SAN. FRAN.) Alice	1.95	2.05
	do Guar100 th Carolina100			Keeley Motor	10	11	Central of N. Y Harlem, N. Y	50 120	. 80	Alpha Consol G&S.100 Alta Montana100	····oi	••••
Bo.	& No. Alabama			N.E. Mtg. Secur. (Bost.)	1		Manhattan, N. Y Metropolitan, N.Y.1	00 220	289 230	American Flag 10 Amie 10		·07
Byr	est., Ga., g'd, 7.100 Bing. & N. Y.100			N. Hampshire Land 25 N.Y.& Tex.Ld., Lim. 50	50c. 151½ 1	75c.	Municipal10 Mutual of N. Y10	00 205	210	Barcelona	7	.15
Ter	mit Branch.Pa.50 re H. & Ind'nap.50	334	£.4	Cregon Ry. &N.Co. 100	54	55	New York, N.Y10 N. Orleans G. L 10	00 150	152	Bassick 100 Bechtel		-30
Tex	as & Pacific100	$\frac{20}{2}$	20-4	Pacific Mail SS. Co. 100	4634	404	N. Liberties, Phila	2518		Belle Isle100 Bodie100	·25 . ·75	••••
_	do in Mo.& Ark. Cin. & St. Louis.			Pullm'n Palace Car100	11131	124	Washington, Phila Portland, Me., G. L.:	50 60	62	Buldomingo50 Bullion100		
U. A	V.J. RR &C. Co.106	194 1	196	2d pref. certificates.	92	95	St. Louis G. L	50 \$335	345	Bulwer	1.80	
Uta	on Pacific100	7758		St. Louis Tunnel RR! St. Louis Transfer, Co.	104 1	.06	Carondelet, St. Louis : San Francisco G. L.	50 521	1	California100		••••
Vt.	& Massl'sed.6.100 ginia Midland, com.	$\frac{132^{1_2}}{21}$	100	Stand. Water Meter Sutro Tunnel10		11	Wash'ton City G. L.?	20 333	8 3378	Cherokee		·05
	do 1st pref.			U. S. Electric Light	90].		Georgetown G. L			Chollar100 Climax10	2.00	
Vici	ksb. & Meridian		4	Union RR. St'k Yards. EXPRESS ST'CKS	122	- 11	MANUFACT'ING STOCKS.		1 1	Consol. Imperial100 Consol. Pacific100	125	.10
Wal	b. St. I & Pac. 100	1612	17.	Adams100		-0 2	Am. Linen (Fall Riv Amory (N. H.)10	720	750	Consol. Virginia100	.23	.25
Wai	do Pref. 100 rr'n(N.J.).l's'd. 7.50	2634		American100 United States100	58	60	Amoskeag (N.H.) 100	00 1995	2000	Crown Point100 Dunderberg10	1.00	••••
Wes	stch. & Phila., pf. 50				103		Androscog'n (Me.).10 Appleton (Mass.).10	00 1175	1010	Dunkin Eureka Consol 100	20	·30 ·15
Wes	st Jersey & Atlantic § stern Maryland			STOCKS.			Atlantic (Mass.)1(Barnaby (Fall Riv.)	00 120	125	Father De Smet 100		3.50
· Wil.	Columbia & Aug.	80 1	.00	American District 100 Amer. Tel. & Cable		61	Barnard Mfg. (F. R.) Bates (Me.)	100	10712	~ 11.51	.06	
-	.&Weldlsc: 7.100		25 1	Atlantic & Pacific .25	50 .	56 🕛	Booff Cot. (Mass.) 100	00 1825	11877	(400dshaw100)	2.00	• • • • •
	Trion nomin : no la	te tran	saction	ne Purchaser also pa	vs accr	ued in	t. t In London, SOn	otation r	ar share			

[•] Price nomin ; no late transactions | Purchaser also pays accrued int. ; In London. § Quotation per share.

GENERAL QUOTATIONS OF STOCKS AND BONDS—Concluded. For Explanations See Notes at Head of First Page of Quotations.

		For !	Explanations See !	Votes	at He	ead of First Page	of Q:	ıotati	ons.		
MINING STOCKS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.	Insurance Stocks.	Bid.	Ash
Gould & Curry S100	2:00	2.10	Republic100 Revere100	$\frac{1261_{2}}{118}$	$127 \\ 1181_{2}$	Gallatin National50 Garfield 100	172 110		Firemen's100 Manufacturers'100		150
Freen Mountain10			Rockland 100 Second Nat 100	133	135 1531 ₂	Germania100	101		Mass. Mutual100 Mercantile F. & M.100	116	118
Hale & Norcross100 Hibernia			Security100	180	183	Greenwich25			Neptune F. & M100	120	122 116
	.04	.06	Shawmut100 Shoe & Leather100	92	115%	Grocers'30 Hanover100		160	North American100 Prescott100	95	100
ndependence 100 ron Silver 20	2.05		State		128 120	Importers' & Tr100 Irving50	140	275	Shoe & Leather100 Washington (new) 100		72 115
Lacrosse		·10	Third Nat	80	95 S0 ¹ 4	Leather Manuits100 Manhattan50		163	CINCINNATI. Amazon(new stock) 20		95
Little Chief 50	·16	.49	Tremont100 Union100	108	$1081_{2} \\ 1431_{2}$	Marine100 Market100	‡150 ··		Aurora	75	85
Mexican G. & Silv.100			Washington100 Webster100	133	135	Mechanics'25 Mechanics' & Tr25	150 100		Citizens'20 Commercial25	$\begin{array}{c} 125 \\ 200 \end{array}$	123 210
Iono100			BROOKLYN.	_	160	Mercantile100	118 130	151	Eagle	99	100
Navaja	.(2		Atlantic (State) Brooklyn	129	131	Merchants' 50 Merchants' Exch'ge 50	91	95	Eureka20	170	175
Ophir	.60		First National	150	300 160	Nassau100			Firemen's20 Germania20	115	
Rappahanock 1 Red Elephant 10	$\frac{12}{02}$		City National	115	300 120	New York100 N. Y. Nat. Exch'ge100	170 110	175	Globe20 Merchants'& Manuf 20	97 160	100
Rising Sun	29	32	Long Island		120	New York County 100 Ninth National 100	$\frac{150}{122}$		Miami Valley50 National100	150	160
Sierra Grande100	2.60		Mechanics'		220 202	North America 70 North River50	10 · 118		Security	$\begin{array}{c} 103 \\ 103 \end{array}$	106
Silver Cliff50	.06		Brooklyn Trust		2021_{2}	Oriental25 Pacific50	$\frac{150}{162}$		Washington 20 Western 25	130 158	135
Bouth Hite, new 25 Byring Valley1		67-	B'k of Chas.(NBA) 100			Park	164 155		HARTFORD, CONN. Etna Fire100	226	230
Standard 100 Fip Top100	6 ⁵ 8 40	678	People's National. 100			Phenix20	104		Connecticut100	105	115
ruscarora 100 Juadilla			CHICAGO. Chicago Nat100			Republic106 Second National106	$\frac{122}{120}$		Hartford100 National100	$\frac{268}{116}$	274 119
Jnion Consol100 BOSTON MINING	2.25		Commercial Nat100 First National100	$\begin{array}{c} 260 \\ 225 \end{array}$		Seventh Ward106 Shoe & Leather100	100 140		Orient		78 160
STOCKS.§	50e.	cce.	Hide and Leather Home National100	$\begin{array}{c} 135 \\ 60 \end{array}$		St. Nicholas100 State of N. Y100	$\frac{1531_{2}}{125}$		Steam Boiler40 LONDON.	75	
Atlantie	x7	9	Merchants' Nat100 Nat. B'k of Illinois.100	360	145	Tradesmen's 40 Union 50	110	112	Commercial Union. £5 Guardian50		191
Calumet & Hecia25		2321 ₂ 35c.	Northwestern Nat. 100			United States Nat. 100	•••••		Imperial Fire25	135	110
Catalpa Silver 10 Central 25	30c:	25	Union National100 Un.Stock Y'ds Nat.100			Wall Street50 PHILADELPHIA	302		Lancashire F. & L. 25 London Ass. Corp. 1212 Liv. & Lond. & Clobe. 2		57
Copper Falls50 Douglas (Me.)5	1		CINCINNATI. Citizens' National	130	140	B'k of N. America . 100 Centennial Nat100		305 120	Liv. & Lond. & Globe. 2 North'n Fire & Life5	42	23
Franklin25 Harshaw Silver20	10 50e.	60c.	Commercial Bank Exchange Nat. Bank	114	126 115	entral National50	140		North Brit. & Mer. 834 Queen Fire & Life1	134	
Huron25 Minnesota25	118	138	Fourth National	170	$\begin{array}{c c} 250 \\ 175 \end{array}$	Commercial Nat50 Commonwealth Nat 50			Royal Insurance3 NEW ORLEANS.		30
	14	15	German National Merchants' National		120 138	Consolidation Nat30 Corn Exchange Nat.50	70		Crescent Mutual Factors' and Traders'.	x1151/2 1021/2	1023
Pewabic	1 14	112	Metropolitan Nat Nat. Laf. & Bk. of Com.	123 200	205	Eighth Nat100 First Nat100		229	Firemen's	x120	125
	x40	4013	Second National Third National	140 139	141	Farmers'&Mech.N.100 Girard National40	137 89		Hibernia. Home.	x117 x38	122
Silver Islet25 Sullivan(Me.)Silver 10	50c.	2 60c.	Union Nat Western German Bank	120	125	Kensington Nat50 Manufacturers' Nat.25	$\begin{array}{c} 75 \\ 27 \end{array}$		Hope. Lafayette.	101 1s	
BANK STOCKS.	0,000	. 000.	HARTFORD. Ætna Nat100			Mechanics' Nat100 Merchants' Nat	,		Merchants' Mutual Mechanics' & Traders'	113½ x115	116
	140	145	American Nat50	70	75	Nat. B'k Commerce. 50	• • • • • • • • • • • • • • • • • • • •		New Orleans Ins. Ass'n	X34	351
Bank of Commerce 15 Citizens'10	$17\frac{1}{2}$	••••	Charter Oak Nat100 City Nat100	145 70	$\frac{151}{78}$	Nat.B'k Germant'n.50 Nat.B'k N. Liberties 50				x58	331
Com. & Farmers'100 Farmers' B'k of Md.30	120 30		Connecticut River 50 Far. & Mech. Nat. 100		125	Nat. B'k Republic100 National Security.100		programment in the	Teutonia	x12634 x129	
Farmers' & Merch.:40 Farmers'&Planters'25	50 44	54	First Nat100 Hartford Nat100	111 180	182	Penn National50 People's100			NEW YORK. American 50	150	160
	135 110	13642	Mercantile Nat100 National Exchange .50	110 75	7712	Philadelphia Nat100 Second Nat100			American Exch100 Bowery25	110 153	114
		120	Phœnix Nat100 State100	170	175 112			112	Broadway25 Brooklyn17	170 160	170
Marine30 Mechanics'10	37 13		LOUISVILLE. Bank of Kentucky100		157	Southwark Nat50 Spring Garden100			Citizens'20 City70	140 125	150
Merchants'100	$\frac{132}{119}$		Bank of Louisville100 Citizens' National.100	77	80 123	22d Ward50	· • • • · ·		Clinton 100 Commercial 50	110	120
People's25	19	2112	City Nat100	118	120	Third Nat			Continental100	235 250	243 269
Chird National100		115	Falls City Tobacco100 Farmers' of Ky100	107	101 109	Western Nat50 West Philadelphia.100			Eagle	75	80
Union	$\frac{84}{32 extsf{1}_2}$	8434	Farmers' & Drov100 First Nat100	165	109 170	PORTLAND, ME. Cumberland Nat 40	52	53	Exchange30 Farragut50	95 110	100
BOSTON.	154	15412	German Ins. Co.'s.100 German100		$\begin{array}{c} 112 \\ 116 \end{array}$	Canal Nat	167 160	169 162	Firemen's Trust10	80 70	85
	$\frac{124}{1024}$		German National. 100 Kentucky Nat100		140 150	First Nat100 Merchants' Nat75	149 119	150 120	Frank. & Emp'ium German-American 100	105 200	21.0
Boston Nat100	$\frac{117^{1}_{2}}{116^{1}_{2}}$	118	Louisv. Banking Co.40 Masonic100	222		National Traders' 100 RICHMOND, VA.	148	150	Germania 50 Globe 50		143
Broadway 100	98	184	Merchants' Nat 100 Northern of Ky 100	141	143	City Bank. 26 First Nat. 100	$\begin{array}{c} 25 \\ 140 \end{array}$		Greenwich25 Guardian100	240 60	270 65
Central100			Second Nat100 Security100	110	112 160	Merchants' Nat10 Nat. Bk of Virginia100	110	90	Hamilton	110 135	115
columbian100	128	130	Third National 100	119	121	Planters' Nat100	133		Home100	140	145
	111	$\frac{1161_{2}}{112}$	West.Finan.Corp100		113 114	State Bank of Va.100 ST. LOUIS.			Howard50 Irving100	60 124	70 130
Eagle100	10912		NEW ORLEANS. Canal & Banking 100	x138¼	140	B'k of Commerce100 Commercial100	450 310	321	Jefferson30 Kings Co. (B'klyn) .20	195	205
Everett106	11112		Citizens'100 Germania Nat100	x140	125	Continental100 Fourth National100	$\frac{225}{210}$		Knickerbocker30 Lafayette (B'klyn) .50	95	92 100
		$120\frac{1}{4}$ $130\frac{3}{4}$	Hibernia Nat100 Louisiana Nat100		127	International 100 Mechanics' 100	118	120	Long Isl'd (B'klyn).50 Lorillard25	110 65	70
irst National100	194	197 119		x10634	108	Merchants' Nat 100 St. Louis National. 100	120	112	Manuf. & Builders'100 Mech. & Traders'25	103 80	107 100
Yourth National 100 Treemans' 100	109	110	New Orleans Nat. 100 People's 50	x240		Third National100 Valley National100	97 100	93	Mechanics' (B'klyn)50 Mercantile50	120 60	135 65
Hobe	103	10318	State Nat 100 Union Nat 100	x146	155	SAN FRANCISCO. Bank of California	165 ¹ 2		Merchants'50 Montauk (B'klyn) 50	100	110
Hide & Leather 100	1134		NEW YORK.			Clay Street			Nassau (B'klyn)50	14)	147
	101	121 105	American Exch'ge100	132	136	First Nat. Gold100 Nat.Gold Bank& Tr. Co	12312		National37½ N. Y. Equitable35	150	160
Manufacturers'100 Market100	97	$\frac{971_{2}}{901_{4}}$	Broadway 25 Butchers'& Drovers25	150	290	Pacific INSUR'CE	125		New York Fire100 Niagara50	125	133
	11112		Central National100 Chase National100	128	135	STOCKS. BALTIMORE.			North River25 Pacific25	105 175	110
Iaverick 100		223 130	Chatham25 Chemical100	140	150	Associate Firemen's.5 Baltimore Fire Ins.10	7 29	8	Park	165 150	108 160
derchandise100	97	971_2	City	275		Firemen's Insur'ce .18 Howard Fire5	19 718		People's50	108	115
Metropolitan 100	115	116	Commerce100			Maryland Fire10	412		Rutgers'100	115	120
	123	205 125	Corn Exchange 100	165		Merchants' Mutual.50 National Fire10	55 51₂	64	Standard50 Star100	55	65
Mt. Vernon100	400		Dingt Hirrory Of	120		BOSTON.		1 1	Sterling100	60	65
Mt. Vernon 100 New England 100 North 100	129	133^{1}_{4} 129^{1}_{2}	East River 25 Eleventh Ward 25			Americau F. & M 100		130	Stuyvesant25	125	130
Mt. Vernon 100 New England 100 North 100	$ \begin{array}{c} 129 \\ 107^{1} \\ \hline 63 \end{array} $	12912								125 68 127	130 72 132 125

^{*} Price nominal; no late transactions.

‡ Last price this week.

Digitized for

Luvestments

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. Extra copies are sold to subscribers of the Chornicle at 50 cents each, and to others than subscribers at \$1 per copy.

ANNUAL REPORTS.

New York Ontario & Western Railway.

