

# The Economist,

## WEEKLY COMMERCIAL TIMES,

Bankers' Gazette, and Railway Monitor:

A POLITICAL, LITERARY, AND GENERAL NEWSPAPER.

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## The Economist.

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### MONTHLY TRADE SUPPLEMENT.

On August 11 was published the eighth of a series of Monthly Trade Supplements. It is intended that each Supplement shall contain a number of articles on our various industries, together with information on subjects of special interest to our manufacturers and traders. Careful digests will be made of the reports on the trade of foreign countries, furnished by our Consuls, and similar summaries given of the commercial and statistical reports which are regularly issued by several Foreign Governments. Special attention will likewise be devoted to statistics of production and consumption, both at home and abroad, the Monthly Board of Trade Returns being given in their practical entirety.

These Monthly Supplements are issued gratis to all subscribers to the ECONOMIST.

OFFICE—340 Strand.

### THE MONEY MARKET.

RATES in the money market have this week continued to decline, and the favourable Bank return has now strengthened this tendency towards greater ease. It seems hardly to be expected, however, that the fall will proceed much further. For one thing, the Bank so long as it maintains its rate at 4 per cent. is sure to try to make that rate effective, and although in the present condition of the market it cannot hope to do this completely, still, now that it has altered its relation with the brokers, it can exercise a considerable influence. Besides, every fall in rates tends to counteract itself. The market is easy, because the Bank is strong and growing stronger. But it is the inflow of gold from abroad which is the main cause of this strength, and if the value of money here continues to decline we must look for the gold influx to be checked if not wholly arrested. Already, as will be seen from the subjoined table, the drop in our rates has turned the foreign exchanges less in our favour, and as any further fall will quicken this movement, it will tend, as we have said, to bring into play a counteracting force. For the present, therefore, it seems as if the value of money would remain pretty much at its present level.

As to the course of the market later on, it is not possible to speak with any confidence. That will greatly depend upon whether or not gold is taken hence for New York, and as to the chances of our being subjected to such a drain opinions differ greatly. On the one hand, stress is laid upon the fact that there has recently been a great scaling down of prices in the United States, and that speculation there has sustained a very severe check. A smaller amount of money, it is argued, will thus suffice now to carry on the business of the country, especially as the crops are not turning out so well as was expected. But, on the other hand, it must be remembered that although prices have fallen, the population of the States is increasing so rapidly, that the volume of business there must be expanding. The American crops, moreover, although they have in some cases fallen short of what was expected, are still very large, and owing to the return of the European harvests proving less favourable than was looked for, the foreign demand for the American supplies promises to be larger than seemed likely only a little while ago. On the whole, therefore, it appears hardly prudent to calculate either upon the monetary requirements of the States being less this autumn than they have been in recent years, or in the ability of America to draw gold from this side, if that is necessary to satisfy these requirements, being in any way impaired. The contingency of a moderate export of gold hence to the States, therefore, is one for which it is well that we should stand prepared.

#### BANK RATE and MARKET RATE.

	Yesterday.	Last Week.	A Fort-night Ago.	Three Weeks Ago	A Month A. G.
Bank rate.....	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$
Market rate...	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$

LONDON MARKET RATE Compared with FOREIGN MARKET RATES.  
(+ above: — below.)

	Yesterday.	Last Week.	A Fort-night Ago.	Three Weeks Ago.	A Month Ago.
With Paris .....	+ $\frac{1}{2}$	+ $\frac{1}{2}$	+ $\frac{1}{2}$	+ $\frac{1}{2}$	+ $\frac{1}{2}$
Berlin .....	+ $\frac{1}{2}$	+ $\frac{1}{2}$	+ $\frac{1}{2}$	+ $\frac{1}{2}$	+ $\frac{1}{2}$
Amsterdam .....	+ $\frac{1}{2}$	+ $\frac{1}{2}$	+ $\frac{1}{2}$	+ $\frac{1}{2}$	+ $\frac{1}{2}$
New York call money	+ $\frac{1}{2}$	+ 1	+ 1	+ $\frac{1}{2}$	+ $\frac{1}{2}$

## RATES OF EXCHANGE.

	Yesterday.	Last Week.	A Fort-night Ago.	Three Weeks Ago.	A Month Ago.
France .....	Per Mille. $\frac{4}{4}$ for us	Per Mille. $\frac{4}{4}$ for us	Per Mille. $\frac{4}{4}$ for us	Per Mille. $\frac{3}{4}$ for us	Per Mille. $\frac{3}{4}$ for us
Germany .....	$\frac{3}{4}$ for us	$\frac{3}{4}$ for us	$\frac{4}{4}$ for us	$\frac{4}{4}$ for us	$\frac{4}{4}$ for us
Holland .....	$\frac{4}{4}$ for us	$\frac{4}{4}$ for us	$\frac{4}{4}$ for us	$\frac{4}{4}$ for us	$\frac{3}{4}$ for us
New York .....	$\frac{8}{8}$ agst. us	$\frac{2}{2}$ agst. us	1 agst. us	$\frac{1}{2}$ for us	$\frac{1}{2}$ agst. us

## THE RECENT WAR SCARE.

PRINCE BISMARCK grows more unaccountable than ever. One day he suddenly summons Parliament, which he is generally so glad to be rid of, and summons it in the middle of the holiday season, for the transaction of some purely formal business. A few days later he throws Europe into consternation by an alarmist article of the most pronounced type, and excites universal interest as to what the extraordinary Session of the Reichstag may be going to reveal. And then, again, when the Reichstag has assembled, and everyone is on tip-toe with expectation, he sends one of his colleagues down to meet it with as unconcerned an air and as unimportant an inaugural speech as if nothing unusual had happened for the last twelvemonth. It is true that, in a sense, the memorable article in the *North German Gazette*, which startled the world last week, was nothing unusual. The same sort of thing has happened more than once before. The German semi-official Press has long been in the habit of reading an occasional lecture to foreign Powers. The time selected is generally the autumn, when there is no Parliamentary business engaging men's attention. And the subject invariably is the supposed bellicose spirit of the Power addressed. Whether a French orator indulges in the expression of a shadowy hope of regaining *nos frères séparés*, or an unusual concentration of cavalry is observed on the line of the Niemen, or whatever else be the provoking cause, the *North German Gazette* is ever ready to discharge its "jet of cold water" at the martial spirit of its neighbours, and to assure the world that Germany has her eye upon their movements, and is prepared for every contingency. But common as such manifestoes are, there was yet a peculiar emphasis about this last specimen of the class, which for a moment shook even the most tranquil out of their composure, and which even now, when the alarm has pretty well subsided, tempts men to go on speculating about its true cause. For that it really was the language of the French Press which provoked it few people have been found ready to believe. What evidence, indeed, is there that French journalists have of late been peculiarly aggressive? As far as we have been able to observe, the tone of the leading newspapers towards Germany has been no less guarded, and that of certain inferior organs no more abusive, than at any other time. Germany has, if anything, come in for rather less than her usual share of criticism, as an exceptional amount of sarcasm and invective has lately been required for England.

Whatever may be the purpose of Prince Bismarck's warning, its alleged cause, we may safely conclude, was not the real one. But what, then, did it mean? The lapse of time only makes the mystery greater. Prince Bismarck, according to one interpretation, had grown uneasy about the increasing restlessness of France. He was alarmed at the spirit of Chauvinism revealed in her colonial adventures, and wished to warn her in time. Some German writers are even now congratulating the Chancellor upon the success of his move, as shown in the alleged change for the better in the attitude of France to England. But why should Prince Bismarck, of all people in the world, object, if France chooses to make enemies, and get herself into trouble in Asia or Africa? The more she is entangled in such bootless enterprises the freer he is to move as he pleases on the political chess-board of Europe. It is not his business to impress upon her the necessity of husbanding her strength and making as many friends as possible. A more plausible theory attributed

Prince Bismarck's warning to his uneasiness at the alleged intention of General Thibaudin to mobilise a single army corps, "by way of experiment," on the Eastern frontier of France. Such a proceeding would, indeed, be unprecedented in a time of profound peace, and might well be resented by Germans, even if it originated with a Minister less peculiarly obnoxious to them than General Thibaudin. But, in the first place, this alleged intention of the French War Minister was probably mythical; and next, even if it existed, Prince Bismarck had far more direct and effective means for dealing with it than inspired leading articles. Such a project would have been a very proper subject for straightforward, diplomatic remonstrance, and the Chancellor has no objection to speaking out. It is his habit to employ the directest means for attaining his end, and when he adopted so roundabout a method of giving a hint, we may fairly presume that he had in view some object less simple and avowable than that of preventing "experimental" mobilisation in the Vosges.

What that object was, a curious world is evidently not destined to find out just at present. There are, however, some obvious reasons why Prince Bismarck, while desiring his country to be safe, should not be equally anxious that his countrymen should feel secure. In the first place, the constant fear of foreign aggression is calculated to make them more amenable in domestic questions to their indispensable Foreign Minister. And then it is only by keeping them permanently alarmed that they can be permanently reconciled to the enormous burden imposed upon them by their present military system. But the maintenance of that system in all its strength and all its rigour is the keystone of Bismarckian policy. It is true that the Chancellor has been singularly successful in supplementing the independent strength of his country by powerful and effective alliances. But such alliances, while enhancing the influence of Germany, can never relieve her from the necessity of maintaining that preponderance of military force, to which her power of attraction is due. It is because Germany is strong that she is generally courted, from Madrid to Bucharest. And it may well seem advisable to a statesman who has laid to heart the maxim *et esse et videri*, that she should make occasional displays of this exceptional strength. However offensive they may be in some respects, these demonstrations are at least conclusive evidence of the power and self-confidence of the country which can dare to make, and of the weakness and isolation of the country which cannot afford to resent them. If they excite the anxiety, they also flatter the pride of Prince Bismarck's countrymen, and they call the attention of all the world to the advantage of being his friend, and the danger of offending him. At once to frighten and to flatter his own subjects, to advertise the unique position of Germany and the helplessness of France—these may after all be the simple, if not over magnanimous, objects of utterances like that which has just been the nine days' wonder of Europe.

## THE FINANCES OF EGYPT.

A DEFICIT in 1882 of about 400,000*l.*, and for the current year an estimated deficit, which is certain to be very largely increased, of something like 280,000*l.*, both these amounts being exclusive of the cost of the English occupation and of the war indemnity payments—such is the view of the position of the Egyptian finances presented in the newly-issued report of the Finance Minister. Dealing first with 1882, the actual revenue and expenditure for the year compares with the Budget estimates and the totals for 1881 as follows:—

	1882.		1881.
	Actual.	Estimates.	
Receipts.....	£4,456,100	£4,410,300	£4,775,900
Expenditure .....	4,039,300	4,077,100	4,109,900
Surplus .....	416,800	313,200	666,000

	1882.		1881.
	Actual.	Estimates.	
Receipts.....	£4,396,800	£4,336,280	£4,454,100
Expenditure .....	4,718,300	4,366,900	4,267,600
Surplus deficit	321,500	30,700	186,500

In accordance with the Law of Liquidation, a portion of the excess realised out of the assigned revenues is credited to the Government, and when this adjustment is made, the surplus on the assigned revenues is reduced to £391,600, and the deficit on the non-assigned resources diminished to £296,300. In addition, however, to expenditure set down in the Budget of the Administration, the Treasury had to provide for a deficit of £97,800 in the revenues of the State Domains, and the total excess of expenditure over income not hypothecated to the service of the debt was thus increased to £394,100.