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

The pamphlet report just issued by the company gives the statements and report of operations as made to the Board of Railroad Commissioners for the fiscal year ending Sept. 30, 1883. Mr. Winslow, the President, says in his report dated

"The difficulties referred to in the last report in the con-struction of the railway between Middletown and Weehawken were, after great and unexpected delays, successfully overcome, and the line opened for traffic on the 4th day of June, 1883. The terminal facilities at Weehawken were not, however, in condition to be used for freight business until the middle of September, 1883, and for passenger business until Jan. 1, 1884. The company, therefore, entered into an arrangement with the Pennsylvania Railroad Company for the use of ths terminus at Jersey City, and with the New York Susqueianna & Western Railroad Company for a connection with the Pennsylvania Railroad terminus. These connections, while they enabled the company to transact its business in a manner satisfactory to its patrons, added largely to the expenses of operation for the last quarter of the year. The line was opened for business as soon as the track was in a safe condition to operate, but with incomplete station facilities. This, together with the want of its own terminal accommodations, prevented the company from increasing its traffic as it will now be enabled

to do with a first-class completed road and terminus.
"The New York West Shore & Buffalo Railway was opened for traffic between New York and Buffalo on the 1st day of January, 1884. The entire New York business of this great trunk line, which is pronounced by expert railroad managers to be the most perfectly and substantially constructed railroad in this country, and which has recently been admitted to the Trunk Line Pool upon a percentage which is a recognition of the important position it is to hold in respect to through traffic, will pass over the portion of the line in which you are interested between Cornwall and Weehawken, and is an assurance of a large and profitable business at an early date.

"The unfunded debt of the company, which is stated in the report to the Rainroad Commissioners to be \$2,311,898 on the 30th of September, 1883, has been reduced to \$1,221,106, in which amount is included all sums due and claims for which the company may in any way be liable under its construction

"One-half (23,600 shares) of the capital stock of the West Shore & Ontario Terminal Company is owned by this company, and jointly with the New York West Shore & Buffalo Railway Company it is lessee of all the terminal property at Weehawken and in New York.

"The floating debt should be funded at the earliest practicable date, and a mortgage to secure bonds should be placed upon the property with the consent of the stockholders, as required by the terms of the charter; or income bonds be issued sufficient in amount to procure the money needed. Unless some action of this kind is taken, the company in the present artificial depression in railroad properties may be unable to provide for the unfunded debt without great sacrifice of its personal property and injury to its traffic

Following are the statistics of operations and earnings, and

the general balance for three years:

ROAD AND	EQUIPMENT.		
Miles owned. Miles leased.	1880-81. 315	1881-82. 345	1882-83. 345 77
Total operated	315	315	422
Locomotives	73	73	73
Passenger, mail and express cars.	60	60	75
Freight cars	1,042	1,138	1,133
Coal and all other cars	437	674	663
OPERATIONS AND	D FISCAL RES	SULTS.	
Operations—	1880-81.	1881-82.	1882-83.
Passengers carried	326,670	391.458	546,803
Passenger mileage	7,2 1,209	8,392,815	15,761,601
Freight (tons) moved	348,513	-469,526	
Freight (tons) mileage	19,511,452	30,687,380	39,162,019
Earnings-			•
Passenger	\$180,152	\$211,789	\$351,777
Freight	469,156	695,178	754.279
Mail, express, &c	275,737	219,297	248,722
Total gross earnings	\$.25,015	\$1,036,564	\$1,357,778
Operating expenses— Maintenance of road & real estate.	\$204,658	\$250,740	\$299,117
Maintenance of road & rearestate. Maintenance of machinery & cars.	141,3-8	171,877	265,770
Transportation expenses	361,455	125,656	633,189
Total	\$707,501	\$848,273	\$1,198,076
Net earnings	\$217.544	\$188,291	\$159,702

GENERAL BALANCE AT CL	OSE OF EACH	I FISCAL YEAR	R.
Assets—	1880-81.	1881-92.	1832-83.
Cost of road and equipment\$	51.::06.155 \$		
ost of other lines owned	4,865,917		11,677,460
ash and demand loans	3,591,150	621,457	162,697
est Sh. & Ont. Ter. stk. & bds	-,,		2.661,000
loating equipment			154,866
ndividual accounts	212,909	85.483	163,162
ther railroad companies	3,355	2.330	61,350
tails, fuel and supples on hand	525,698	731,068	637,292
· · · · · · · · · · · · · · · · · · ·			
Total assets	50,705,272 8	\$61,554,140 \$	67,776,845
Liabilities-			
apital stock, common	58.113.983.9	858.113.083.8	58.113.983
apital stock, preferred.	2,000,000	2,000,000	2.000,000
ay-rolls and accounts unpaid	326,210	881,047	621,989
ther railroad companies	3,938	6,136	2,170
ndividual accounts	290	17,119	25,759
rofit and loss		535,545	458,897
oans and bills payable	,,		1,661,937
I. Y. W. S. & Buffalo bonds sold*			4,892,068
			1,00 1,000
Total liabilities	60.705.274	861.554.440 \$	67,776,845

*This company owned \$10,000,000 of the first mortgage bonds of the New York West Shore & Buffalo Railway Company, \$3.759,000 of which were offered to the stockholders of this company at fifty per cent of their par value and sold to them by subscription at that rate.

Manhattan Beach Company.

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

The summary of the business of the Manhattan Beach Company, for the year ending Sept. 30, 1883, is as follows:

GROSS RECEIPTS.	
By the New York & Manhattan Beach Railway Co. (rental) By the Manhattan Beach Improvement Company, Limited	\$93,953 104,446
By the Marine Railway Company.	40,966
Total	\$239,365
DISBURSEMENTS.	
New York & Manhattan Beach R'y Co. (taxes, &c.)\$3,043	
Manhattan Beach Improvement Co., Limited, is surance and sundry expenses.	

Marine Railway Company, operating expenses 11,515	
Total.	47,079
Net earnings.	\$192,286
Fixed charges - total interest on bonds	157,691
	10.3.4.7.1.7

Fixed charges - total interest on bonds	157,691
Surplus earnings.	\$34,595
There has been expended during the past-year for improve-	
ments to the Manhattan Beach property, including the re- building of the Marine Railway, with substantia trestle-	
work. The cash that has been expended on the property to this	\$85,469

date in the construction of the notes and paymons, for	
furniture, and for the buikhead, grading and improvements	
to the grounds, is	
The assets of the Manhattan Beach Improvement Company,	
Limited, and the Marine Railway Company, subject to the	
mortgage bonds of the former company, virtually belong	
to this company, by its ownership of the stock of said com-	
panies, and consist of—	
Available cash	
Manha(Lan Beach improvements, hotels, pavilions, improved	
gr ands, &c	
Real estate, north of Sheepshead Bay, at cost of purchase 4,075	
Dump cars and implements, cost price +8,143 16, valued at 4,000	
Marine Railway, cost of superstructure, equipment, &c 78,109	

i	Total
	The only liabilities to which the property is subject, are the
	mortgage bonds (7 per cent) of the Manhattan Brach Im-
	provement Co., Limited, of \$1,600,000
	The following securities are held in the trassury of the cor-

pany:

New York & Manhattan Beach Rail'y 2d mort, bds., parvalue	\$298,000
N. Y. & Manhattan Beach Rail'y stock 5,000 shares, par val.	500,000
Manhattan Beach Im Co., limited, stock, 4,968 sh'es, par val	456.300
Marine Railway Company, stock, 500 shares, par value	50,000

"Which, with nearly five hundred acres of unimproved land, situated between Sheepshead Bay and the ocean, with about two and one-quarter miles of ocean front and nearly three miles of bay front, represent the capital stock of this company

"Estimating the unimproved portion of our property by the acre, at a price corresponding to that for which the best tracts of land have been sold on the north side of Sheepshead Bay, and which are considered of much less value per acre than our own, and comparing it also with the recent sales of lands belonging to the town of Gravesend, at the west end of Coney Island, it must be of great value to the company in the near future.'

GENERAL INVESTMENT NEWS.

Baltimore & Ohio Telegraph Co.—The National Telegraph Company has passed into the control of the Baltimore & Ohio Telegraph Company. The latter is owned by the Baltimore & Ohio Railroad: The negotiations leading up to the sale of the National were completed Jan 29 by the payment of the price in cash by the Baltimore & Ohio, and the formal transfer thereupon took place. How much money was paid is not positively known. Mr. D. H. Bates. President and General Manager of the Baltimore & Ohio Telegraph Company, said that the National is thoroughly equipped, with 4,000 miles of wire and 1,000 miles of poles. It has four wires between New York and Chicago, extending along the lines of the West Shore and the Nickel Plate, by way of Albany, Utica, Syracuse, Rochester, Buffalo and Cleveland. The Baltimore & Ohio secures all the plant, together with the capital stock, amounting to \$1.000,000, and the franchises and contracts of the National.

Mr. Robert Garrett, Vice-President of the Baltimore & Ohio Railroad, was in New York, and in reply to the inquiries of a New York Herald reporter he said, as to the Baltimore & Ohio Telegraph, that plans were in process of execution that would bring it in competition with the Western Union at all important

"Our policy," he said, "is to go after commercial business, and our lines are being extended as rapidly as possible so as to reach all the large towns and cities. Our telegraph system is already extensive, but until recently it has been confined to the lines of the railroad routes of the Baltimore & Ohio Railroad and its connections. What we are now doing will make a complete and perfectly equipped general system of telegraph, covering the entire area of commercial business, North and South as well as East and West."

"What is the present extent of the Baltimore & Ohio telegraph system."

the Baltimore & Ohio Railroad and 11s connections. What we are not doing will make a compete and perfectly equipped general system of telegraph, covering the entire area of commercial business, North and South as well as fast and West."

"What is the present extent of the Baltimore & Ohio telegraph system:" was asked

"We have already," said Mr. Garrett, "a very complete system reaching all points along the lines of the Baltimore & Ohio Railroad, extending from New York City to Baltimore, Washington, Cincinnati, St. Louis, Louisville, Chicago, and intermediate points. We have at present eleven wires between New York and Chicago, all new and of the best material. This independent system has been operated by the Baltimore & Ohio Telegraph for over two years, with satisfactory results. We are satisfied that a large net revenue can be derived by extending the system so as to make it ageneral one, reaching all sections that can furnish commercial business. We shall have lines to Boston and other points in New York State; we shall have lines through the oil offerions and will extend our Northwestern system so as to reach Milwankee, St. Paul, Minneapolis and other points in the Northw star farth morth as Winnipeg. We shall go south west as Bismarck and as farth north as Winnipeg. We shall go south along the Mississippi Valley to New Orleans and Galveston."

"The contract for bouiding the Northwestern extension was awarded lest Satarday. One large extension of our telegraph system we have already secured by the purchase, just concluded, of the te-graph line along the West Shore and Nickel P ateroads. We bought it outright, and it belongs to the Baltimore & Ohio Telegraph. This line is believed to be the best there is between New York City and Chicago. The whole system is under the supe intender co of Mr. David II. Bates, late Yice President of the Western Union, who is now the General Manager of the Baltimore & Ohio Telegraph. Mr. William G. Jones, late Western Union, who is now the General Manager of the Baltimore & O telegraphic competition."

THE NEW CABLE.

"That competition will not be confined to land business, I am advised that the cable steamer Faraday will shortly start for this side to begin laying the new Atlantic cable the latter part of February, and by the 1st of August next the new cable will be ready for business. This new cable, laid at a cost of \$5,500,000, will be in a position to push an active competition with the present cables, represented as they are by a capital stock aggregating \$70,000,000."

-It is reported that the amount paid for the National was \$800,000, \$400,000 each for the West Shore and Nickel Plate lines. Of the amount paid for the West Shore line, a large part was received by Receiver Green, of the North River Construction Company, which owned most of the stock. This payment will relieve the construction company of some of its immediate obligations.

Boston and Providence.-At Boston, January 31, a special meeting of the stockholders of the Boston & Providence Railroad was held to decide as to the acceptance of the proposition made by the city of Providence in reference to terminal facilities and improvements in that city. President Whitney stated that the cost of the improvements to the Boston & Providence would be \$545,000; to the New York & New England, \$600,000, and to the Providence & Worce ter and the Stonington lines each \$900,000. It was voted, 7,309 shares to 15, that the directors be empowered to make all contracts and secure such legislation as may be needed for reconstructing the stations and improving the terminal facilities, and to issue bends or notes for a period of not exceeding twenty years to the amount of \$600,000. The President stated that the money would not be needed for a year.

Chicago Milwaukee & St. Paul.-The following is an official report of the earnings and the operating expenses of the Chicago Milwaukee & St. Paul Railway Company for the years 1882 and 1883:

1002 and 1000.	1883.	1882.
Gross earnings toyon and	\$ -3,659,823	\$20,356,725
Operating expenses, including taxes and insurance	13,778,037	12,186,073
Net paid	\$9,881,785 5,373,925	\$8,200,652 4,786,054
Ralance, applicable to dividends	\$1,507,860	\$3,414,598
Amount paid for dividends, 7 per cent on both preferred and common stock.		2,791,987
Balance. Add eash from land sales, &c.	\$1,186,692	\$319,611 623,813
Total surplus		\$1,213,421

East Teanessee Virginia & Georgia.—This company's statement for December and the six months of its fiscal year from July 1 to December 31 gives the following figures:

	Dcce)	mber.	Six n	nonths.
Earnings	$1883. \\ \$374,945 \\ 243,549$	1582. \$341,341 214,336	1883. \$2,505,985 1,226,922	1882. \$1,941,464 1,185,919
Net earnings. Per cent of exp's	\$131,393 64.9	\$127,005 62·8	\$1,072,063 53.6	\$755,54 5 61·1

For the six months this shows an increase of \$367,521, or 18.9 per cent, in gross earnings, with an increase of \$51,003, or 43 per cent, in expenses; the result being a gain in net earnings of \$316,518, or 418 per cent, which was made with a comparatively small increase in mileage.

Fitchburg.—The stockholders of the Fitchburg Railroad Company held their annual meeting in Boston. The old board of directors was re-elected.

It was voted that the directors are hereby authorized to issue coupon or registered bonds or sealed votes at their election, from time to time, in addition to bonds already issued, to an amount not exceeding \$500,000, for the purpose of funding the floating debt, and for the payment of money borrowed for any lawful purpose in sums of not less than \$1,000 each, payable at such periods as may be desirable, but none of them for less than 12 months or for more than 20 years from the date thereof, and bearing interest not exceeding 4½ per cent per annum, payable semi annually, all in the manner provided by law; that Harris B. Stearns be appointed to approve each of said bonds or notes, and to certify that the same is properly issued and recorded; that the issue of \$1,000,000 Vermont & Massachusetts Railroad bonds, dated May 1, 1883, at 5 per cent per annum instead of 6 per cent, as provided in the lease of the Vermont & Massachusetts Railroad to the Fitchburg Railroad Company, is approved by this corporation. The directors afterwards held a meeting, at which the executive officers of last year were re-elected. It was voted that the directors are hereby authorized to issue coupon

Iron Product of the United States in 1883.—The Bulletin of the American Iron and Steel Association has the following: "The total production of pig iron in the United States in 1883 was 5,146,972 net tons, against a total production of 5,178,122 net tons in 1882, showing a decrease in 18-3 of only 31,150 net tons." * * " The production of pig iron in 1883, taken in connection with the statistics of the production of Bessemer steel in the same year, which we publish elsewhere, shows that 1883 was not the bad year for the American iron trade that it is sometimes represented to have been. It was a year of low prices, but not of greatly reduced production. The production of pig iron in the last five years was as follows, in both net and gross tons.

_		Net long	Gross tons.
Years.		2 070 875	2,741,853
Years. 1-79	••••••	1 2 1 5 1 1 4	3.835.191
1881		5 178 122	
1883		5.146.972	
1883			,000,000

'In the following table we give details of the production of pig iron in 1882 and 1883 according to fuel used, and also a comparative statement of the number of furnaces in blast on Jan. 1, 1883, July 1, 1883, and Jan. 1, 1884:

ı	1000, 5 4.5	-					Produ	ection
ł	_	In B	Blast					10000
Ì	7	Can 1	Tulu 1	-Furn	aces Ja	n.1.'84	\ Tons of :	2,000 lbs.
	Fuel used.	1883	1833.	In.	Out.	Total.	1882.	
			125	118	101	222	2,042,138	1,885,596
	Anthracite. Charcoal	129	98	81	156	240	697,906	571,726
	Bituminous.	127	111	105	116	221°	2, 438,078	2,659,650
	Ditaminotor					000	5 150 100	5 1 16 079
	Total	417	334	307	376	683	5,178,122	5,146,972

"At the close of 1882 there were in the United States 687 completed blast furnaces, and at the same time there were 27 furnaces in course of erection. During 1883 there were 13 new furnaces completed—10 coke, 2 charcoal, and 1 anthracite, and 17 furnaces were either burned or abandoned—12 charcoal, 4 anthracite and 1 bituminous. At the close of 1883 we had 633 completed furnaces in the country, and the information which we have received shows that at that time there were in course of erection 19 furnaces-12 coke, 3 charcoal and 4 anthracite some of which are included above in the furnaces under construction at the close of 1882.

"Statistics of the stocks of domestic pig iron on hand and unsold in the hands of the manufacturers or their agents on the 1st of January, 1884, have also been fully reported to us. These statistics we give in comparison with corresponding statistics for other recent periods. On the 1st of January, 1883, the stocks of unsold pig iron amounted to 429,654 net tons; on the 1st of July following to 592,020 net tons; on the 1st of November following to 484,236 net tons; and on the 1st of January, 1884, to 533,800 net tons. There was an increase of 162,326 tens from Jan. 1, 1883, to July 1; a decrease of 107,784 tons from July 1 to Nov. 1, and an increase of 49,564 tons from Nov. 1 to Jan. 1, 1884.

"PRODUCTION OF BESSEMER STEEL IN 1883.

"We have received complete statistical reports from the companies owning the fifteen Bessemer steel works which were in operation in the United States in 1883. From these reports we learn that the quantity of Bessemer steel ingots produced in the United States last year was 1,654,627 net tons, against 1,696,450 tons in 1882, showing a decrease of only 41,823 tons. This is a much smaller decrease than has been generally supposed. It was, however, the first decrease that has occurred in the history of the Bessemer steel industry of this country. The production of Bessemer steel ingots in the United States from 1874 to 1883 has been as follows, in net tons:

110111 1011 00 200		000 079
1074	191.933	1879
18/4		1,203,173 1580
1875	3 (0,011)	1500
	Fill of Citation	1841
1870		1882 1,636,450 1 654 627
1977	560,087	1842
1 777	720 048	1883
1578		1000

"The quantity of Bessemer steel rails produced in 1883 by fourteen of the works above referred to one of the companies not producing rails) was 1,253,925 net tons, against 1,334,349 net tons similarly produced in 1882, showing a decrease of 80,424 tons. It will be seen that in 1883 a much larger proportion of the ingots produced passed into miscellaneous steel

"Changing to gross tons the net tons of steel rails produced in our Bessemer steel works in 1882 and 1883, we have 1,191,-383 gross tons produced in 1892 and 1,119,576 gross tons pro-

"The figures given for 1882 do not cover the total production of steel rails in the United States in that year, as there were 103,806 net tons of B ssemer rails rolled in iron rolling mills, chiefly from imported steel blooms, and there were also 22.765 net tons of open-hearth steel rails rolled, making a total production in 1882 of 1,460,920 net tons of steel rails. In 1883 we rolled very few tons of Bessemer steel rails in iron rolling mills, either from imported or dom-stic blooms, and we probably made fewer open-hearth steel rails in 1863 than in 1882; in the absence as yet of complete statistical returns, we estimate the total production from these two sources at considerably less than 50,000 net tons. Adding, say, 46,075 tons from these sources to the 1,253,925 net tons of Bessemer steel rails ascertained to have been rolled in 1883 by our Bessemer steel works, we have a probable total of 1,300 000 net tons of steel rails rolled in the United Stated in 1883, or 160,920 tons less than in 1882 "

Keokuk & Des Moines .- A financial statement of the Keokuk & Des Moines Railroad, which is a leased line of the Rock Island Company, for the year ending Sept. 30, 1883, shows as follows: Gross earnings, \$534,466; rental, 25 per cent, guaranteed by the Rock Island, \$133.616; interest, \$137,500; deficit paid by the Rock Island Road, \$3,833

Merchants' Telegraph & Cable Company .- The Merchants' Telegraph & Cable Company has filed articles of association in the County Clerk's office. The incorporators of the new line are Thomas L. James, Anderson Fowler, C. D. Bordon, Edward A. Quintard, David Bingham, William A. Cole. Edwin R. Livermore, Henry W. O. Edye, Adolph D. Strauss, John H. Herbert, John F. Plummer, Edward H Tobey and Vernon H. Brown. The immediate purpose of this company is to lay a cable line from New York City to London. The line will be a direct one, though the point of landing it on the English coast has not yet been selected. The organization originated in the Produce Exchange, and is principally intended to supply the needs of the members in the way of direct international communication. The articles provide for the future construction of lines to France and Germany. The capital stock is \$13,000 in 130 shares of \$100 each. Provision is made for an increase of the capital to an amount not exceeding \$20,000,000.

Mexican Central.—The following circular has been issued:

Boston, Jan. 24, 1881. To the Stock and Bond Holders of the Company (Mexican Central):

GENTLEMEN-From the best estimates that could be indee when Circular No. 4 was issued, January 25, 1883. I was confident that the amount then raised would be sufficient to complete the main it e and to Circular No. 4 was issued, January 25, 1885, 1 was contact that the amount then raised would be sufficient to complete the main it e and to continue the work on the cross lines in a moderate manner. I am now compelled to inform you that our exp. ctations have been disappointed, and that it is necessary to raise \$1,0,0,000 to complete the main line. There are two prominent reasons for our discrepancy: First-The cost of the southernend exceeds our estimates. Second—The company has paid for supplies now on hand necessary to operate the road at both ends, such as are usually carried in material account, over \$1,000,000 above the needs of construction and not incorred in the original estimates. After careful consideration, the Board has decided not to raise this amount by the sacrifice of surplus securities; but to borrow \$1,000,000 for one year, believing that, when the road is open for business, the value of our securities will be assured. I inclose the form of subscription and y in are invited to send in your name for such amount as you may be willing to take. All subscriptions must be made in sums of \$2.0.0 or multiples thereof, and be received at this office on or before February 8, 1884. Yours truly,

Thomas Nickerson, President.

The Boston Herald says: The agreement is in the

The Boston Herald says: The agreement is in the usual form: "In consideration of \$1, &c., we agree to loan, &c., upon the following terms: (1) This agreement shall be void unless the aggregate of the sums subscribed below is \$1,000,000. (2) The several sums shall be paid as follows: Fifty per cent February 11, 1884, and the balance as called by the Treasurer of said company within ten days' notice. (3) The company shall give its notes for these loans, all maturing at the same date, one year from February 11, 1884, with interest at 6 per cent per annum and a commission of 5 per cent on the amount loaned, both payable, on-half August 11, 1884, and the remainder with the principal at the maturity of the loan; provided, however, that the company may at its option anticipate payment of the whole of said loan, with corresponding relate of said 6 per cent interest, but without reduction of said commission. The company will give the respective lenders collateral security as follows: For each \$10,000 loaned, \$25,000 (par) of its first mortgage 7 per cent bonds, \$15,000 (par) of its stock and \$5,000 (par) of its 3 per cent income bonds, and in the same proportion for a greater or less amount. (4) The company hereby gives each lender the option, at any time between July 1 and November 1, 1884, to take its first mortgage 7 per cent bonds at 65 and accrued nterest, to the full amount of his loan or any part thereof. t is understood that this subscription will insure the completion of the main line, continuance of work in a moderate way upon the branch lines, and the payment of the July coupons Seven miles of track have been added to the northern division since the last report. All the rails and supplies needed to finish the main line are said to be on the ground.

New York & New England,-This is one of the best located railroads in the country, its lines reaching from Boston, Providence and Norwich on the east through the city of Hartford to Fishkill on the Hudson. It is the only road with connections for through traffic that crosses the Hudson River south of

West Shore roads. At or near Brewsters station the road meets two lines running into New York City. viz., the New York & Harlem and the New York City & Northern, by either of which a passenger route from New York to Boston could be formed. Its bonded debt is comparatively small. The New York Lake Erie & Western Railroad Company made a definite offer to lease the road and guarantee all its fixed charges, paying over to the New York & New England Company all the surplus net earnings yearly if there were any. In the face of these circumstances and the fact that all floating obligations are not supposed to exceed \$2,000,000, the apparent helplessness of the corporation and the price of its stock at 13 are matters of surprise to outsiders. It would appear that in declining the lease to Erie, by which the bondholders were assured of their interest and the stockholders protected from fore-closure, the managers of this road took upon themselves the responsibility of doing something better.

At Boston, January 31, the management of the New York & New England Railroad Company appeared before the railroad committee and asked for a bill that will allow the issue of \$5,000,000 of preferred stock. This is to be paid for wholly in cash or \$50 in cash and two shares of common stock. The second mortgage bonds may also be exchanged for preferred stock. Receiver Clarke said that while the fixed charges of the road cannot perhaps be earned at present, he believed that in the course of several years this desirable object could be

New York Ontario & Western .- It is stated that the directors of this railroad company have under discussion a plan to issue a four-million-dollar 5 per cent mortgage bond. The proposed plan necessarily requires the consent of the stockholders, and it provides that the preferred stock may be exchanged into the new bonds or the preferred holders may take its bonds at a price.

The argument on the motion for a receivership of the Ontario & Western Road has been postponed to the 5th of

New York West Shore & Buffalo.-The directors of the West Shore Railroad Company have selected a committee to examine into the accounts between the Construction Company and the West Shore Company, with a view to a settlement, and the following gentlemen are on the committee, viz: Judge James Emott, John G. Stevens. President of the United Railways of New Jersey, and Stuyvesant Fish, Vice-President of the Illinois Central Railway Company.

-West Shore bonds have been strong at times, on a rumor which was at least plausible. It was stated that agents of Mr. Vanderbilt made a proposition for the purchase of the control of West Shore. The proposition is said to be that the bouded debt of West Shore, now \$50,000,000, shall be cut down to \$25,000,000, on which amount New York Central will either guarantee interest at 5 per cent or issue its own 5 per cent bonds in payment therefor. The remaining \$25,000,000 bonds is, under the proposition, to be converted into preferred stock.

Norfolk & Western Railroad Company .- The statement of earnings and expenses for December, and for the year, have been as follows:

-Tecember. 83. 1882. 2,752 \$221,758 1883. Gross earnings, \$232,752 1882. \$2,429,740 1,322,576 146,761 123,575 1,509,573 Net earnings \$85,987 \$101,182 \$1,303,203

Oregon & Trans-Continental.-The particulars of the financial neg ion of this company, recently made, show that the syndicate includes the names of Messrs J. Pierrepont Morgan, Cyrus W. Field, Jay Gould, Russell Sage and Frank Work, of New York; A. J. Drexel and J. Lowber Welch, of Philadelphia, and T. Jefferson Coolidge, of Boston. These gentlemen take 10,000 shares Oregon Navigation at 75, 30,000 shares Northern Pacific preferred at 36 and 30,000 shares of the common at 16. They also lend the company \$1,200,000 for six months at 6 per cent, with 20,000 shares of Oregon Navigation at 60, no additional margin to be called for. This gives the Oregon & Trans-Continental Company about \$3,500,000, which will pay off all pressing obligations and leave a good cash balance in the treasury. This will probably lead to a revision of the Northern Pacific directory and place in the Board one or more of the parties who represent the new interest.

Philadelphia & Reading .- At Philadelphia, Jan. 23, the special meeting of stockholders of the Philadelphia & Reading Railroad Company to vote upon the question of a dividend was held at the company's general office. After the meeting was called to order ex-President Gowen stated that it had been expected that something would be said or done now with regard to the collateral trust loan; but that the sole object of the meeting was to vote upon the desirability of declaring a dividend after certain obligations had been disposed of. He said that the loan had not been offered to anybody; that it was not wise to attempt to place it in the present disturbed condition of the stock market; that he had no doubt of the ability of the company to get the money. The papers for the loan have not even been drawn, and the matter will not be acted upon by the directors for two or three weeks. It was the object at present to know whether or not the stockholders desire to have a dividend if the loan shall be negotiated.

The following resolution, which had been proposed at the

annual meeting, was then voted up n:

That it is the opinion of the shareholders that upon the successful issue of the collateral trust loan referred to in the report of the managers Albany. At Newburg it connects both with the Erie and the and the realization of the proceeds thereof by the managers, for the purpose of retiring the outstanding income mortgage bonds, and paying the floating debt of the company, and paying the balance of the purchase-money due upon 50,000 shares of the Central Railroad Company of New Jersey stock, a dividend of 21 per cent, representing the arrears due, be made in each upon the preferred stock of the company, and a dividend of three per cent in each be made upon the common stock of the company.

The resolution as read was defeated, 193,283 votes being cast in its favor and 195,447 votes against it. Of the majority, however, 28,925 votes were east in favor of a dividend upon the preferred stock, making the vote on that point 222,207 in favor

of and 166,522 against it:

The Philadelphia North American says: "The dividend of 21 per cent, or \$325,878, on the preferred stock can, therefore, be declared as soon as the collateral trust loan can be placed and the income mortgage be retired. Mr. Gowen's proxies numbered 1.620, and 1,546 of these were in favor of the dividend. Mr. Gowen said, after adjournment: 'All the large shareholders made up their minds in the last few days that if the company kept its money and applied it to the lifting of the debt, they would get more in the end from the increase in the value of the stock than a dividend would give them now.' The smaller stockhold is appear to have generally favored a dividend, as a division of the total vote therefor by the number of Mr. Gowen's proxies in favor-1,546-shows an average holding of 143 shares. The vote against the dividend was largely cast by those who were present in person.'

The gross receipts from the P. & R. railroads, canals, steam colliers and coal barges in D-cember were \$1,561,802 and the net receipts \$615,262. The gross receipts of the Philadelphia & Reading Coal & Iron Co. in December were \$1,110,456 and net loss \$106,110. The total receipts of both companies together (not including Central of New Jersey, leased) for December 1882 and 1883, were as follows:

Gross Receipts.——
1883. 1882.
December\$2,672,258 \$2,865,201 \$509,152

The above statement does not include the Central Railroad of New Jersey, leased and operated by the Philadelphia & Reading, and the exhibit for that company is as follows for December:

CENTRAL RAILROAD OF NEW JERSEY.

*735.841 Net receipts. \$270,291 to lessec. \$213,796 1883 Rental. December..... \$184,090

Pittsburg Southern.—Suits have been begun by the trustees under the several mortgages of this company to foreclose these mortgages. There are two mortgages, one for \$450,000 and the other for \$250,000, and all the bonds are held by the Baltimore & Ohio Co. The Baltimore & Ohio now controls and operates the road, and a foreclosure is intended to transfer a full title to the property to that company.

Pittsburg Wheeling & Kentucky.—The stockholders of this company have authorized the issue of \$500,000 consolidated bonds, of which \$200,000 are to be reserved to pay the outstanding first mortgage bonds. The balance of the new issue will be used to pay for the Benwood Extension and for

improvements on the property in Wheeling.

Peughkeepsie Hartford & Beston.-This read was sold in Poughkeepsie, N. Y., Jan. 26, under foreclosure of the second mortgage for \$500,000. The section of nine miles from Boston Corners, N. Y., to State Line Junction was bought for \$50,000 by the Hartford & Connecticut Western Company, which has for some time leased that part of the road. The remainder of the road, from Poughkeepsie to Boston Corners, 37 miles, was bought for \$10,000 by G. B. Pelton as agent for the bondholders, the purchase being subject to the lien of the \$35,000 first mortgage bonds, and also to the ownership of the five miles from Stissing to Pine Plains by the Newburg Dutchess & Connecticut Company. The purchasing bondholders will organize a new company.

Rome Watertown & Ogdensburg. - The receipts and expenses of this company for December, and for the three months ending Dec. 31, in 1882 and 1883, were as follows:

— December.—— 883. 1882. 3,375 \$131,876 6,013 101,292 7—Dece 1883.\$133,375 -3 mos. - Oct. - Dec. -1883. 1882. \$456,154 \$459,912 287,893 329,440 Receipts..... Operating exp. and taxes 86,013 Net earnings...... \$47,362 \$168,261 \$130,472

West Jersey.—For the twelve months of 1883 the total receipts were \$1,227,654, an increase of \$118,244 over the previous year, and the expenses were \$785,757, as compared with \$654,744 in 1882, an increase of \$131,013. The total expenses and obligations in 1883 were \$1,067,055, as against \$921,388 in 1882, an increase of \$145,667. The net income of the West Jersey Railroad for 1883, after payment of all obligations was \$160,599, or over 11 per cent on its capital stock, a decrease of \$27,423 as compared with the previous year. This decrease is owing to extraordinary expenses incurred in the purchase of new equipment, the building of a new station, &c.

-The West Jersey & Atlantic Railroad reports its gross receipts for the year ending December 31, 1883, as \$190,664. The expenses were \$123,111 and the net earnings \$67.553, an increase of \$10,144 as compared with 1882. The first dividend declared by this company-4 per cent-was paid out of the net

earnings of 1883.