Turning next to the estimates for the current year, the original Budget was as follows:—

	Assigned Resources.		Non-Assigned Resources.
	£		£
Revenue.....	4,367,700	.....	4,416,900
Expenditure.....	4,167,100	.....	4,414,900
Surplus.....	220,600	.....	2,000

Since this Budget was framed, however, the Government, desirous of making provision for new charges arising out of the events of last year, has ordered a reduction of 5 per cent. upon the amounts allocated to most of the public departments, and in this way a saving of about 145,500*l* on the administrative expenditure is expected to be realised. In such a haphazard reduction as this, it is clear little reliance can be placed. But even supposing it to be effected—and if effected, it must be at the cost of efficiency in some department—any gain which the Treasury may realise from it will, it is already obvious, be more than counterbalanced by losses in other directions. The Finance Minister, for instance, reports that the sum inserted in the Budget for the Soudan expenses will be “absolutely insufficient” to cover the expenditure. And again, speaking of the effects upon the revenue of the outbreak of cholera, he says, “At the time of the preparation of this report (July 10th) the epidemic now raging seems capable of being localised within its original centres, that is to say, at Damietta and Mansomah. Its propagation in all the provinces of Lower Egypt would naturally impede the collection of the revenues, and so influence the returns for the current year.” This hope, as we now know, has not been realised. The epidemic has spread widely over the country, and not only must it have deferred the collection of the taxes, but it must also have made it impossible ever to collect some portion of them, while it must, on the other hand, have appreciably increased the administrative expenditure. Thus, notwithstanding the peculiarly indiscriminate cutting down of the allocations to the various departments, there seems no probability of the non-assigned revenues suffering for the administrative outlay. And beyond the expenses entered in the Budget, it is anticipated that there will be a deficit of about 180,000*l* in the accounts of the Daira Sanieh, and also a deficit probably equal to that of last year in the revenue of the State Domains.

Nor does this statement fully show the sufficiency of the Treasury resources. The Law of Liquidation provides that the bulk of the surplus of one year is to be made available for the construction of public works and other purposes in the year that follows. In this way about £547,000 was made available in 1881, and of this £385,800 was expended. In 1882 the extraordinary expenditure was £281,000, and in addition £105,000 was in hand, with which to meet the Budget deficit. But as 1882 closed with a balance on the wrong side, there are this year no extraneous resources out of which public works may be constructed or improved, or unforeseen expenditure met.

Such, in brief, is the present position of the Egyptian finances, and it is one which suggests many reflections. In the meantime, however, it is only to one phase of the situation that we desire to direct attention. It will be seen that while under the present arrangement the claims of the bondholders are fully provided for, the Government is left without the money needed for the efficient administration of the country. Even by such rough and unsatisfactory means as a percentage reduction of expenditure, it cannot make both ends meet while all the expenses attending the English occupation and the payment of the indemnities to those who suffered from the war, which amount to several millions, are left wholly uncovered. This is a state of things which it seems to us it is not easy to justify. The legitimate

administrative expenditure of a country ought to be the first charge upon its resources, and if the influence of this country is used to subordinate the administrative expenditure of Egypt to the claims of the bondholders, it will not be to our credit.

### THE CANALS IN ENGLAND.

WHATEVER scope there may be left in the future for the employment of the canals now existing in England, it is not to be questioned that the relative importance of water carriage to other methods of communication is now smaller than it used to be. Whatever employment may be found for the rivers of England whenever they are completely purified from the work of acting as the main sewers of the country, it is hardly likely that any new engineer who may arise will repeat with respect to them the once famous dictum that their use was “to feed navigable canals.” In times past the power of obtaining water carriage was one of the main means on which the development of the country depended. If we turn on the map of England to any of its most ancient and important cities, it will be found to be situated either on a seaport or on a large river. Though, however, the importance of communication by water is now much less than it used to be, and only one new extension of a canal—and that a very short one on the Grand Junction to some new brickfields near Slough—has been made in recent times, there is still a belief in the minds of many traders and manufacturers that it would be advantageous if the canals now existing in the country should be in sound and working order, if only that the possibility of competition with railways might exist.

This feeling found expression in much of the evidence given before the Committee of the House of Commons on the subject of canals last Session. One thing was certainly shown—that with careful development a greater use might be made of the existing canals than is made at present. The evidence was conflicting on many points, but it was pretty clear that the want of uniformity in the gauge of the canals as they now stand is a considerable hindrance to the traffic, and also that the breaks in the longer through routes, partly from this cause and partly from links in the chain, though they might be short ones, being under the control of railway companies, is likewise a great impediment to their use. The fate of a canal which is under the control of a railway may be easily anticipated. And out of a length of about 2,500 miles of canal in England and Wales, more than half are in the hands of railway companies, or have been converted into railways, there being at the present time only about 1,200 miles of free canal. Even in this length also several important links are stated to be under the control of railways, so that the advantage of through communication is lost. Thus, the answer of Mr E. J. Lloyd, one of the witnesses examined to the question, “Practically, is there much traffic between London and Liverpool by canal?” was, “None whatever. There was a large traffic, but it has been extinguished by the ownership of the links by the railways.” A considerable hindrance also exists in the number of separate short canals, with different tolls and different traffic arrangements. Thus, there are three distinct routes by canal between London and Liverpool. On the first there are nine different canals and navigations; on the second route, via North Stafford and the Duke of Bridgewater’s canal, there are also nine companies; and on the third route, via the Warwick and North Stafford, there are ten different companies or navigations. Again, between London and Bristol there are four routes. The number of separate companies is not so many in this case, but there is no through traffic at all by canal between London and Bristol. Again, between Wolverhampton and London there were stated to be five or six canals, “the Birmingham canal, the Warwick and Birmingham, and the Warwick and Knapton combined, the Oxford, the Grand Junction, and the Regent’s canals.” There are thus some six boards of directors, five or six managers, and an equal number of engineers concerned. It is not to be wondered at if these canal companies, as was further stated, “differ with themselves,” and that this causes many impediments to the traffic. Some evidence was likewise given as to trades and industries which had been compelled to move from certain

localities on account of the expense of conveyance of raw materials. We should have been glad if there had been more information given on this point, that it might have been seen if the grievance was really an important one. But it is clear that as competition advances, especially between us and continental manufacturers, very fractional differences in charge may exercise an important influence on our trade. There was, however, some evidence on what is in some respects the other side of the question, namely, as to the industries which had sprung up when the power of communication had given the means of existence. Thus, the Leeds and Liverpool canal, which passes for a considerable distance through a very bleak and desolate country, is described as "a waterway now with continuous manufacturing upon its banks."