Union Pacific.—The Union Pacific Railway Company soon opens its new line between Denver and Leadville. The new line from Denver to Leadville is 151 miles in length, a saving of twenty miles over the old route, and making the Leadville liue shorter than that of the Denver & Rio Grande by 126

The Commercial Limes.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Feb. 1, 1884.

The state of trade shows some improvement. Apprehensions of serious difficulties in railroad matters have abated, and the weather has become less severe. Some important failures have occurred, and troubles with labor still disturb manufactures; but confidence is again reviving, and will undoubtedly increase, unless checked by unexpected events. Legislation affecting manufacturers and commerce is still undeveloped at Washington. No one anticipates any radical or sweeping measure.

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

1881. 1884. 1893. Feb. 1. Feb. 1.
Beef. tes. and bbls. 368 383 1,816 Lard. tes. -90,240 -4,182 48,258 Tobacco, domestic hhds. 33,887 12,446 18,230 Tobacco, foreign bales. 56,783 0,984 35,181 Coffee, Rio bags. 2-5,222 262,759 73,081 Coffee, other bags. 80,000 60,472 45,191 Coffee, Java, &c mats. 111,662 125,000 125,000 Sugar boxes. None. None. None. 8286
Beef. tes, and bbls. 368 383 1,846 Lard. tes. 20,240 4,182 48,258 Tobacco, domestic. bids. 33,887 12,446 18,230 Tobacco, foreign. bales. 56, 84 60,984 35,181 Coffee, Rio. bags. 2-5,222 262,759 73,081 Coffee, other. bags. 80,000 60,472 45,191 Coffee, Java, &c. mats. 111,662 125,000 125,000 Sugar. boxes. None. None. 8286
Tobacco, domestic hids. 33.887 12.346 18,230 Tobacco, foreign bales. 56, 83 0.984 35,181 Coffee, Rio bags. 2-5.222 262,759 75,081 Coffee, other bags. 80,000 60,472 45,191 Coffee, Java, &c. mats. 111,062 125,000 112,600 Sugar hlds. 22,265 20,318 29,320 Sugar boxes. None. None. 8286
Tobacco, domestic hids. 33.887 12.346 18,230 Tobacco, foreign bales. 56, 83 0.984 35,181 Coffee, Rio bags. 2-5.222 262,759 75,081 Coffee, other bags. 80,000 60,472 45,191 Coffee, Java, &c. mats. 111,062 125,000 112,600 Sugar hlds. 22,265 20,318 29,320 Sugar boxes. None. None. 8286
Tobacco, foreign bales 56, 83 0,984 35,181 Coffee, Rio bags 2-5,222 262,759 73,081 Coffee, other bags 80,000 60,472 45,191 Coffee, Java, &c mats 111,062 125,000 112,090 Sugar boxes None None 82,320
Coffee, Rio. bags. 2-5,222 262,759 75,081 Coffee, other bags. 80,000 60,472 45,191 Coffee, Java, &e. mats. 111,062 125,000 122,000 Sugar boxes. None. None. 82,86
Coffee, other bags. \$0,000 60.472 45,191 Coffee, Java, &c. mats. 111,662 125,000 112,690 Sugar boxes. None. None. 82,86
Coffee, Java, &c. mats. 111,062 125,000 112,690 Sugar hlds. 22,265 20,318 29,320 Sugar boxes. None. None. 8286
Sugar hlids 22,265 20,318 29,320 Sugar boxes None None 8286
Sugar boxes None None 8286
Sugar bags, &c. 716.961 573.397 611.000
Melado None None None
Molasses, foreignhhds. 1.879 1,400 824
Molasses, domesticbbls. 800 100 4,000
Hides
Cotton
Rosin
Spirits turpentine
Tarbbls. 1,120 1,321 1,240
Rice, E. I
Rice, domesticbbls. and tes. 1,440 1.600 2.020
Linseedbags. None. None. 47,500
Baltpetrebags. 13,150 12,100 14,500
Jute butts bales. 47,500 41,700 31,228
Manila hempbales 13,800 10,750 24, 00
Sisal hemp. hales. 22,856 16,000 20,296

The market for provisions in the past week has been variable and weak, but to-day there was a somewhat better tone. Lard was slightly dearer but not active and futures closed with buyers at 9.34c. for February, 9.41c. for March, 9.45c. for April, 9.56c. for May and 9.60c. for June and July; prime on the spot 9.10c for city and 9 40c. for Western; refined for the Continent 9 65c. The closing was firm; February, 9 37@9 40e.; March, 9 45@0 47c.; April, 9:52@9 57e.; May, 9:60@9.6te., and June 9:65@9:68a. Pork quiet at \$15.50 for mess. Bacon quoted at 836@85c. for long clear. Beef and beef hams dull. Cut meats quiet. Butter weak. Cheese firm. Tallow 7% (7/2c. for prime. Stearine quiet:

Rio coffee has been firmer though quiet, and closed at 121/2 @ 1234c. for fair; options have been moderately active at an advance, closing barely steady, however, at 10 75@16.55c. for February, 10.95@11c. for March, 11.05@11.10c. for April and 11 15@11 20c for May and June. Mild grades have been active and firm. Tea has been active—at one time strong; the market closed steady at some reaction. Spices fairly active and steady. Foreign fruits quiet and rather weak. Molasses has been steady. Raw sugar has been firm but only moderately active at 5 13-16@5%c. for fair refining; refined has been quiet, and closed rather weak; crushed, 81/4c; standard "A," 75-16@ 7%c.

Kentucky tobacco more active; sales for the week 1,916 hhds., of which 829 for export. Prices firm, with stocks here much reduced. Seed leaf quiet; sales 400 cases crop 1882, Penni sylvania, 10@25c.; 200 cases crop 1831, do., 8 @10c.; 200 cases crop 1882, New England, 10@20c, and 100 cases crop 1882. Ohio. 9@12½c. Foreign in large stock and dull; sales 400 bales Havana, 80c.@\$1 15, and 200 bales Sumitra \$1 20@\$1 5).

The naval store market has been uninteresting until to-day when spirits turpentine became firm in sympathy with the Southern and foreign markets; 35c. was hit and 351/2c. asked. Common to good strained rosins, \$1.45 a \$1.50. Refined petroleum was firm at 9%c. for 70 abel test, for F-bruary delivery, Crude oil certificates have latterly been very much unsettled. and close to-night at \$1.09%, after selling at \$1.10%. Steek rails have been a trifle more active, 30,000 tons having been sold at \$34@\$35, deliverable at the mills.

In ocean freight room quite a fair movement has been effected during the week, and at the close to-night a fairly steady feeling is noticed. Grain was taken to Liverpool by steam at 31/4d.; bacon, 20@25s.; cheese, 30s; flour, 12s. 6d. beef, 4s.@4s. 6d.; cotton, 3-16@7-32 t.; served to London by steam, 3d; do. to Glargow, by steam, 3 jet.; do. to Marseilles, by steam, 34, per quarter; refined therefore to Himburg, 2s. 6d.; do. from Phicadelphia to Humburg, 2s. 7.2d.@ 12s. 9d.; naphtha, hence to Liverpool, 3s. 1/2d.

COTTON.

FRIDAY, P. M., February 1, 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 (Feb. 1) the total receipts have reached 112,110 bales, against 104,533 bales last week, 110,467 bales the previous week and 90,245 bales three weeks since; making the total receipts since the 1st of September, 1883, 3,981,316 bales, against 4,319,947 bales for the same period of 1882-83, showing a decrease since September 1, 1883, of 338,631 bales.

Receipts at-	Sut.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	1,347	4,752	1,876	1,084	2,985	364	12,408
Indianola, &c.			• • • • •			43	43
New Orleans	3,958	8,664	7,531	12,514	5,294	4,056	
Mobile	1,191	2,154	755	433	. 827	1,041	6,401
Florida				• • • •	875	400	1,275
Savannah	1,932	1,813	2,337	1,311	1,471	1,642	10,556
Brunsw'k, &e.			••••	••••		200	200
Charleston	1,168	1,300	933	812	893	1,967	6,978
Pt. Royal, &c.					218	100	318
Wilmington	283	236	113	333	172	1.14	1,231
Moreh'd C., &e					63		68
Norfolk	2,436	2,955	2,055	2,642	2,585	2,111	14,784
West Point,&c					4,110	300	4,410
New York	229	567	417	896	-,623	421	3,143
Boston	1,673	€81	1,072	1,217	819	797	6,259
Baltimore				••••	801		801
Philadelp'a, &c.	479	300	111		114	164	1,168
Totals this week	14,693	23,422	17,250	21,232	21,860	13,650	112,110

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.

	188	33-84.	188	32-83.	Sloc	ck
Receipts to Felruary 1.	This Week.	Since Sep. 1, 1883.	This Week.	Since Sep. 1, 1882.	1884.	1883.
Galveston	12,408	512,465	21,992	604,765	72,991	85,345
Indianola,&c.	43	8,074	355	14,915	1	
New Orleans	42,017	1,269,167	63,650	1,162,285	398,457	342.840
Mobile	6,401	220,354	12,063	259,496	10,878	51,370
Florida	1,275	30,243	597	11,872	2,200	
Eavannah	10,556	590,784	19,021	618,568	61,073	91,017
Brunsw'k, &c	200	7,214		5,308	,	•••••
Charleston	6,978	367,519	12,768	456,121	61,468	81,80.)
Pt. Royal, &c.	318	12,443	1,769	12,799	63	1,309
Wilmington	1,281	83,539	4,505	104,152	8,375	14,547
M'head C., &c	68	10,894	750	14,027		•••••
Norfolk	14,784	501,450	17,949	581,736	42,771	61,263
West Point,&c	4,110	173,909	3,635	166,344		
New York	3,143	71,770	4,794	95,521	331 ,618	150,101
Boston	6,259	100,990	5,273	105,484	7,300	4,450
Baltimore	801	9,616	650	32,809	21,157	25,775
Philadelp'a,&c.	1,168	10,849	1,495	43,745	9,209	7,801
Total	112,110	3,981,316	171,316	4,319,947	1,060,563	917,630

*6,990 bales added as correction of previous receipts.

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.	1830.	1879.
Galvest'n,&c.	12,451	22,347	11,421	20,560	7,522	18.112
New Orleans.	42 017	63,650	25,099	56,240	42.593	74,736
Mobile	6,401	12,933	4,972	9,722	8,835	16 316
8avannah	10,556	19,021	10,562	17,512	15,574	13,355
Charl'st'n, &c	7,293	11,537	8,136	12,550	7,099	13,049
Wilm'gt'n, &c	1,349	5,255	3,578	2,399	1,622	3,942
Norfolk, &c	19,194	21,634	17,594	13,270	12,039	14 254
All others	12,846	12,869	13,392	14,576	17,079	17,834
Tot. this w'k.	112,110	171,316	95,057	147,129	112,363	171.608
Since Sunt 1	2021 216	1210 017	9727 598	1116 511	3803 661	3141 318

Galveston includes India...oia; Charleston includes Port Reyal, &c. Wilmingtonincludes Morehead City, &c.; Norfolk includes City Point, &c. The exports for the week ending this evening reach a total

The exports for the week ending this evening reach a total of 164,529 bales, of which 127,668 were to Great Britain, 13,357 to France and 23,504 to the rest of the Continent, while the stocks as made up this evening are now 1,669,563 bales. Below are the exports for the week and since September 1, 1883.

Experts	W.		ing Feb.	. 1.	From Sept. 1, 1883, to Feb. 1, 13 4 Exported to—							
from-	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Tota.				
Galveston	6,7 5	2,380	1,357	10,442	181,690	32,939	62,923	277,559				
New Orleans	54,236	9,397	3,385	67,018	463,613	245,489	198,503	909,695				
Mobile	3,117			3,117	85,123		200	\$5,323				
Florida					1,500		•••••	1,500				
Bavanash	15,401		11,661	30,462	133,557	13,436	153,186	300,578				
Charleston *	4,921	1,525	5,205	11,651	75,10.	21,996	-100,455	200,500				
Wilmington					42 023		3,849	45,553				
Norfolk+	21,591			21.891	216,471	• • • • • •	15,035	231,504				
New York	9,172	53	1,893	11,123	239,303	25,296	73 242	327.8.0				
Roston	3,460			3,4:0	55,762		100	55,863				
Biltimore	856	*		356	65,639	100	34,611	103,350				
Paindelp'a.&c	5,093			5 ,099	45,732	•••••	3,025	48,817				
Total	127,65	13,357	23 504	161,529	1,551,041	839,286	645,167	2,535,494				
Total 1882-83	75381	211	20 701	101 80	1 -69 690	271.578	*04 00B	9 919 571				

* Includes exports from Port Royal, &c. f-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.

Military and the second of the	Or	, Shipboo	erd, not e	leared—f	or	7
Гев. 1, ат-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leavin g Block.
New Orleans. Mobile Caaracton Seventian Galveston Norfolk New York	51,116 9,000 3,400 6,900 25,297 11,204 3,209 5,000	21,023 None. 500 1,460 1,214 None. None.	15.345 None. 4,250 4,400 8,140 4,610 1,300 900	1,402 1,060 650 1,300 1,260 3,267 None.	85,856 10,000 8,800 14,000 35,911 19,021 4,500 5,910	309,571 30,878 52,668 50,673 37,080 23,753 226,818 42,404
Total 1884	115,417	24,137	38,945		187,318	873,245
fotal 1883 Fotal 1882	100,057 72,588	$24\ 019\ 2,730$	70,195 47,643		208,442 129,792	709.188 $993,351$

The market for futures opened strong, and on Saturday last there was a considerable advance. Monday opened dearer, then declined, but at the close again advanced. Tuesday was lower. Wednesday was variable, closing slightly dearer, but Thursday was again slightly lower. To-day there was some advance. The close, compared with last Friday, was at 3@4 points higher for this crop and 4@5 points for the rext crop. There were on Saturday last free notices for delivery on February contrats and on Monday "short notices" were sold from 10.75c, down to 10 69c. The prospect of an increased movement of the crop was an element of weakness on Tuesday, but the firmness of "spots" here and at New Orleans was an element of strength on Wednesday. On Thursday the apprehension of free tenders on February contracts at Liverpool, and the weakness of that market, depressed futures here. To day the receipts at the ports fell below estimates and Liverpool was steadier, but the speculation with us was very dull. Cotton on the spot has been very firmly held in the belief that stocks at this port are not likely to further increase. Quotations were advanced 1-16c, on Tuesday. To-day the market was dull, middling uplands closing at 1034c.

The total sales for forward delivery for the week are 398,200 bales. For immediate delivery the total sales toot up this week 2,310 bales, including — for export, 1,287 for consumption, 623 for speculation and 300 in transit. Of the above, —— bales were to arrive. The following are the official quotations for each day of the past week.

each day o	i the	past w	reek.						
Jan. 26 to	U	PLANI	08.	NEW	ORLE	ANS.	7	CEXA8	
Feb. 1.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tt es
Ordin'y.Pb	8718	8718	812	81116	81116	834	81116	81116	834
Strict Ord	878	878	81516	918	918	9313	918	9^{18}	9316
Good Ord	91116	91116	934	91516	9:516	10	91516	91516	10
Str. G'd Ord	10116	10116	1018	11.516	10516	1035	10516	10516	1038
Low Midd'g			1038	16916	$10^{9}18$	1058	16916	10916	$10^{5}8$
3tr.L'w Mid			10916		1034		1034	1034	101316
Middling	101116	101116	1034	101018	101516	11	10:016	101516	11
Good Mid	101516	101516	11		11316		11316	11313	1114
Btr. G'd Mid	11116	111116	11 ¹ 8		11518		11516	115 18	1138
Midd'g Fair	11916	11916	1158	111316	111316	1178	111316	111318	1178
Fair	12516	12516	1238	12916	12916	1208	129_{13}	12916	1258
	Wed	Th.	Fri.	Wed	Th.	Fri.	West	TR.	Pri.
Ordin'y.報节	Slo	810	813	834	834	834	834	834	834
Strict Ord	81516			6316	9316		9316	8316	93,6
Good Ord	934	934	934	.10	10	10	10	10	10
Str. G'd Ord		1018	1018	1038		11.38	16.38	1038	1038
Low Midd's		1038		1058	1058	1058	1058	1058	1058
3tr. L'w Mid		10916	10916	101316	101316	101816	101310		101316
Middling		1034	1(31	11.	11		11	11	11
Good Mid		111	11	114	1114	1114	1114	11111	1114
Str. G'd Mid		1138	1113		1138	1108	1138	1138	1138
Midd'g Fair		1158	1158	1178	1178	1178	1178	11178	1178
Fair	1238	1238	123_{8}		1258	1258	1258	11258	1258
	TAINI	ED.		Sat.	Mon	Tues	Wed	Th.	Fri.
(1 d. O., 3!			00 FL	01.	91.	615	818	818	818
Good Ordin	ary		A. m.	8116	23,16	$\frac{818}{813}$			81316
Strict Good				834	07.	619	919	813 ₁₈	919
Low Middlin	п 8 -		•••••	105_{16}	10516	1633			1638
Middling				TO.19	10013	10.3	TOG	1711.0	1000

MARKET AND SALES.