Upon one point the evidence was not as clear as would have been desirable, and that is on the relative cost of conveyance between canals and railways. There are, however, in this matter, so many subsidiary questions to be considered as, for instance, the basis to be employed for ascertaining the real cost of conveyance, that the absence of clearness on this point, though much to be regretted, is not, perhaps, more than might have been expected. The tolls charged do not show this matter as definitely as they otherwise would, since they are so much governed by competition. But this is a question which the canals themselves can answer better than anyone else. That they have been depressed of late years is not to be wondered at. One of the recommendations of the Joint Select Committee of the House of Lords and the House of Commons which sat in 1872 on the subject, namely, "that the utmost facilities shall be given for the amalgamation of adjoining canals with one another, or with adjoining inland navigations," would probably be the best assistance to solve their difficulties. The want of power to obtain through traffic has been shown to be one of their hindrances. Some power of this description would enable them to obviate this difficulty, and if it were removed they would then be in a position to show whether they could compete successfully with the railways, and if they can compete successfully there is nothing more to be desired.

#### THE CUSTODY OF UNCLAIMED DIVIDENDS IN BANKRUPTCY.

A PRELIMINARY Notice by the Board of Trade to trustees in bankruptcy, which appeared in Tuesday's *Gazette*, has attracted a good deal of notice in the City, and in some quarters has been received with feelings of a deeper and more interested character. The Notice in question recites that, whereas by the 162nd section of the Bankruptcy Act, 1883, all moneys remaining in trustees' hands unclaimed or undistributed for six months after they became payable, are to be paid into a "Bankruptcy Estates Account" at the Bank of England, the Board of Trade have therefore opened the account in question, and trustees are instructed "forthwith to pay to the said account the money in their hands or under their control, obtaining in the first instance a Receivable Order from the Board of Trade, and upon such payment the Board of Trade will furnish to such trustees or other persons a certificate of receipt of the money so paid, which shall be an effectual discharge in respect thereof."

It will be observed here that no limit of time is assigned in respect to the rights of the Board of Trade to these unclaimed dividends; and it is equally certain that over the thirty-nine years which have elapsed since the passing of the Act of 1844 "for Facilitating Arrangements between Debtors and Creditors," very large sums of money must have accumulated in the trustees' hands in this manner. Now trustees have heretofore, upon proof of debt, been liable at any time to pay such moneys to their rightful owners; but as a matter of fact, such claims may after a certain time be looked upon as practically written off, and there can be very little doubt that such balances have at length come to be looked upon almost as a perquisite of the business. For the most part, they consist of a host of small sums, hardly worth the claiming separately, but totalling up in the

course of nearly forty years to a very important figure. In some quarters, at any rate, the custody of these hitherto unclaimed balances will not be surrendered very readily; and the questions arise—what powers have the Board of Trade to enforce their delivery? And if they have the powers, will they take the trouble to enforce them? With regard to the second question, we need be under no misapprehension. There can scarcely be no doubt whatever that Mr Chamberlain means the Act to be operative in its widest interpretation. The question of the powers conferred upon the Board of Trade is, however, another matter; and these we shall proceed to consider. In the first place, the Act specially states that the Board of Trade shall open the Bankruptcy Estates Account, and "it shall be the duty" of trustees to pay in their unclaimed balances. Secondly, the Board of Trade may order trustees to submit to them accounts "verified by affidavit" of sums received and paid, and "may direct and enforce an audit." Thirdly, the Board of Trade may appoint a person to collect all such undistributed funds, who may "exercise all the powers conferred by this Act with respect to the discovery and realisation of the property of a debtor." While it is further enacted, that "where default is made by a trustee, debtor, or other person in obeying any order or direction given by the Board of Trade, or any officer of the Board of Trade. . . . the Court may, if it shall think fit, make an immediate order for the committal of such defaulting trustee, debtor, or other person." Thus, the control is designed to be as effective over the trustee in his official capacity as over the debtor himself. We think trustees need be under very little misapprehension on this subject—the Board of Trade mean to have their rights.

We have on various occasions advocated, on public grounds, the appropriation of these large and unclaimed balances by the Government, urging, indeed, in so many words, that "after the lapse of a certain defined time, the balance to the credit of an estate, including all unclaimed dividends, should be lodged in the Bank of England." But when the Bill first appeared we held that to make, after the 1st January next, all moneys received by trustees immediately payable into the Bank of England was an unnecessary exercise of officialism. This provision stands in the Act, however, and henceforward "if a trustee at any time retains for more than ten days a sum exceeding fifty pounds. . . . unless he explains the retention to the satisfaction of the Board of Trade, he shall pay interest on the excess at the rate of 20 per cent. per annum," shall forfeit remuneration, and be subject to other penalties. And it should be clearly understood that on no pretext whatever can any sums hereafter received by a trustee under this Act be payable unto his private banking account.

#### THE FOREIGN TRADE OF CHINA.

A CONSIDERABLE contraction of the foreign trade of China is shown in the report of the Foreign Customs Inspectorate for the year 1882. This record, as we have before pointed out, is somewhat imperfect, inasmuch as it takes cognisance only of that portion of China's foreign commerce which is conducted through the treaty ports in vessels other than Chinese junks. The actual volume of the foreign trade is thus somewhat larger than is indicated by the figures of the Customs Inspectorate. These, however, are the most complete statistics available, and they show the value of the imports and exports during each of the past five years to have been as follows:—

Year.	Net Foreign Imports. £*	Native Exports. £	Total £
1882	21,534,000	17,658,000	39,192,000
1881	25,467,000	19,798,000	45,265,000
1880	21,972,000	21,580,000	43,552,000
1879	22,784,000	20,028,000	42,812,000
1878	19,619,000	18,612,000	38,231,000

\* The Haikwan taels, on which the values are stated in the report, are converted throughout at the rate of 5s 6½d per tael.

As compared with 1881, the value of the net imports—that is, of the foreign goods retained in China for consumption there—last year shows a decline of nearly 4,000,000.

the falling off, as will be seen from the following table, being mainly in opium and cotton goods:—

	VALUE OF IMPORTS.		Increase in 1882
	1882. £	1881. £	
Opium.....	7,411,000	10,416,000	- 3,005,000
Cotton goods.....	6,292,000	7,217,000	- 925,000
Woolen goods.....	1,246,000	1,622,000	- 376,000
Metals.....	1,302,000	1,338,000	- 36,000
Miscellaneous.....	5,283,000	4,874,000	+ 409,000
	21,534,000	25,467,000	- 3,933,000

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for the Chinese descriptions. Business also is reported to have been greatly affected for the past two years by the speculative operations of a wealthy Chinese banker, who has by buying largely kept up prices. This operator, it is stated, increased his holding of silk during the past year from 8,000 to 14,000 bales, while at Shanghai, the stock in April last amounted to 18,000 bales, whereas at that season not more than from 5,000 to 6,000 bales are usually held.

Owing to the fact that the destinations of the exports from, and the sources of the imports to, Hongkong (these constituting upwards of 30 per cent. of the whole foreign trade of China) are not given in the returns, the direction of the Chinese trade can be only imperfectly shown. The following statement of the nationality of the vessels entering and clearing from the treaty ports in each of the past six years proves sufficiently that the great bulk of that trade is with this country, and its colonies and dependencies:—

TONNAGE and NATIONALITY of VESSELS ENTERED and CLEARED at TREATY PORTS.

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	tons.	tons.	tons.	tons.	tons.	tons.
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Total.....	17,388,852	16,640,278	15,874,352	13,927,221	13,446,394	11,983,591

The small share taken by France in the carrying trade is worthy of notice at the present time. To France, an interruption of the Chinese trade by a blockade of the treaty ports would, from the purely commercial point of view, be a comparatively small matter. But to other nations, and especially to this country, India, and Germany, it would be a very much more serious affair, and one which would be not unlikely to lead to grave difficulties and complications. As to the pecuniary loss which a blockade would inflict upon the Chinese Government, some idea may be gathered from the following statement of the amount of the Customs revenue collected at the treaty ports in each of the past five years:—

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Year.	Taels.
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INDIAN EXPENDITURE.

(FROM OUR INDIAN CORRESPONDENT.)

The preliminary remarks contained in my last letter will, I trust, have prepared the ground for the question which must now be put—whether Lord Ripon's Government can be charged with extravagance. Taking the revised estimate for last year and the Budget estimate for the current year, we find that the average expenditure for the last three years has been 69,073,000*l.* But before this expenditure can be contrasted with the average expenditure of the decade ending March 31, 1881, some very material corrections must be made. The expenditure of accumulated balances, both provincial and local, within the last three years is the first consideration, and the nominal growth of the income derived from the assigned funds or from the local rates is the second. With regard to the first consideration, it is obvious that if a father puts his son on an allowance of 100*l.* a year for six years, and if the son spends 75*l.* a year for the first three years, and 125*l.* in the next three, it would not be accurate to say that the son had exceeded his allowance. Supposing, further, that the parent had deliberately withheld from his son 25*l.* a year on the ground of his inability to meet the charge in the first three years, and had paid it in the second period, the son could not be charged with extravagance because he spent his allowance when he got it. The analogy holds good in the case of the Government of India and the provincial governments. In order to compare justly the expenditure of the three years succeeding March 31, 1881, with that of previous years, we ought to deduct from the former the expenditure incurred from deferred payments, and to add

localities on account of the expense of conveyance of raw materials. We should have been glad if there had been more information given on this point, that it might have been seen if the grievance was really an important one. But it is clear that as competition advances, especially between us and continental manufacturers, very fractional differences in charge may exercise an important influence on our trade. There was, however, some evidence on what is in some respects the other side of the question, namely, as to the industries which had sprung up when the power of communication had given the means of existence. Thus, the Leeds and Liverpool canal, which passes for a considerable distance through a very bleak and desolate country, is described as "a waterway now with continuous manufacturing upon its banks."

Upon one point the evidence was not as clear as would have been desirable, and that is on the relative cost of conveyance between canals and railways. There are, however, in this matter, so many subsidiary questions to be considered as, for instance, the basis to be employed for ascertaining the real cost of conveyance, that the absence of clearness on this point, though much to be regretted, is not, perhaps, more than might have been expected. The tolls charged do not show this matter as definitely as they otherwise would, since they are so much governed by competition. But this is a question which the canals themselves can answer better than anyone else. That they have been depressed of late years is not to be wondered at. One of the recommendations of the Joint Select Committee of the House of Lords and the House of Commons which sat in 1872 on the subject, namely, "that the utmost facilities shall be given for the amalgamation of adjoining canals with one another, or with adjoining inland navigations," would probably be the best assistance to solve their difficulties. The want of power to obtain through traffic has been shown to be one of their hindrances. Some power of this description would enable them to obviate this difficulty, and if it were removed they would then be in a position to show whether they could compete successfully with the railways, and if they can compete successfully there is nothing more to be desired.

#### THE CUSTODY OF UNCLAIMED DIVIDENDS IN BANKRUPTCY.

A PRELIMINARY Notice by the Board of Trade to trustees in bankruptcy, which appeared in Tuesday's *Gazette*, has attracted a good deal of notice in the City, and in some quarters has been received with feelings of a deeper and more interested character. The Notice in question recites that, whereas by the 162nd section of the Bankruptcy Act, 1883, all moneys remaining in trustees' hands unclaimed or undistributed for six months after they became payable, are to be paid into a "Bankruptcy Estates Account" at the Bank of England, the Board of Trade have therefore opened the account in question, and trustees are instructed "forthwith to pay to the said account the money in their hands or under their control, obtaining in the first instance a Receivable Order from the Board of Trade, and upon such payment the Board of Trade will furnish to such trustees or other persons a certificate of receipt of the money so paid, which shall be an effectual discharge in respect thereof."