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

		SALE	SOFS	POT AN	(D TRA	NSIT.	FUTU	RES.
	Firmer. Q't & st'y, 1 ₁₆ adv Sready. Quiet	F.E. COR- BUEC- LICID						Deliv- eries.
Mon . fues . Wed . Thurs	Steady Firmer Q't & st'y, 1 ₁₆ adv Steady Quiet Quiet		290	$\frac{123}{500}$	300	626 338 790	\$7,300 125,000 72,300 48,000 29,000 36,600	300
Total			1.387	623	300	2,310	398,200	2,400

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.

Sales since Sen. 1.783	Total sales this week. Average price, week.	Friday, Feb. 1— 8al28, totul Prices paid (range) Closing	n. 31– (range)	0	Tuesday; Jan. 29— 1.0 wer. 8ales, total	Monday, Jan. 23— Variable. Bales, total	Saturday, Jan. 26— Higher. Sales, total	Sales of FUTURES.	The same of the sa
11.160.600 2,817,900	398,200	Firmer. 36,500 10.70 #11.52 Steady.	Dull. 29, 00 10.68@11.49 Steady.	Firmer. 48,000 10.71 #11.53 Dull.	Lower. 72,300 10:69 #11:55 Dull.		Higher. 87,300 10.64 \$11.50 Strong.	Funge and Total Sales.	Timbel
2.817.900	5,800 10 .70	Aver	Aver	Aver10-72 1.200 10-71 @10-73 10-71-10-72	Aver10-70 3,000 10-69 @10-70 10-6910-70	Aver10.70 600 10.69 & 10.71 10.73—10.75	Aver10.68 1,000 10.64 7,10.70 10.71—10.73	January.	
1,764,900	61,500 10.70	Aver10.70 1,800 10.70 & 10.71 10.72 - 10.74	Aver10-69 3,200 10-69 @10-70 10-69—19-70	Firmer. Aver10-72 Aver10-72 Aver10-89 Aver11-06 Aver11-19 Aver11-33 Aver	$\begin{array}{c} \text{Aver} & 10.70 \text{ Aver} & 10.89 \text{ Aver} & 11.08 \text{ Aver} & 11.20 \text{ Aver} & 11.32 \text{ Aver} & 1.300 & 400 \\ 3.000 & 5.360 & 20.700 & 17.000 & 16.100 & 1.200 & 1.200 & 1.052 & 11.052 & 10.74 & 10.75 \\ 10.69 & 010.70 & 10.75 & 10.87 & 01.92 & 11.93 & 11.17 & 11.18 & 11.30 & 11.31 & 11.35 & 11.19 & 11.21 & 10.82 & 10.74 & 10.75 \\ 10.69 & -10.70 & 10.69 - 10.70 & 10.87 & -10.88 & 11.03 - 11.04 & 11.17 - 11.18 & 11.30 - 11.31 & 11.30 - 11.51 & 11.17 - 11.19 & 10.80 - 10.83 & 10.75 - 10.79 & 10.69 - 10.70 & 10.87 - 10.88 & 11.03 - 11.04 & 11.17 - 11.18 & 11.30 - 11.31 & 11.30 - 11.51 & 11.17 - 11.18 & 11.30 - 11.31 & 11.30 - 11.31 & 11.30 - 11.31 & 11.30 & 11.$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\frac{\text{Aver} \cdot 10.68}{1,000} \frac{\text{Aver} \cdot 10.86}{25.030} \frac{\text{Aver} \cdot 10.96}{22.300} \frac{\text{Aver} \cdot 11.02}{9.600} \frac{\text{Aver} \cdot 10.70}{10.75} \frac{\text{Aver} \cdot 11.93}{10.70} \frac{\text{Aver} \cdot 10.70}{10.75} \frac{\text{Aver} \cdot 10.85}{10.70} \frac{\text{Aver} \cdot 10$	February.	
1 859,800	113,500 10:88	Aver10.70 Aver10.88 Aver10.00 11.200 9,600 10.70 α 10.71 10.87 α 10.90 11.03 α 1.05 α 10.7210.89 α 10.90 11.0610.7	Aver10-68 Aver16-5 Aver11-01 Aver11-15 Aver11-29 Aver11-40 Aver10-10 1,000 1,000 8,500 8,500 8,500 1,700 8,500 1,700 10-84 α 10-8 11 00 α 11-03 11-15 α 11-17 11-28 α 11-30 11-39 α 11-47 α 11-49 11-15 α 11-18 10-80 -10-83 10-70-10-73 10-69 -10-8 11-10 11-10 11-11 11-11-11-11-11-11-11-11-11-11-11-	Aver 10.89 16.89 10.88 #10.91 10.88 -10.89	Aver10.89 20.700 10.87#10.92 10.87—10.88	Aver10.92 31.000 10.89 #10.95 10.94— —	Aver10.86 22.300 10.81 @10.91 10.91—10.92	March.	, ti
1,226,900	78,200 11:05	Aver11:05 9,600 11:05@)1:06 11:06-11:07	Aver11:01 (4,300 11:00:a:11:08 11:02-11:03	Aver	Aver11.06 17,000 11.03 #11.08 11.03—11.04	Aver 11:08 27,600 11:05@11:10 11:10—	Aver11.02 9,600 11.06 z 11.06 11.06 – 11.07	April.	DAILY PR
980,900	11.1300	Aver 1018 5,500 11:17 @11:20 11:20—11:21	Aver. 11-15 4.200 11-15@11-17 11-16-11-17	Aver 11:19 Aver 11:35 Aver 11:44 Aver 11:35 Aver 1.600 7.700 11:18 a 11:41 a 11:41 a 11:45 11:52 a 11:53 11:19 a 11:20 11:18 a 11:41 a 11:42 a 11:45 11:52 a 11:45 11:7-11:19 11:18 - 11:19 11:31 - 11:42 - 11:43 11:50 - 11:45 (ver 11:17)	Aver	Aver11.22 22,300 11.19 @11.25 11.24——	Aver11.16 15,500 11.13.011.20 11.20—11.21	Мау.	PRICES AND
425,700	11.32	Aver 10 aver 10 3 4 11:36 2:10 3 11:31 11:33 2:11:34 11:34 11:34	Aver11-29 3,230 11-29-11-30 11-29-11-30	Aver11:33 3,100 11:31:41:31 11:31	Aver11:32 1.200 11:30%11:34 11:30%11:31	Aver 11:36 12,9 .0 11:32 \alpha 11:38 11:36 11:37	Aver : 11.28 8,000 11.27 #11.3: 11.33 - 11.34	June.	SALES OF
235.700	11.43	11.41 @ 11.45 11.45	11-15 Aver. 11-29 Aver. 11-40 Aver. 11-35 Aver. 11-36 200 3,200 11-70 11-17 11-23 a11-30 11-39 b11-41 11-47 a11-49 11-15 a11-17 11-17 11-29 - 11-30 11-41 - 11-42 11-49 - 11-31 Aver. 11-18	A.er11.44 11.44@11.45 11.42=11.43	Aver1046 11.44 a 11.46 11.42 – 11.43	6F.11-8F.11 8F.11@ 00F 98-11-39A	11.44-11.45 11.44-11.45 100	July.	OF FUTURES
111.700	11.52	1,990 11:50 #11:52 11:53 - 11:54	11.47 a 11.31	Aver11.33 11.52æ11.53 11.50—11.51	AVET 5.000 11.51 211.55 11.50 - 11.51	Aver 3,000 11.58 \$11.57 11.56—11.57	3,300, 11.46 a11.50 11.52—11.53	August.	FOR EACH MONTH
24 300	11.19	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	11.15.211.17 11.16-11.18	A rer 11.44 Aver 11.52 at 12.53 Aver 16.00 at 1.600 at 1.600 at 1.600 at 1.600 at 1.600 at 1.600 at 1.41 at 1.52 at 1.53 11.19 at 1.20 at 1.42 at 1.43 11.50 at 1.51 11.17 at 1.19 (0.80 at 1.600 at 1.60	11.19 a 11.21 11.17 a 11.21 11.17 - 11.19	Aver 11:36 Aver 11:48 Aver 13:000 10:00 10	11·16æ11·17 11·15æ11·17	September.	MONTH.
11,100	10.52	1,000 10.85 # _ 10.85 # _ 2.100	10.80-10.83 Aver10.82	10.80-10.83	10.82 <i>æ</i> – 10.80–10.83	1,000 10.81 % 10.84 10.83—10.87	10·80-10·85	October.	
1,000	10.73	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	70.70—10.73			100 10.71 7 - 10.68-10.74 Aver10.75			
			4ver		Aver	Aver		December.	

ber-October, for October, 838,600; September-November, for November,

899.800; September December, for December, 86.500.

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 approviation "Aver." The average for each month for the week is also given at bottom of table.

Transferable Orders—Saturday, 10.75c; Monday, 10.75c; Tuesday, 10.70c; Wednesday, 10.75c! Thursday, 10.70c; Friday, 10.75c.

Short notices for February.—Monday, 10.77cd; Tuesday, 10.71culo. C9c; Wednesday, 10.71culo. Thursday, 10.65culo. Saturday, 10.69culo. Saturday, 10.66culo. 399.800; September December, for December, 86.,500.

urday, 10.69 à 10.70c.

The following exchanges have been made during the week:

•29 pd. to exch. 300 Mar. for May. •18 pd. to exch. 900 Feb. for Mar. ·48 pd. to exch. 900 Feb. for May. 19 pd. to exch. 100 Feb. for Mac. 82 pd. to exch. 1, 00 Feb. for Aug.

20 pd. to exch. 200 June for Aug. 19 pd to exch. 300 Feb. for Mar. 50 pd. to exch. 100 Jan. for May.

20 pd. to exch. 100 Feb. s. n. 1st for March. 19 pd. to exch. 100 Feb. for Mar.

16 pd. to exch. 400 Mar. for April. 14 pd. to exch. 1,600 Apr. for May.

18 pd. to exch. 100 Feb. for Mar. 16 pd. to exch. 500 Mar. for April. 18 pd. to exch. 1,000 Feb. for Mar. 18 pd. to exch. 1,000 Feb. for Mar. 19 id to exch. 500 Feb. s. n. 2d for March.

13 pd. to exch. 100 May for June. 15 pd. to exch. 200 Mar. for April. 17 pd. to exch. 200 Feb, for Mar.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as hose for Great Britain and the affoat, are this week's returns, and consequently all the European figures are brought down o Thursday evening. But to make the totals the complete igures for to-night (F-b. 1), we add the item of exports from he United States, including in it the exports of Friday only.

the oniona states, morating	111 10 0110	on is or a		•
	2004	1993.	1000	1881.
	1894.		1882.	
Stock at Liverpoolbs.les.	798,000	851,000	632,000	560,000
Stock at London	61,000	78,200	38,000	43,900
Total Great Britain stock	8-9,000	929,200	670,000	603,900
	3,700	3,600	2,200	1,000
Stock at Hamburg		40,600	41,600	21,400
Stock at Bremen	67,300	18.000	17,500	23,400
3 ock at Amsterdam	53,000			
3 ock at Rotterdam	600	1,500	516	1,130
Swock at Antwerp	3,800	800	1,1(0	884
Swek at Havre	161,000	177,000	134.000	81,300
Stock at Marseilles	6,000	3.900	2,420	5,500
	52,000	45.000	38,500	33,700
Stock at Barcelona		8.200	2,700	3,000
Stock at Genoa	11,000		4,380	2,300
Stock at Trieste	7,000	5,206	4,550	2,300
			011610	370.011
Total continental stocks	365.400	3(3 800	244,916	173,614
			service of the Armer	
Total European stocks	1.224.400	1,233,000	914.916	777.514
India cotton affoat for Europe.	161,000	160,000	195,000	103.000
I dia Cotton anoas for Europe.	572,000	532,000	473,000	795,000
Amer'n cotten afloat for Eur'pe			48,000	39.000
Exypt, Brazil, &c., afit for Il'r'pe	58,000	65,000	1.123.143	838,811
Sinck in United States ports	1,060,063			
Stock in U. 8. interior towns.	271,117	316,194	354,363	282.489
United Stries exports to-day	24,000	12,500	17.000	13,000
i .				
Total visible supply	3.381.410	3.237.424	3.125.422	2.847.814
Of the above the totals of Amer	reun and o	ther desert	otionis are s	s follows:
Of the above, the totals of Amer	ican and	outer troopers	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
American-	500.000	595,000	452,000	420,000
Laverpool stock	562,000			124,000
Continental stucks	278,000	201,000	139,000	
American affeat for Europe	572,000	532,000	473,000	795,000
United States stock	1,060,563	917,630	1,123,143	838.811
United States interior stocks	271,147	316.294	351.3 - 3	$282,\!489$
United States exports to-day		12,500	17,000	13,000
Officed prairie extracts to day				
Total American	9 773 010	2 574 524	9.558.501	2.473.300
Total American	2,1,10,010	2,011,121	2,000,00	2,210,000
East Indian, Brazil, de	602.600	052 000	100.000	140,000
Liverpool stock	236.000	256,000	180,000	
London stock	61,000		35.000	43,900
Continental stocks	87,400		105.916	49,614
India affeat for Europe	161,000	169,000	195,000	163,000
Egypt, Brazil, &c., affoat	58,000	66,000	48.000	35,000
egj pe, Brann, do., andat				
mani Track India 6-0	€03,400	6.3000	563,916	374,514
Total East India, &c Total American	0 778 016	9 574 191	2 558 506	2.473.300
Total American	2,115,010	-,0/1,1-1	2,000,000	2,270,000
	0.000	0 007 101	9 105 100	0 9 17 91 1
Total visible supply	3381.410	.1 -11.4-1	0.1-0.4-4	4.011.0.4
	0,1	- 1	(18)	CQ 3
Price Mid. Upl., Liverpool	515134.	51116d	658d.	69 ₁₆ d.

The imports into Continental ports this week have been 74,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 143,956 bales as compared with the same date of 1883, an increase of 255.988 bales as compared with the corresponding date of 1882 and an increase of 533,596 bales as compared with 1881.

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 th corresponding period of 1882-83 -is set out in detail in the following statemen t

P	10 a	01 188	J .																		
Total, all	lotal, new towns	Little Rock, Ark. Brenham, Tex Houston, Tex	Petersburg, Va	Newberry, S. C. Raleigh, N. C	Total, old towns.	Cincinnati, O	charlotte, N. C	Atlanta, Ga	Griffin, Ga	Columbus, Miss.	Vicksburg, Miss.	Palestine Tex	Dallas, Tex	Memphis, Tenn.	Selma, Ala	Montgom'ry.Ala.	Columbus, Ga	Augusta, Ga	Towns.		
45,858	10,784	1.356 297 7,646	7770	192 311	35,074	-			145	6::9	3,607	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	383	3,770	5 624	:93: :93:	2000	1,454	This week.	Rec	Rover
2,554.436	611,715	4			1,742,721	161,001	35,257	74.010	23.915	32,326	100,380	. σ.	38,865	41.376	61,847	99,248	13.00 07.00 07.00	116,038	Since Sept.1,'83.	Receipts.	Movement to February 1, 1884.
77.004	14,142	1,526 632 9,153	1,591	524 524	62,862	1,096	1,002	4.097 2.097	195	e 0.00 - ₩	4,835	2 2 2 2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	1.000	10,404	2, 4,28	3.02	17. 18. 13.	This week.	Shippn'ts	ruary 1.
299.751	23.307	1,262 13,583	51,087 180,087 180,087	1.094	271,447	6,829	1.000	C. 113	1.710	3,147	32:	10001	2,165	7,533		12,582	17 17 10 10 10 10	16.876	Stack Feb. 1.	•	1884.
91.836	25,603	1,721 356 19,630	2,116	× 512	66,233	4.977	10.023	3.079	4(0)	1.013 3.013	5.697	00 TOO	2,0.9	1.692	12,681	1,933	11000	1.693	This week.	Rec	Moren
2.752.598	743.208	40,206 29,042 578,303		37.4.7	2,009,390	227.911	36,907	02.482	23 209	200 200 200 200 200 200 200 200 200 200	56,331	110	33 133 133	3,41	200.671	1-1100	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	146,086	Since Sept.1,'82.	Receipts.	Morement to I cornary 2, 1889.
95 062	25,826	20.929	1,608	1001	69,136	4,675	9 113 533	10.10	500	G:) (C)	1.1000	1.671	1,77	212	သ (၁)	£ 5.	1.339	This week.	81.14.1113	ruary 2.
1347,523	31.229	11.05.7		12,943	316.294	5,724	67.100	14.646	1,031	7 C.	9.595	6 617	1° . 10	7,616	יונ וונ	12.0-6	10.00	55.043	Feb. 2.		1000.