It will be observed here that no limit of time is assigned in respect to the rights of the Board of Trade to these unclaimed dividends; and it is equally certain that over the thirty-nine years which have elapsed since the passing of the Act of 1844 "for Facilitating Arrangements between Debtors and Creditors," very large sums of money must have accumulated in the trustees' hands in this manner. Now trustees have heretofore, upon proof of debt, been liable at any time to pay such moneys to their rightful owners; but as a matter of fact, such claims may after a certain time be looked upon as practically written off, and there can be very little doubt that such balances have at length come to be looked upon almost as a perquisite of the business. For the most part, they consist of a host of small sums, hardly worth the claiming separately, but totalling up in the

course of nearly forty years to a very important figure. In some quarters, at any rate, the custody of these hitherto unclaimed balances will not be surrendered very readily; and the questions arise—what powers have the Board of Trade to enforce their delivery? And if they have the powers, will they take the trouble to enforce them? With regard to the second question, we need be under no misapprehension. There can already be no doubt whatever that Mr Chamberlain means the Act to be operative in its widest interpretation. The question of the powers conferred upon the Board of Trade is, however, another matter; and these we shall proceed to consider. In the first place, the Act specially states that the Board of Trade shall open the Bankruptcy Estates Account, and "it shall be the duty" of trustees to pay in their unclaimed balances. Secondly, the Board of Trade may order trustees to submit to them accounts "verified by affidavit" of sums received and paid, and "may direct and enforce an audit." Thirdly, the Board of Trade may appoint a person to collect all such undistributed funds, who may "exercise all the powers conferred by this Act with respect to the discovery and realisation of the property of a debtor." While it is further enacted, that "where default is made by a trustee, debtor, or other person in obeying any order or direction given by the Board of Trade, or any officer of the Board of Trade . . . . the Court may, if it shall think fit, make an immediate order for the committal of such defaulting trustee, debtor, or other person." Thus, the control is designed to be as effective over the trustee in his official capacity as over the debtor himself. We think trustees need be under very little misapprehension on this subject—the Board of Trade mean to have their rights.

We have on various occasions advocated, on public grounds, the appropriation of these large and unclaimed balances by the Government, urging, indeed, in so many words, that "after the lapse of a certain defined time, the balance to the credit of an estate, including all unclaimed dividends, should be lodged in the Bank of England." But when the Bill first appeared we held that to make, after the 1st January next, all moneys received by trustees immediately payable into the Bank of England was an unnecessary exercise of officialism. This provision stands in the Act, however, and henceforward "if a trustee at any time retains for more than ten days a sum exceeding fifty pounds . . . . unless he explains the retention to the satisfaction of the Board of Trade, he shall pay interest on the excess at the rate of 20 per cent. per annum," shall forfeit remuneration, and be subject to other penalties. And it should be clearly understood that on no pretext whatever can any sums hereafter received by a trustee under this Act be payable unto his private banking account.

#### THE FOREIGN TRADE OF CHINA.

A CONSIDERABLE contraction of the foreign trade of China is shown in the report of the Foreign Customs Inspectorate for the year 1882. This record, as we have before pointed out, is somewhat imperfect, inasmuch as it takes cognisance only of that portion of China's foreign commerce which is conducted through the treaty ports in vessels other than Chinese junks. The actual volume of the foreign trade is thus somewhat larger than is indicated by the figures of the Customs Inspectorate. These, however, are the most complete statistics available, and they show the value of the imports and exports during each of the past five years to have been as follows:—

Year.	Net Foreign Imports. £*	Native Exports. £	Total £
1882	21,534,000	17,658,000	39,192,000
1881	25,467,000	19,798,000	45,265,000
1880	21,972,000	21,580,000	43,552,000
1879	22,784,000	20,028,000	42,812,000
1878	19,619,000	18,612,000	38,231,000

\* The Haikwan taels, on which the values are stated in the report, are converted throughout at the rate of 5s 6½d per tael.

As compared with 1881, the value of the net imports—that is, of the foreign goods retained in China for consumption there—last year shows a decline of nearly 4,000,000,

the falling off, as will be seen from the following table, being mainly in opium and cotton goods:—

	VALUE OF IMPORTS.		Increase in 1882.
	1882.	1881.	
	£	£	£
Opium.....	7,411,000	10,416,000	- 3,005,000
Cotton goods.....	6,292,000	7,217,000	- 925,000
Woollen goods.....	1,246,000	1,622,000	- 376,000
Metals.....	1,302,000	1,338,000	- 36,000
Miscellaneous.....	5,283,000	4,874,000	+ 409,000
	21,534,000	25,467,000	- 3,933,000

For the falling-off in the opium imports three reasons are assigned in the report; first, that the China-grown opium has so much improved in quality, that it is to some extent supplanting the foreign drug; second, the efforts of the authorities to check the smoking of opium; and third, the depressed state of trade in general. Some portion of the decline, however, is attributed by the Commissioners at Kiungchow and Pakhoi to the fact that the merchants there are now importing opium from Singapore in Chinese junks, instead of, as formerly, in foreign steamers. The decrease in the recorded imports is thus to a large extent counterbalanced by an increase in the unrecorded imports, and the actual consumption of the drug, so far as the districts supplied through these ports are concerned, is believed not to have diminished much, if at all. As to the cotton trade, the report states that importers of piece goods pronounce 1882 to have been the most unsatisfactory period since 1877. The heavy importations of the previous year had left large unsold stocks to be carried over, and throughout the year there was a continuous absence of demand on the part of the Chinese. Why the trade was thus dull Mr E. B. Drew, the Statistical Secretary of the Inspectorate, who is the author of the report from which we are quoting, finds it difficult to say, but he suggests that the condition of the country people was less prosperous in 1882 than in previous years, owing to drought in certain provinces, floods in others, and small sugar and rice crops in the South. Besides, the prices which China obtained for her chief products, silk and tea, being low, she was unable to buy as largely of cotton goods as before. With regard to American piece goods, the competition of which with the British products has been the subject of much controversy and comment, Mr Shaw states that the only classes of these goods of any importance in the China trade are sheetings and drills. Their importation, moreover, has not increased to any extent, and as to American competition, and the extension of the Chinese market for our cotton goods, he expresses an opinion which the Manchester operatives would do well to consider. It is all, he thinks, a matter of price. If we can continue to sell cheaper than the Americans, the trade will be with us instead of with them; while as to the development of the trade, it is merely a question of reducing the cost of the goods to a point which will bring them within the reach of a larger number of purses than at present. And a circumstance mentioned by Mr R. E. Bredon, the Commissioner at Hankow, may also be noted, as showing the need for our studying cheapness as well as excellence of manufacture. Last year, he said, a number of varieties of Russian cotton goods, manufactured in Moscow, appeared in the market. As it happened, however, the pieces were not made up in the width and length ordinarily adopted for these goods, and for that reason alone the conservative Chinese dealer would have nothing to do with them. There was thus no opportunity of determining the chances of competition from this quarter, but it would at all events appear that competition with us is to be attempted, and this should make us all the more anxious to maintain the position we have acquired.