The above totals show that the old interior stocks have decreased during the week 27,788 bales, and are to-night 44,847 bales less than at the same period last year. The receipts at the same towns have been 31,159 bales less than the same week last year, and since September 1 the receipts at all the towns are 393,162 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	CLOS	CLOSING QUOTATIONS FOR MIDDLING COTTON ON-									
Feb. 1.	Satur.	Mon.	Mon. Tues.		Thurs.	Fri.					
Galveston. New Orleans Mobile Bayannah. Charleston. Wilmington. Norfolk Boston. Baltimore. Philadelphia. Augusta Memphis	103 ₈ 103 ₈ 101 ₄ 101 ₄ 101 ₂ 101 ₈ 165 ₁₆ 103 ₄ 101 ₈ 5 ₈ 107 ₈ 101 ₈	$\begin{array}{c} 10^{3}8 \\ 10^{3}8 \\ 10^{5}16 \\ 10^{5}16 \\ 10^{12} \\ 10^{12} \\ 10^{3}6 \\ 10^{3}4 \\ 10^{1}2 @ ^{5}8 \\ 10^{7}8 \\ 10^{1}8 @ ^{3}16 \\ 10^{3}8 \end{array}$	1638 10718 16516 10516 1012 10316 1638 1078 104 @ 58 1078 10316 1038	10 ³ 8 10 ⁷ 16 10 ⁵ 16 10 ⁵ 16 10 ¹ 2 10 ¹ 4 10 ³ 8 10 ⁷ 8 10 ⁵ 8 10 ⁵ 8	16 38 16 19 10 5 16 10 5 16 10 12 10 14 16 36 10 78 10 78 10 78	107 ₁₆ 16.1 ₂ 10 ⁵ 16 10.38 10.1 ₂ 10.1 ₄ 10.38 10.7 ₈ 10.7 ₈ 10.7 ₈ 10.7 ₈ 10.7 ₈ 10.7 ₈					
cincinnati Louisville	103 ₈ 104 104	103 ₈ 101 ₄ 101 ₄	1038 1038 1014 164	10^{3}_{8} 10^{3}_{8} 10^{3}_{8} 10^{1}_{4}	103 ₈ 103 ₈ 103 ₈ 101 ₄	$10^{3}8$ $10^{3}8$ $10^{3}8$					

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 adthat 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 cro; which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

	Veek dino-						Towns			
							?e2=?e4.			
NOV.	18	233,462	259,154	211,078	345,706	211,123	343.529	957 0 7	2 11 597	07:7
`.	20	232,216	242 163	2 2 510	367,00.0	25 .105	359.74	2 9 500	95: 991:	20. 0.
	00	222.170	255 037	222.18	5:3.086	275 7 6	371 561	115 Tur	.) - 1	air a
Dec.	f	1233,344	317.0.7	265,484	415 59.	291.376	3 6.477	9.11.355	909 609	
	7.4	241.01	262.0 5	281,16.	4 . 5. 36	199.528	416 216	971 514	V-11 111-	
**	21	206,855	258.170	24 .73	457.024	1838.19	428 577	215 219	905 10 5	0.21.0
	20	200,624	251,923	2 1,686	466.5:6	379 -55	422 310	31/11:1	0'11 ' 65	
un,	4	152,429	221.: 97	140,6:2	450,056	3-3 647	407 971	120.50	404,175 405 F-11	100,11
	11	114,8 8	175,380.	90.21	435.650	350.245	351,865	00 9 6	21.0-0	120.27
	10	19,890	150,330	110.46	419.043	367 967	36 215	59 14 10	19 : 160	
**	20	\$2,081.	135,400	104.533	400 986	3 0 744	3. O Out.	r.1 00 1	11: 1	***
eb.	1	95,05,7	171.314	112,116	£0 015	817 593	20 : 251	21.00	10,172	74.71

The above statement shows—1. That the total receipts from the plantations since September 1, 1883, were 4.231,914 bales; in 1882-83 were 4.650,985 bales; in 1881-82 were 4,132,132 bales.

2.—That, although the receipts at the out-ports the past weel were 112,110 bales, the actual movement from plantations was only 80,964 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 168,090 bales and for 1882 they were 84,090 bales.

AMOUNT OF COTTON IN SIGHT FEBRUARY 1.—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.

pro neg man and a property of the party of t				
		1882-83.		
Receipts at the ports to Feb. 1. Interior stocks on Feb. 1 in				
excess of September 1	250,598			
Tot. receipts from plantat'ns Net overland to January 1 Bouthern consumpt'n to Jan. 1	3811115	119 1000	().)	
Total in sight February 1	4,737,329	5,194.067	4.555.649	1 797 335

It will be seen by the above that the decrease in among in sight to-night, as compared with last year, is 456.733 bales, the increase as compared with 1881-82 is 181,687 bales, and the decrease from 1880-81 is 60,006 bales.

WEATHER REPORTS BY TELEGRAPH.—In general the temperature has been higher at the South during the week, while in most sections the rainfall has been very moderate; there has, therefore, been no drawback to the free marketing of the crop.

Galveston, Texas.—We have had no rain, but the weather has been very foggy during the week. Average thermometer 46, highest 70 and lowest 22. During the month of January the rainfall reached five inches and twelve hundredths.

Indianola, Texas.—We have had rain on one day of the week, the rainfall reaching six hundredths of an inch. The thermometer has averaged 49, the highest being 74 and the lowest 23. Rainfall during January four inches and seventy hundredths.

Palestine, Texas.—It has rained on two days of the week, the rainfall reaching seven hundredths of an inch. The days of an inch. The thermometer has averaged 44, ranging from 15 to 73. During 19.

January the rainfall reached two inches and thirty-two hundredths.

New Orleans, Louisiana.—It has rained on one day of the week, the rainfall reaching thirteen hundredths. The thermometer has averaged 42.

Shreveport, Louisiana.—We have had generally fair and pleasant weather during the week, with no rain. The roads are somewhat heavy. The thermometer has ranged from 15 to 75.

Vicksburg, Mississippi.—It has been showery on two days of the week, and the remainder of the week has been pleasant. The rainfall reached two hundredths of an inch. The thermometer has ranged from 23 to 73.

Meridian, Mississippi.—Telegram not received.

Greenville, Mississippi—It has rained during the week, the rainfall reaching eight hundredths of an inch. The thermometer has averaged 51, the highest being 78 and the lowest 19.

Columbus, Mississippi.—It has rained on one day of the week, the rainfall reaching sixty-two hundredths of an inch. During the month of January the rainfall reached six inches and thirty hundredths.

Little Rock, Arkansas.—It has been cloudy on five days of the past week, with rain on two days. The rainfall reached one inch, The thermometer has ranged from 17 to 67, averaging 41. We had rain on five days, and snow and sleet on four days during the month of January; and the rainfall reached two inches and eighty-two hundredths. The thermometer ranged from 2 to 67, and every and 22.

thermometer ranged from 2 to 67, and averaged 36.

Pine Bluff, Arkansas.—We have had rain on one day of the week, the rainfall reaching ninety hundredths of an inch. Average thermometer 46, highest 70 and lowest 10. Last week it rained on three days and the rainfall reached sixty-three hundredths of an inch. The thermometer averaged 30, and ranged from 13 to 52.

Fort Smeth, Arkansas.—We have had no rain during the week. About ninety per cent of the crop has been marketed, and planters are still marketing freely.

and planters are still marketing freely.

Helena, Arkansas.—It has been clear on one day of the week, and cloudy with rain on three days. The rainfall reached two inches and six hundredths. The thermometer has averaged 46, ranging from 20 to 68. Rainfall during the month of January seven inches and sixty-five hundredths.

month of January seven inches and sixty-five hundredths.

Monticello, Arkansas.—Telegram not received.

Memphis, Tennessee.—We have had light rains on four days of the week the rainfall reaching twenty-two hundredths of an inch. Average thermometer 46, highest 71 and lowest 10. During the month of January we had rain and snow on eighteen days, the rainfall reaching five inches and seventy-six hundredths. The thermometer averaged 33, ranging from 2 below to 71.

Nashville, Tennessee.—There has been rain on three days of the week, the rainfall reaching one inch and nine hundredths. The thermometer has averaged 40, the highest being 65 and the lowest 5.

Mobile, Alabama.—It has been showery on five days of the week but as the week closes there has been a favorable change in the weather. The rainfall reached twenty-one hundredths of an inch. The thermometer has averaged 49, ranging from 23 to 67. During the month of January the rainfall reached seven inches and forty hundredths.

Montgomery, Alabama.—We have had rain on three days of the week, the rainfall reaching nineteen hundredths of an inch. Killing frost last Saturday. The week closes favorable. The thermometer has ranged from 21 to 70, averaging 48. January rainfall four inches and eighty-two hundredths.

Selma, Alabama.—We have had rain on one day of the week, the rainfall reaching ten hundredths of an inch. We have had two killing frosts, but the week closes warmer and more favorable. Average thermometer 45, highest 68 and lowest 18.

Madison, Florida.—It has rained on one day of the week, the rainfall reaching twenty-one hundredths of an inch. The thermometer has averaged 57, the highest being 76 and the lowest 30.

Macon, Georgia.—It has rained on two days of the week. Columbus, Georgia.—We have had rain on one day of the week, the rainfall reaching thirty-five hundredths of an inch. The thermometer has ranged from 23 to 63, averaging 35. During the month of January the rainfall reached seven inches and seventy-eight hundredths.

Savannah, Georgia.—It has rained on two days of the week, and the remainder of the week has been pleasant. The rainfall reached twenty-six hundredths of an inch. Average thermometer 49, highest 68 and lowest 43.

Augusta, Georgia.—We had light rain on one day during the early part of the week but the latter portion has been clear and pleasant. The rainfall reached ten hundredths of an inch. Between eighty-five and ninety per cent of the crop has been marketed. The thermometer has averaged 47, the highest being 68 and the lowest 32. Rainfall during the month of January four inches and thirty-four hundredths.

Atlanta, Georgia.—We have had no rain during the week.

The thermometer has averaged 44.7, ranging from 20 to 62. Charleston, South Carolina.—There has been rain on three days of the week, the rainfall reaching fifty hundredths of an inch. The thermometer has ranged from 36 to 66, averaging 49.

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 31, 1884, and February 1, 1883.

	Jan. 3	1, '84	Feb.	L, '-3.
New Orleans Below high-water mark Memphis Above low-water mark Nashville Above low-water mark Shreveport Above low-water mark Vicksburg Above low-water mark	5 19 20 14	Inch. 2 4 1 2 0	Feet. 9 22 16 17 24	Inch 1 11 5 3

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 31.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

-	Shipments this week.			Shipme	nte since	Receipts.		
Year		Conti-		Great Britain	Conti- nent.	Total.	This Week.	Since Jan. 1
1883	11,000	16,000 39,000 22,000 6,000	50,000 33,000	33,000		125,000 106,000 189,000 48,000	38,000	193,000 165,056 188,006 113,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 2,000 tales, and a decrease in shipments of 27,000 bales, and the shipments since January 1 show an increase of 19,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

*	Shipme	nts for the	e week.	Shipments since January 1.					
	Great Britain.	Conti- nent.	Total.	Great Britain.	Continent.	Total.			
Calcutta- 1884 1883	6,000	100	6,100 7,000	15,000 25,000	900 2,500	15,900 27,500			
Madras— 1884 1883	200		200	$\frac{2,400}{2,000}$		2,400 2,000			
All others— 1834 1833	800 1,000	800	1,800 1,800	2,500 2,000	800	$2,500 \\ 2,800$			
Total all— 1884 1883	7,000 8,000	100	7,100 8,800	19,900 29,000	3 3 0 0	20,800 32,300			

The above totals for the week show that the movement from the ports other than Bombay is 1,700 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.

	18	84.	18	83.	1882.		
Shipments to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1	
Bombay All other ports.				106,000 32,300	33.000 14,200	139,000 47,400	
Total	30,100	145,800	53,800	138,300	49.200	186,400	

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 30.	1883	3-94. 1892-93.		1881-82		
Receipts (cantars*)— This week Since Sept. 1	60,000 2,367,000			60,000 46,000	90.00 2,527,55	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1
Exports (bales)— To Liverpool To Continent	5,000 6,000	173,000 82,000	14,000 3,000	167,000 52,000	17,000 9,815	176,000 105,116
Total Europe	11,000	255,000	17,000	219,000	26,915	291,116

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Jan. 30 were 60,000 cantars and the shipments to all Europe

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is quiet with a reduction in the price of cloth. We give the prices of day below, and leave previous weeks prices for comparison.

		1883-4.							1882-3						
	32s Cop. 814 lbs. Twist. Shirtings.		Oott'n Mid. Upl's	32s Cop. Iwist.			84 lbs. Shirlings.				Ootl' Mid. Upld				
" 21 " 28 Jan. 4 " 11 " 18 " 25	858 @ 8916 @ 838 @ 838 @	9 ¹ 8 9 ¹ 8 9 8 ⁷ 8 8 ⁷ 8 9 9 9 ¹ 8	5 5 5 5 5 5 5 5 1 5 1	$785_{5}^{1}_{2}$ 5^{1}_{2} 7 0		d 1½ 1½ 2½ 1½ 2½ 11½ 11½ 2½ 11½ 1	578 513 ₁₆ 53 ₁ 513 ₁₆ 515 ₁₆ 515 ₁₆ 515 ₁₆	878 878 813 813 858 838 838	0000000000000	912 912 912 912 912 912	6 6 6 6 6 6 6 6		8. 07 07 07 07 07 07 07 07 07 07	d. 9 9 7 12 7 12 7 6 4 12 6 6	

New York Cotton Exchange.—The meeting of the members appointed to be held on Jan. 30 for the purpose of discussing a change of the commission law has been postponed to Tuesday, Feb. 5.

It is announced that the R-al Estate and Traders' Exchange has arranged to take up the cotton business under the title of Cotton Bureau, the tariff of commissions to be satisfactory both to principal and broker and Mr. Daniel W. Talcott of long experience in the cotton trade to be chairman. Perhaps this will help to pass the proposed reduction of the terms of the commission law at present existing in the Cotton Exchange.

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

Monthly		Year Beginning September 1.											
Leccipts.	1883	1882.	1881.	1880.	1879.	1878.							
Sept':nb'r	313,812	326,65	429,777	458,47	333,61:	288,848							
	1,016,032	980,584	853,195	968,315	888,49	689,264							
	1,030,330		974,043	1,006,501	942,27:	779,237							
	1,059,653		996,807	1,020,802	956,16	893,664							
January .				571,701	647,140	618,727							
Petalyear	3.967,636	1,267,300	3,741 519	1 025 800	3,765 011	3,269 740							
P re'tage	of tot. port	1			¢.								
assinta	Jan. 31	76:39	75.27	63 53	75.34	73.52							

This statement shows that up to Jan. 31 the receipts at the ports this year were 209,634 bales less than in 1882 and 226,117 bales more than at the same time in 1881. By adding to the above totals to Jan. 31 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

	1883-81.	1882-83.	1881-32.	1880-81.	1879-80.	1878-79.
Tot.De.31	3,479,937	3.514.473	3,253,822	3,454,099	3,120,871	2,651,013
Jan. 1		49,36	· S.	20,294	15,776	9,614
46	18,208		23,830	8.	30,208	22,227
" 3	18,858	1		23,424	30,790	36,437
. 1	19,977	29,181	17,926	11,803	8.	14,949
" 5	14.490	33,80%	23,105	13,397	23,548	s.
. 6	8.	31,713	37,231	16,773	22,906	33,248
7	20,021	8.	17,951	25,039	19,92	14,528
8	9,986	39 653	S.	17,286	17,55.	14,394
" 9		19,749	.21,640	s.	34,762	20,016
" 10	11,731	26,949	16.318	26,830	20,411	23,926
11	14,129	25,776	15,187	18,066	s.	13,778
" 12	15,185	28,542	$12\ 332$	20,036	22,132	s.
· 13	8.	23,752	31,385	18,509	21,127	23,732
" 14	18,021	S.	12,290	23,777	19,016	22,120
" 15	17,401	31,999	S.	24,317	19,730	15,966
" 16	16,032	19,691	17,601	S.	26,983	15,902
" 17			13,601	26,087	35,188	22,115
" 18	25,605	 control service all and 	15,73	23,976	s.	20,397
" 19	15,485	30,896	16,877	17,369	35,455	8.
" 20	8.	24,356	23,880	18,582	22,105	25,456
" 21		8.	15,73	.36.663	17,733	21,234
" 22		21,176	s.	17,510	21,312	24,705
" 23		20,568	17,372	8.	36,187	
" 24		11,748	14,138		23,924	
" 25	24,656	21,178				24,958
" 26		31,374	12,222	16,188	29,260	S.
" 27		20,460	21.089	22,359	14,836	
" 28		S.	13,203			
" 29	17,25	33,903	8.	21,039		
"30		30,342	20,675		23,908	
" 31	*28,859	33,961	15,190	32,346	16,710	33,583
Tot.Jn. 31	3,967,666	4,267,300	3,741,549	1,025,800	3,768,011	3,269,740
Feb. 1		21,924	12,592	22,962	8.	36,304
Total	3,981,316	1,239,224	3,754,141	1,018,762	3,768,011	3,306,044
Percentag	ge of total	Į.				
port rec'	pts Feb. 1	71 2	79.5	68.92	75.34	74.34
-		-		.1.44 37		

* 6,999 bales added as correction of receipts at Norfolk.