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THE preliminary remarks contained in my last letter will, I trust, have prepared the ground for the question which must now be put—whether Lord Ripon's Government can be charged with extravagance. Taking the revised estimate for last year and the Budget estimate for the current year, we find that the average expenditure for the last three years has been 69,073,000*l*. But before this expenditure can be contrasted with the average expenditure of the decade ending March 31, 1881, some very material corrections must be made. The expenditure of accumulated balances, both provincial and local, within the last three years is the first consideration, and the nominal growth of the income derived from the assigned funds or from the local rates is the second. With regard to the first consideration, it is obvious that if a father puts his son on an allowance of 100*l* a year for six years, and if the son spends 75*l* a year for the first three years, and 125*l* in the next three, it would not be accurate to say that the son had exceeded his allowance. Supposing, further, that the parent had deliberately withheld from his son 25*l* a year on the ground of his inability to meet the charge in the first three years, and had paid it in the second period, the son could not be charged with extravagance because he spent his allowance when he got it. The analogy holds good in the case of the Government of India and the provincial governments. In order to compare justly the expenditure of the three years succeeding March 31, 1881, with that of previous years, we ought to deduct from the former the expenditure incurred from deferred payments, and to add

to the latter the income which ought to have been available for expenditure, but which was temporarily withheld. Before any useful comparison can be made, that which is abnormal must be reduced, if possible, to its normal condition. This can only be done by a calculation made on the principle stated above. If such a calculation is made, it will be found that the average expenditure from 1871 to 1881 might have been increased by 291,187*l* per annum had the allowances to the credit of local governments been really available for expenditure. In the three following years the excess expenditure due to short expenditure in the preceding period amounted to nearly 3½ million (conventional) pounds. To be precise, a sum of 1,074,803*l* must be deducted from the expenditure of each of the years from 1881 to 1884, if the normal condition of affairs is to be looked at, and if a true comparison is to be made with the past.

The abnormal expenditure of accumulated balances is one consideration; the normal growth of revenue is the second. If the year 1881-2, which concluded the five years provincial contract, is compared with the first year of the contract, it will be found that provincial receipts had grown by 986,928*l*. What the growth has been since then cannot yet be stated, but the revenue has certainly not decreased. Therefore an increased expenditure by provincial governments of nearly a million a year is justified by the success of the decentralisation scheme, which, owing to economy and good management, has increased provincial revenues. Local rates have also become more productive, and their expansion would justify an increased expenditure of 332,872*l*. Adding together the funds available from savings and those available from increased means, we get an annual sum of 2,394,603*l*, which the provincial governments and the local boards had a right to spend between 1881 and 1884 without being charged with extravagance or with exceeding their incomes. The sum is thus made up:—

	£
Average expenditure from provincial savings...	816,613
Average expenditure from local balances.....	258,190
<b>Total average deferred expenditure.....</b>	<b>1,074,803</b>
Increased provincial income.....	986,928
Increased local income .....	332,872
<b>Legitimate annual increase of expenditure...</b>	<b>2,394,603</b>

From this sum certain deductions must be made, which would not, however, reduce the annual legitimate increase below 2½ millions. With this expenditure the Government of India have neither power nor right to interfere. The increasing receipts are the property either of the local governments or of the local boards. The balances are also their property. The Government of India are their bankers and nothing more, and when they asked their clients to save and reduce their drawings they were bound to remove the arbitrary restriction as soon as possible. The growth of revenue is a proof of economical management, and the annual reports of the local administration bear testimony to the excellent results which the decentralisation scheme has effected. The Viceroy in Council may, of course, reverse the policy of his predecessors when the present contracts run out, but in no other way can he check the expenditure referred to, and he is not responsible for it. To those who have witnessed the improvements effected by the development of Lord Mayo's policy, the growth of revenue is a matter for congratulation; and if the revenue grows, there is no reason why it should be locked up in the State coffers and not be applied to the objects for which it is raised, namely, the supply of much-needed roads, reservoirs, schools, police, and other instruments of civilisation.

Amongst some of the items of increasing expenditure, over which the Government of India does exercise control, may be mentioned assignments and compensations. In 1877-8 the total expenditure was 825,726*l*. In the Budget estimate for the present year it is 1,246,100*l*. But the increase is chiefly due to the abolition of the vast Customs line extended through the centre of India, manned by an army of preventive officers, who charged duty on salt and sugar crossing the line. The transit duty on sugar produced in British districts was abolished, and the control over the salt revenue in Native States was purchased at the cost of annual payments to the native chiefs. Revenue was then increased, and commerce set free from an intolerable burden. This policy must be condemned, if one of its natural results,

namely, the increase of expenditure, is attacked. The famine fund constitutes a new head of expenditure, but the policy which suggested the addition requires no defence. The forest department shows a tendency to increase its cost of administration, but the revenue rises in greater proportion. The Post-office expenditure increases out of proportion to its income, but the advantage of extending postal communication is not merely administrative, but economic. In the important item of salaries, and expenses of civil department, there is no sign of extravagance. Last year the expenditure was 11,001,000*l*, while five years before it was 10,530,339*l*. A slight increase in police, river navigation, education, and medical explains the growth of expenditure, and suggests the benefits to the community which have resulted from it. Finally, the fact remains that both in 1881-2, and in 1882-3, there were substantial surpluses in the Imperial accounts, whilst another surplus is anticipated at the close of the present year.

I have endeavoured to show that, before the present Government of India can be condemned on a mere scrutiny of the annual increase in their expenditure, grave issues must be determined. The decentralisation scheme, their famine policy, the inland customs reforms, and the return for their outlay on opium, forests, and salt must be examined. The general prosperity of the country, its rapid recovery from the effects of famine, its increasing commerce, and the elasticity of the revenue, forbid any hasty condemnation of the fiscal policy pursued by Lord Ripon. That the Viceroy has made some grave administrative blunders Anglo-Indians will readily affirm, but no charge of extravagance can for a moment be admitted. On the contrary, he has imposed no fresh taxation, he has remitted taxes amounting to nearly 3 millions per annum, and he has maintained an equilibrium between revenue and expenditure notwithstanding losses by exchange, a fall in the opium revenue, and the Egyptian campaign.