This statement shows that the receipts since Sept. 1 up to to-night are now 307, 908 bales less than they were to the same day of the month in 1883 and 227,175 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 February 1 in each of the years named.

EAST INDIA CROP-From Messrs. Wallace & Co.'s Cotton Report, dated Bombay, December 28th, 1883, we have the following: "Crop reports continue favorable, but blight is reported to have appeared in the Dharwar district, and the crop there is suffering slightly. The weather in the Comrawuttee, Broach and Dholl-rah districts has lately been all that could be desired, and satisfactory crops of the two latter, both as regards quantity and quality, may be looked for, unless the weather should take a turn for the worse."

JUTE BUTTS, BAGGING, &c.—The demand for bagging has been fairly active for small parcels and considerable stock is being placed. Prices are firmly maintained by sellers and only when a quantity is taken can a concession be obtained. There have been sales of 1,500 rolls, various grades, within the range, the market closing at 9½c. for 1½ lbs., 10c. for 1¾ lbs., 10¾c. for 2 lbs. and 11 1/2c. for standard grades. Butts are in good demand for spot parcels and we hear of 2,000 bales, paper quality, at 2%@2½c. and some 1.500, tagging grade, at 234@ 21/8c. At the close holders are quoting these figures, though a few are disposed to accept 2/8c for a quantity of bagging. To arrive a shade under is said to have been accepted, but the quantity was not stated.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 112,952 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:

night of this week:	i bales
NEW YORK-To Liverpool, persteamers Addiatic, 1,218Ari-	
zena 635 Ballic, 1.000 10 min, 1,004 rangici,	
0.1.10	9,172
To Harro nor steemer beliefor be accessed to the contract of t	55
To Bromen per steppie) s Maill. 357 Khell, 793	1,096
To Hamburg per stermer West bindla, 199,	1.0
To Antwork per signores Hermann, 200, Wats and, out.	700
Men Apreass To Livermont, per steamers Chaucener, 4.000	10010
Geofredo, 5.850 — Humboldt, V.080, E'murit, 4.257	16,919
To Havre, per steamers Avon, 2,012 Facual, 3,780	11,0:8
To Bremen, per bark Boritelj. 2,248	2213
To Bremen, per bark Bornell, 2,248	1,157
To Genoa, per bark Vesavio, 1.157.	2,10.
MOBILE-To Liver wol, per ship Flying Foam, 1,650per bark	6.011
H. W. Palmer, 1,594 CHARLESTON—To Liverpool, per steamers Hesper, 4,675 Upland per	.,
0301 197 809 121 000 5000000000000 00000000000000000	
hard Venues 2 x00 Unland	8,901
bark Venice, 2,000 Upland. To Havre, per bark Cr. wn Jewel, 2,341 Upland.	2,344
The Company was burne Notice T. Gillest, 2.500 to fillithe accessors	2.300
Granner To Liverpool per steamer North Billian, 4.711 UP	1081
land and 213 Sea Island. To Bremen, per steamer Clintonia, 6,0 S Upland.	4,921
To Bremen, per steamer Clintonia, 6,0°S Upland	6,058
To Cornuna per brig Sching Stanford, by C Upidlid	000
GALVESTON-To 1 iverpeol, per steamers Amoor, 5,124. Phoenix,	
4.362. Sirocco, 5,409. Jee barks Elissa, 1.402.	
Herbert, 4,452 Sharperton, 851 per brig Alphonsine,	22,344
744 To Havre, per bark Matthanja, 1,361	1,364
NORFOLK-To Liverpeol, per steamer Winthorpe, 3,490	3,490
BALTIMORE—To Liverpeol, per steamers Hugo, 3,901Ment-	
mana 1 095 Nova Scotton 2 387	8,213
The Darter dam, per steamer Lord Colling Wood, 407	467
Roston—To Liverpool, per steamers Calalonia, 450 ratestine,	0.473
2.042	2,478
2,042. PHILADELPHIA—To Liverpool, per steamer Pennsylvania, 930	930
	119 059

The particulars of these shipments, arranged in our usua form, are as follows: Rremen Roller

•			bremen	Monet-			1
	Liver-		& Ham	- dum &	Co-		
	pool.	Havre.	burg.	Antw'p.	runna.	Genoa.	Total.
New York	9.172	55	1,196	700			11,123
N. Orleans	16,919	11,048	2,243			1,157	31.372
Mobile	6.014					0.000	6,044
Charleston	8,901		2.22			2.300	13,545 $11,582$
Savannah	4,924				600		23,705
Galveston	22,344		•••••				3,490
Norfolk	C						8.6×0
Baltimore.	() 4 ()						2,178
Boston Philadelp'a	e						930
Finadelp a	000		7				
			0.500		000	0 4==	110 050
Total	83,415	14,811	9,302	1,167	.600	3, 137	112,952

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

Galveston-For Liverpool-Jan. 26-Steamer Jenny Otto, 3,829; bark Vestfold, 1,604....Jan. 29-Bark Mianie Gray, 1,272. For Havre-Jan. 26-Brig Fram, 800....Jan. 28-Bark Dronning Louise, 1,580.

For Bremen-Jan. 26-Fack Libra, 1,357.

For Bremen-Jan. 26-Bark Libra, 1,357.

New Orleans-For Liverpeol-Jan. 25-Steamer West Indian, 3.314

Jan. 26-Steamers Cadiz, 5,000; Critic, 6,200; Cabano, 5,500;

Norfelk, 5,057; St. Albans, 4,639....Jan. 18-Steamers Barcelona, 4,800; Efficient, 3,925....Jan. 30-Steamer Hampshire, 7,0.4.

For Havre-Jan. 28-Bark Navigatore, 2,058...Jan. 31-Steamer Prinz George, 7,3-9.

For Ghent-Jan. 29-Park Carin, 1,390.

For Baradam-Jan. 28-Bark Navigatore, 2,058...Jan. 31-Steamer

For Ghent—Jan. 29—Bark Carin. 1,390.
For Barcelona—Jan. 25—Bark Maria. 781.
For Veta Croz—Jan. 26—Steam r City of Mexico. 589.

Mobile For Liverpool—Jan. 31—Bark Hektor. 3, 17.

Savannah—For Liverpool Jan. 26—steamers Broomhaugh, 6,201;
Ealing. 5,742Jan. 31—Steamer Strathleven, 6,858.
For Brewen—Jan. 25—Steamer Northern. C,644.
Charleston—For Liverpool—Jan. 25—Bark Penema, 2,371.
For Sebestopol—Jan. 26—Steamer North Derham. 5, 05.
Polt Royal—For Liverpool—Jan. 25—Bark Johanne Auguste, 2,550.
Norfolk—For Liverpool—Jan. 25—Shap Everest. 6263...dan. 26—Steamer Gudford, c,836...dan. 31—Steamer Peinz Leopold. 4,655.
Boston—For Liverpool—Jan. 23—Steamer Bulgarian, 1,145...Jan. 24—Steamer Victoria, 1...Jan. 25—Steamer There an, 519...Jan. 25—Steamer Norschaft, 1,795.

Baltimore—For Liverpool—Jan. 26—Steamer Thanemore, 353.

BALTIMOR: —For Liverpool - Jan. 26-Steamer Thanemore, 353.
PHILADELPHIA—For Liverpool - Jan. 25-Steamer Lord Gough, 3,041Jan. 29-Steamer Ohio, 1,965.

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

Queen, steamer (Br.), before reported ashore at Nargen. Two hundred and nine bares cotton arrived at Reval, Jan. 15, from steamer Queen. On Jan. 16 about 985 bales remained on board the steamer. Stratilleven, steamer (Br.), for Liv 17001, before reported on fire at Typee. A survey was held on the 23d, and the vessel found to have been slightly damaged. The surveyors recommended that she finish loading and sail for destination. Only about 1,000 bales had been discharged. 484 bales of cotton, damaged by fire and water, were sold on the 30th for the benefit of all concerned. The steamer left Tybee and went up to Savannah on the 24th, where she will finish loading. Her repairs will be made in England. BJORNSTJERNO BJORNSEN, bark (Nor.), Larsen, from Charleston, Dec. 26, for Liverpool, was totally wrecked at the mouth of the Mersey, Jan. 27. The crew, with the exception of the carpenter, were saved.

Solid, bark (Nor.), before reported on fire at Galveston while loading

Solid, bark (Nor.), before reported on fire at Galveston while loading for Liverpool. The bark Solid was libelled, Jan. 25, at the sait of fifteen cotton-screw men, in a claim for salvage. Last week, while the Solid was taking on europe a lantern was dropped by one of the the 50 m was taking on cargo a langern was dropped by one of the screw-men, and the flame was communicated to two bales of cotton (before reported). The captain and his crew and the screw-men turned to, threw water into the hold, and got the two bales out. In all, less than half a dozen bales were required to be taken out. The libel is brought for the services rendered. The libellants place a value of \$65,000 mpon the bark and have access. a value of \$65,000 upon the bark and her cargo.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	1364*	1364*	1364*	1364*	13 ₆₄ *	1334*
Do saild.	716*	716*	716	716*	716*	716*
Havre, steamc.						
Bremen, steamc.			1332-716*	1332-7161	1332-716	1332-716
Do sailc. Hamburg, steam.c.	38*	38	38	39,	38*	38*
Do sailc. Amst'd'm, steam.c.	1,2*	1,2*	13*	12*	1 ₂ *	12*
Do sail c .			∂ ₃₂ ^k	932*	932*	932*
Reval, steamd.	932*	932*				
Sarcelona, steam.c.	31 2 78*	3 ₄ @ 7 ₈ *	34 70 78*	34 20 78*	34 @ 78* 58	34 2 78* 58'
Genoa, steamc. Trieste, steamc.	58*	58*	58*	58*	58*	58*
Antwerp, steam. c.		384	38 *	38*	38*	38*

* Compressed.

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

	Jan. 11	Jan 18	Jan. 25	Feb. 1.
Sales of the weekhales.	81,000		51,000 4,000	68,000 6,000
Of which exporters took Of which speculators took	$\frac{2.500}{6.400}$	5,100	2,940	6,300
Sales American	55.000 3,700	4,400		$\frac{49,000}{6,700}$
Forwarded Total stock -Estimated	21,000 696,000			18,500 $798,000$
Of which American—Estim'd rotal import of the week	457,000		515,000 75.000	562,000 137,000
Of which American	81,000	111,000	64,000 415,000	$110,000 \\ 429,000$
Amount afloatOf which American	305,000			331,000

The tone of the Liverpool market for spots and futures each day of the week ending Feb. 1, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, { 12:30 P.M.	Firmer.	Harden'g.	Steady.	Harden'g.	Steady.	Quiet.
sid Upl'ds sud. Orl'ns sales Spec.& exp.	8,000	515 ₁₆ 61 ₁₆ 12.030 1,000	515 ₁₆ 61 ₁₆ 10,000 1,000	515 ₁₆ 61 ₁₆ 15,000 2,000	515 ₁₆ 61 ₁₆ 10,000 1,000	$\begin{array}{c} 5^{15}_{16} \\ 6^{1}_{16} \\ 10,000 \\ 2,000 \\ \end{array}$
Futures. Market, (12:30 P.M.)	Quiet.	Firm.	Steadier.	Firm.	Steadier.	Firm.
Market, 5 P. M.	Steady.	Steady.	Firm.	Steady.	Steady.	Firm.

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.

	Sa	Sat., Jan. 26.			Me	Men., Jan. 28.				Tues., Jan. 29.			
* e	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.	
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	
Totalour		5 58		0.000	5 81	5 1	5 11	5 61					
Jar.uary			i		5 60	5 61	5 1:0	5 61	5 58	5 59	5 59	5 59	
JanFeb	5 60	5 60		5 59	5 61	5 63	5+0	5 81	5 81	5 61	5 59	5 58	
debMarch	60)		8 00	6 00	60!	8 02	801	6 01	6 (0	6.00	5 62	5 62	
HarApr	6 03	1	6 03	60;	6 05	6 05	3 . 4	6 04	100	6 04	602	6 02	
opril-May.		817	6 03	6 05	603	6 01	1507	807	6 05	6 08	6 00	6 0	
iny-line	8 11	8 11		6 11	6 2	6 13	6 12	612	611	6 11	6 10	6 1	
Jane-July.	200	8 15	77 101040	6 11	61	6 16	6-16	6 16	8 15	6 15	8 14	61	
Jaly-Aug.	1			1	6 20	6 20	6:0	6 20	6 18	6 18	6 18	61	
ingSept.		1		1	13	1 .			ll				
ept -Oct	1	8	1		1	1							
NovDec.			,					·					

	Wed	Wednes., Jan. 30.			Thu	Thurs., Jan. 31.				Fri., Feb. 1.			
January JanFeb Feb Feb MarApr April-May. May-June. June-July. July-Aug SeptOct OctNov Nov Dec	Open d. 5 59 5 58 5 59 5 63 6 02 6 03 6 10	High d. 5 59 5 58 5 59 5 63 6 67 6 10 6 13	Low. 6. 5 59 5 58 5 59 5 60 6 02 6 06 6 10 6 13	Clos. d. 5 59 5 58 5 59 5 63 6 03 6 07 6 10 6 13	Open d. 55° 55° 55° 56° 60° 60° 60° 60° 61° 61° 61° 61° 61° 61° 61° 61° 61° 61	High d. 5 57 5 58 5 62 6 03 6 03 6 12 6 15	Love. d. 5 58 5 57 5 56 5 61 6 61 6 64 6 98 6 12 6 15	Clos. d. 5 58 5 57 5 57 5 61 6 01 6 05 6 0 8 12 6 15	d 557 5 6! 6 01 6 05 5 09 6 12	5 58 5 63 6 02 6 06 6 10 6 13	5 56 5 61 6 01 8 05 6 0 8 12	5.5 5.6 6.7 6.7 6.7	

BREADSTUFFS.

FRIDAY, P. M., Feb. 1, 18:4.

Flour has been firmer at times, but has latterly been weak, owing to dulness of trade; that is to say, the demand has been light, both from exporters and home buyers, and, the supply here being large, the market has accordingly been more or less depressed for several days past. The most of the trade is in winter wheat flour, which is not nearly so plentiful as spring wheat milled; but only the better grades are wanted. The stock of all kinds of spring wheat flour is large and it is to a great extent neglected. There has been some export trade done, but mainly for West India account, the European demand being insignificant. Such grades, however, as No. 2, superfine and shipping extra are not so well held as recently, the better descriptions of fl ur being the least depressed. To-day the market, as a whole, was dull and easy.

Wheat has latterly been less active, both for export and on speculation, and prices have slowly declined. There has been a decrease of 434,843 bushels in the supply here within a week, and also some diminution in the visible stock in the country at large; but these facts have had little, if any, influence. The fluctuations in prices here are indeed la gely governed by those in Chicago, and that market is influenced by all sorts of rumors, groundless or otherwise, which are at all likely to affect the situation. Prices in Europe have fallen somewhat, however, and this fact, having a direct bearing on the export trade, has increased the dulness and added another depressing influence. The large supplies, both here and in Europe, are nevertheless the greatest embarrassment under which the market now labors. To-day there was a moderate trade at irregular prices, the opening figures being a fraction lower, though later there was a recovery and a slight advance. The closing prices for No. 2 red were firm at \$100 in elevator, \$105 for February, \$1071/4 for March, \$1 09% for April, \$1 12% for May and \$1 13 for June, these prices being 1c. to 11/2c. lewer for options than those of a week ago.

Indian corn has been dull and lower. The greatest obstacle to any permanent recovery in prices is the dulness of the foreign trade. The visible supply has increased 518,908 bushels; but this fact has no such effect as the slackness of the export demand. The speculative interest, moreover, has noticeably decreased of late, and the market as a whole seems to be without sustaining influences. To-day there was a moderate trade at steady prices on the spot and at slightly lower prices for future delivery, though the decline was followed by some reaction. The market closed firm for No. 2 mixed at 60%c. for February, 61%c. for March, 63%c. for April and 64%c. for May, these figures being %c.@1%c. lower than those of a week ago.

Rye and barley have been moderately active at firm prices. Oats have at times been very dull, though within a day or two the trade has increased somewhat. Prices have declined. To-day, however, the market was firm, though only moderately active.

The following are closing quotations

The following are c	losing quo	tations	
No. 2 spring 3° bbl. \$2 No. 2 winter 2 Superfine. 2 Spring wheat extras Minn. clear and stra't Winter shipp'g extras. Winter clear and straight	FLO 2 00 2 2 50	City shipping extras \$5 15 & Southern bakers' and family brands	6 25 5 50 3 75 3 25 3 45

GR	AIN.	
Whoat— Spring, per bush. 85	Rye—Western	71 73 4) 47 35 43 92 85 65 77 80

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 Jan. 25 and since Aug. 1 for each of the last three years:

Receipts at-	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
Tercerpro ac	200	Bush.60 lbs I	Rush 581bs	Bush.32 lbs	Bush.48lbs	Bush.58 lbs
			1,343,620	501,750	79,545	44,684
Chicago	45,233	215,816			135,581	10,900
Milwaukee	63,471	113,148	9.520	5,986	2 590	1,829
Toledo	1,561	141,298	131,747			
Detroit	3,759	42,257	39,834		3,170	500
Cleveland	2,979	27,987	61,925			
St. Louis	25,176	85,425	453,770			
	1,700	7,500	261,22)	183,555	9,599	11,505
Peoria	1	17,306		,		
Duluth			4	010 070	282,725	75,465
Tot. wk. '84	143,579	653,737	2,312,726			67,637
Same wk. '83		772,655	1,621,652	512,900		
Same wk. '82		946,621	2,922,511	1,089,458	274,188	6,4,400
				1		
SinceAug.1-		51,247,835	60,734,767	35,119.685	12,583,886	
1883		I con confinement agreement	40,487,24		10,101,957	2,712,693
1882	5,235,498	the second of th				2,940,497
1881	4,321,369	28,421,785	05,001, 11	10,000,00		

The comparative shipments of flour and grain from the same ports from Dec. 24, 1883, to Jan. 26, 1884, inclusive, for four years, show as follows:

Flourbbla.	1883-84. 816,173	1882-83. 1,028,531	1881-82 $665,457$	\$54,854
Wheat bush. Lorn. Cats. Sarley	1,500,130 5,933,629 2,507,568 723,614	$\begin{array}{r} 1,645,079 \\ 6,688,695 \\ 2,787,153 \\ 978,122 \\ 194,225 \end{array}$	1,963,603 5,575,725 3,032,315 6,0,031 222,233	1,792,701 3,694,413 2,302,014 791,577 248,654
Fobal grain	$\frac{239,331}{11,204,272}$	12,203,274	11,148 987	8,829,359

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

	ports for four years.	1884. Week	1883. Week	1882. Week	1881. Week Jan. 29.
	Flourbbls.	Jan. 26. 159,168	Jun. 27. 101,987	Jin. 23. 149,606	181,758
-	Wheat. bush.	272,455 1 353,723	$\frac{247,497}{1,101,440}$	387,527 $1,671,923$	131,591 $847,489$ $524,936$
-	Oats Barley	153,344	309,263 $104,419$ -20.556	820,457 $117,913$ $51,877$	
-	Rye		$\frac{26,336}{1,786,475}$	3,919,697	1,656,550
	Total	-,			

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

	179,625 $139,392$	Wheat, bush. 272,155 557,635 465,778 260,278	Gorn, bush. 1,353,723 1,617,324 1,103,104 901,385	Oals, bush. 682,230 741,428 431,813 336,623	Barley, bush. 153,314 182,990 153,406 116,523	bush. 46.915 69,748 74,500 32,907
Tot., 4 W.	667.271	1,505,196 1,245,729	4,931,3.6 5,333,502	2,192,694 $2,226,832$	606,263 $754,124$	

The receipts of flour and grain at the seaboard ports for the week ended Jan. 26 follow:

	At— New York Joston. Portland Hontreal Zniladelphia Baltimore. New Orleans.	Figur, vbls. 118,207 63.032 12,117 3,856 18,955 23,026	Wheat, bush. 303,400 24,100 8,571 1,400 49,700 164,700 1,011	$\substack{153,000 \\ -106,250}$	Oats, bush. 153,000 25,951 2,800 7,559 74,800 31,000 36,470	Barley, bush. 75,350 1,000 6,200 57,600	Rye, bush- 27,200 1,900 1,600 3,700 8,770	
-	Total week Cor. week '83	218,372 $294,185$	558,915 900,659	1,055,799 1,237,418	331,571 451,605	66,838	42,270 17,050	
- 1					C 47-	nonio'	1 from	

The total receipts at the same ports for the period from Dec. 24, 1883, to Jan. 26, 1884, compare as follows for four years:

years:	1883-94.	1882-93. 1,558,933	1881-32. 929,106	1880-31. 1,218,003
Fiourbbla.	1,070,915		3,956 542	4,726,145
Wheat bush.	1,710.103 $3,865,333$	5,011,211 6,653,613 2,132,033	2,339.067 $2,037.143$	$rac{4,597,276}{1,631,351}$
Oats Barley Rye	1,313,652 $561,150$ $165,112$	313,377 71,774	33,633	630.976
Total grain.	7,615,105	14,270,531	8.543.933	11 636 489
TOUR BLANK				1 din 2

The exports from the several seaboard ports for week ending Jan. 26, 1884, are shown in the annexed statement:

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Exports from-	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York		545,712		1,222	27,242	1,684
Boston Portland.	$^{\circ}23.051$	8,571	$\begin{array}{c c} 131,781 \\ 69,218 \end{array}$			
Montreal.			03,218	•••••	•••••	20,178
Philadel Baltim're	2,067		62,000	433		••••
N.Orl'ns	5,199	491,530	$\begin{array}{c} 106.411 \\ 99.007 \end{array}$	10	•••••	••••
T-4-1-D						•••••
Total w'k.	98,450	1,046,113	593,749	1,665	27,242	21,852
1883	303.028	1,172.460	1,128,067	1,614	12,613	19.030

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

Exports	Flo	ur.	Wh	reat.	Corn.		
for week to—	1884. Week, Jan. 26.	1883. Week, Jan. 27	1884. Week. Jan. 26.	1883. Week, Jan. 27.	1884. Week, Jan. 25.	1883. Week, Jan. 27.	
Un.King.	Bb/s. 47.480	Bbls. 266,788	Bush. 476,079	Bush.	Bush.	Bush.	
Contin'nt	6,438 $11,925$	12,260 8,458	570,031	713,318 449,299	323,563 $227,618$	230,807	
W. Indies Brit. Col's	20,192	10,017 2.156		$\frac{250}{4,001}$	8.110	7,912	
Oth.c'nt's		5.130 3.549	•••••	5,589	2,100	838412	
Total	98.450	303,028	1.046,113	1,172,460	593.749	1.128.007	

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

	Flo	ur.	Wh	eut.	Corn.			
Exports since Sept. 1, to—	1883-84. Sept. 1 to Jan. 26.	1882-83. Sept. 1 to Jan. 27.	1883-84 Sept. 1 to Jan. 26.	1582-53. Sept. 1 to Jan. 27.	1883-84. Sept. 1 to Jan. 26.	1882-83. Sept. 1 to Jan. 27.		
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.		
Un. Kingdom	2,398,335	3,081,508	12,379,203	22,293,335	13,150,313	6,243,457		
Continent	172,627	326,509		17,951,364	,,01010	749,246		
8. & C. Am	280,922	318,501	581	87,428	677,855			
West Indies.	358,888	422,853	21,538	32,349	190,030	87,823 176,323		
Brit. Col'nies	311,331	292,605	8,010	7.808	86,926			
Oth. countr's	15,984	20,391	600	199,663	108,600	67,068 51,299		
Total	3,538,090	4,462,365	19,979,143	40.572,115	17,912,998	7,375,216		

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, Jan. 26, 1884, was as follows:

	Wheat,	Corn,	Oats,	Barley.	Rye,
In store at—	bush.	bush.	buch.	bush.	
New York	5.777.383		2,699,771		bush.
Do afloat (est.)	840,000	416,500		379,201	305.810
Albany				262.258	190,722
Puffelo	9,400	26.500	40,000	117,590	17,000
Buffalo	1,288,733	157,979	838	291.583	16.526
Ohicago	12,585,818	4,357,968	1.575.307		1,698,213
Do affoat	91,200	80,600	101,790		1,000,210
Milwaukee	2,992,233	25,439		011 001	1 ~ ()
Duluth	2,554,344		2,506	611,681	17.048
Toledo		470 100	. 27 27 2	•••••	
Detroit	2,470,818	476,108	47,565		10,000
Detroit	539,083	30,945	16,340	25.431	
Oswego	195,000	170.000		410,000	55,000
Br. Louis.	1,496,240	1,470,112	192.876	49,597	
Cincinnati	143,420	7,346	31,351		99,806
-Boston	35,408	291,583		40,593	16,143
Toronto		201,000	189.531	15,680	1,520
Montreel	119,532		8,913	157,618	
Montreal	195,056	13,215	2.367	14,862	25,017
Philadelphia	883,002	281,911	83.800		
Peoria	6,423	21,975	28.326		96.416
Indianapolis	144,200	32,100	39,900	000	
Kansas City	439,253	212 583			19.000
Baltimore			27,378		19,746
Down Mississis at	869,777	180,106	2,650		6,331
Down Mississippi.		•••••	• • • • • •		
On rail	272,455	1,353,723	682,236	153,344	46,945
			,		10,010

Tot. Jan. 26,'84. 33,948.813 11,574,748 5,773,445 2,883,515 2,641,273 Tot. Jan. 19,'84. 34,890,871 11,055,840 5,887.257 3,094,743 2,580,341 Tot. Jan. 27,'83. 21,909.118 9,550,497 3,985,195 2,303,521 1,506,689 Tot. Jan. 28,'82. 17,752,442 17,816,161 3,205,621 2,824,713 1,158,983 Tot. Jan. 29,'81. 28,006,545 16,724,075 3,465,926 3,538,372 797,463

Note -Of the total stock afloat in New York Jan. 26, 1884, 283,462 bushels wheat and 86,014 bushels corn have since cleared.

THE DRY GOODS TRADE.

FRIDAY, P. M., Feb. 1, 1884.

The past week has developed no material change in the general condition of the dry goods trade. The demand at first hands was characterized by a good deal of irregularity. Fabrics adapted to the coming season, as dress goods, ginghams, wash fabrics, lawns, piques, &c., were distributed with considerable freedom, and printed calicoes were in fair request. Clothing woolens ruled very quiet, and there was only a slight improvement in the demand for imported fabrics. Lower prices enabled agents representing certain well known makes of domestic cotton goods to effect liberal sales; but little if any profit from these transactions was derived by manufacturers, and the general demand for cotton goods was comparatively light. The jobbing trade has been sluggish as a rule, comparatively few retail buyers having thus far appeared in the market. Toward the close of the week there was a somewhat improved undertone, caused by the determination of cotton goods manufacturers to curtail production; and if this course is persisted in, it will greatly tend to restore confidence in values and lead to a more satisfactory business in the near future.

Domestic Cotton Goods.—The exports of cotton goods were only 951 packages for the week. Of these 226 were sent to U. S. of Colombia, 230 to Venezuela, 119 to China, 114 to Hayti, and smaller lots to other foreign markets. There was a large movement in certain makes of brown and colored cottons (from this city and direct from the mills) as the result of very low prices; but other staple cotton goods were only in moderate demand, and the market closed in a somewhat unsettled condition, though it can hardly be doubted that bottom figures have been reached for many fabrics, and some goods are not unlikely to appreciate shortly because of the lessened production referred to above. Print cloths were in fair demand and slightly dearer, owing to the probability of an early strike among the operatives in Fall River, arising from a contemplated reduction of wages. Extra 64x64 print cloths closed at 3½c. plus 1 per cent and 56x60s at 31-16c.@3½c. Prints were in moderate demand, but less active than expected, and there was a good steady business in ginghams, chambrays, seersuckers, printed piques, lawns, wash fabrics, white goods and cotton hosiery.

Domestic Woolen Goods. - There was a well-sustained demand for miscellaneous woolens, as ladies' cloths, stockinettes. Jersey cloths, all-wool and worsted dress fabrics, &c., and though buyers were cautious in their operations, transactions were large in the aggregate, owing to the great number of selections that were made. Men's-wear woolens were for the most part quiet in first hands, and the jobbing trade was sluggish. Spring cassimeres and worsteds were in light request for freshening assortments, but by no means active. Heavy worsteds were opened by a few of the agents, and some fair orders (for future delivery) were placed by clothiers at about 5 per cent below last year's prices. Overcoatings have been looked after, but few sales are thus far reported. Heavy cassimeres have not been shown by agents save in exceptional cases, and very little business in goods of this class has thus far been accomplished. Satinets have met with moderate attention, and a limited distribution of Kentucky jeans was made by agents. Carpets were in fair request and steady in price, while

flannels and blankets were mostly quiet.

Foreign Dry Goods.—Business in foreign goods was by no means active, though a trifle better than of late. Fancy summer silks were in fair request, but other silks ruled quiet, and velvets were lightly dealt in. British dress goods were distributed in fair quantities, but fine Continental fabrics remained quiet. White goods, embroideries, ribbons and imitation laces were in fair demand, as were hosiery and fabric gloves, and spring cloakings and ladies' cloths were more sought after by intending buyers.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Jan. 31, 1884, and since January 1, and the same facts for the corresponding periods of 1883, are as follows:

1=	- F15	<u> </u>															
fotal at the pert	Fotal Ent'd forconsumpt.	liscellaneous	Wool Cetton Silk	vanufactures of	fotal on market	Total Ent'd forconsumpt.	Miscellaneous	Cotton Silk	Wool Wool		Total	Miscellaneous	Flax	Wool Cotton	Manufactures of—		ENTERED FOR CONSUMPTION
8,317	3,703 4,614	2,423	405 304 236	i.	8,392	3.778	1.533	621 229	415	THORA	4.614	643	789	1,097 1,306	FKgs.	Feb.	OR CON
2,399,269	1,775,903	83,720 71,931	169,124 101,394 197,197	ENTERED FOR	2,558,910	783,007 1,775,903	76,654	205.886 175.403	187 701	WITHORAWN FROM	614 1,775.903	1		529,446 480,809	-	1,	SUMPTION
42,606	15.931 26,675	2,679 6,190	2,196 3,481 1,385	OR WAREH	41,936	15,261 26,675	3,936 5,364	3,073 1,153	1 10 7	WAREHOU	26.675			4.722 7.945	Pkgs.	Since Jan	FOR THE
13,345,312	3,877,728 9,467,584	511,203 354,682	907,394 1,027,451 1,076,998	WAREHOUSE DURING	13,127,948	3,6 6 0,361 9,167,584	609.044 277,700	1,132,411 879,571		WAREHOUSE AND THROWN INTO THE WAREHOUSE	9 467 584			2,189,845	Value.	1, 1	WEEK AND 8
No. of Column	2,552 10,755	!	475 434 260	SAME	17,217	6,462 10,755	4	421 302		OWN IND		2,128	-	1,562	Pkgs.	Jan.	INCE JA
13,277 3,398,860	583,220 2,815,640	73,949 28,872	201,921 130.726 147.749	PERIOD.	3,534.602	718,962 2,815,640	113,618 85,962		ARE MA	WN 1NTO THE WAL	9018 010			620,003	_		AND SINCE JANUARY 1, 1
47,366	11.497 35.869	2,255 3,512	2,135 2,329		56,908	.21,039 35,869	3.131 12,724	1,845 2,140	KABI.	35.869		7.424 8,511			Pkgs.	Since Ju	1884 AND 1853
13,598,890	2,956.313 10,642,577	150,211 150,211	85×,30 717,030		13.688.63	3.046.111 10,642.577	269,55/			10.642,577	1		3.988.6740	,	Value.	Since Jan. 1, 1884.	X X X