The public works administration has been remarkable, and a complete statement of accounts just published is well worth attention. During the last 11 years the net Imperial expenditure, excluding famine, has been reduced by 1,893,271*l*, and the revenue from productive works has been increased by 2,121,616*l*, notwithstanding that 54,543,202*l* have been added to the productive debt, and 4,505 miles of new railway have been opened, while 1,602 miles are now under construction. It may be remarked that the total capital cost of all lines open to traffic was 143,171,856*l* on Dec. 31st, 1882, and the net earnings, including interest, were 5·3 per cent. on the amount. The State railways alone earned 3 per cent., or over 4 per cent., if the Punjab Northern, Indus Valley, and Candahar lines are excluded. Any hasty action either on the part of Parliament or of the India Office which would check the development of the material resources of India, or restrict the Viceroy's action in his policy towards decentralisation, or the other directions indicated above would arrest the progress of India, and convert its surpluses into deficits in future years.

Bombay, July 8, 1883.

## BUSINESS NOTES.

**THE TURKISH TARIFF.**—As the facts of the case do not seem to be entirely understood, it may be well to supplement our former remarks. A special tariff for each country is annexed to recent Turkish commercial treaties. The tariff annexed to the Treaty of April 29, 1861, between this country and Turkey has expired—last spring—before the Treaty, which remains in force until the end of next month. Some other tariffs, that with Russia more particularly, also expired last spring; and in May the Porte put into force an uniform 8 per cent. *ad valorem* duty on the goods of all countries whose tariffs had expired. Those with Austria, France, and Germany seem to be still in force, and there is apparently some dispute as to the precise date when they will terminate. Our merchants do not object to the uniform 8 per cent. rate, although to some slight extent it is less favourable than the French and German tariffs; and our Government claim that the existing system shall be continued pending the complete settlement of the new Turkish



tariff, or else that complete most-favoured nation treatment shall be extended to British trade. This contention is certainly right, and great dissatisfaction will be occasioned if the Porte does not agree to it. A new Turkish tariff, to be applied to all nations having commercial treaties with Turkey, instead of a special tariff for each country, is now being prepared. Its rates, as we announced last week; will vary in amounts equivalent to an *ad valorem* charge from 8 to 20 per cent. It is necessary that the classifications and rates of duty should be carefully considered; and that our negotiators should be fully informed as to the incidence of the charges on all varieties of goods, so as to prevent cheap goods being burdened with the heavier duty. The Yorkshire Chambers of Commerce are giving attention to the subject; and it is to be hoped that other chambers will also take it up.

**THE STATE OF TRADE, AS SHOWN BY THE INCOME TAX RETURNS.**—The income tax returns for the year 1881-2, contained in the newly issued report of the Inland Revenue Commissioners, indicate a fairly satisfactory condition of trade. The net assessments for the year compare with those of 1880-1 thus:—

	1881-2.	1880-1.	Increase.	Decrease.
	£	£	£	£
Schedule A...	173,350,829	171,229,962	2,120,867	...
" B...	32,673,788	33,634,853	...	961,065
" C...	39,992,771	39,846,473	146,298	...
" D...	230,856,025	220,064,438	10,791,587	...
" E...	27,285,049	26,190,960	1,094,089	...
	504,158,462	490,966,686	14,152,841	961,065

Net increase ..... £13,191,776

The increase in schedule A is entirely in respect of houses, and is largely due to the coming into force of new valuation lists. In the valuation of lands there is a decline of 481,000*l.*, as compared with a falling off of 257,000*l.* in 1880-1. Taking into account the amounts repaid or given up by the Inland Revenue in consideration of the prevailing agricultural distress, the decline in the assessment of lands for income tax purposes during the past three years is estimated by the Commissioners at 3,728,700*l.* For the same period the decrease under schedule B is estimated at 2,242,600*l.* In marked contrast, however, to this depreciation in the value of landed property is the growth of the assessments under schedule D, with regard to which the Commissioners report as follows:—"The gross amount of profits of trades and professions, public companies, railways, gasworks, &c., assessed under schedule D, for 1881-2, exhibits the following results in comparison with the profits assessed for 1880-1:—

	Increase.
	£
England .....	10,080,703
Scotland .....	1,963,594
Ireland .....	1,978

Total increase, United Kingdom ... 12,046,275

being an increase of 4.58 per cent. in England, 7.67 per cent. in Scotland, and .02 per cent. in Ireland. So large an increase in profits of trades and professions has not been evidenced by the income tax statistics since the year 1874-5, being more than double the increase exhibited in the last report on the year 1880-1. It will be noted, moreover, that the few counties recording decreases of comparatively small amounts are those chiefly influenced by agricultural trades and occupations." In England the increases are principally under the following heads, viz:—

	Increase.	Increase.
	£	%
Trades and professions .....	3,629,000	2.59
Railways in United Kingdom .....	2,233,000	8.92
Public companies .....	2,638,000	12.85
Ironworks .....	581,000	34.30
Foreign securities.....	264,000	3.47
Canals, &c.....	183,000	6.76
Waterworks, &c.....	130,000	5.24
Interest paid out of rates .....	129,000	3.33
Gas works .....	112,000	2.78

In Scotland there are increases in the assessments on:—

	Increase.	Increase.
	£	%
Trades and professions .....	1,026,000	6.28
Railways in United Kingdom.....	413,000	13.83
Public companies .....	248,000	9.28
Ironworks.....	145,000	29.98
Canals, &c.....	36,000	10.03

There is a decrease under the following heads, viz:—

	Decrease.	Decrease.
	£	%
Quarries .....	15,000	12.05

In Ireland there are decreases in the assessments on:—

	Decrease.	Decrease.
	£	%
Trades and professions.....	54,000	0.08
Interests paid out of rates .....	54,000	21.62

An increase in the assessments on:—

	Increase.	Increase.
	£	%
Railways in United Kingdom.....	105,000	9.45
Public companies .....	17,000	1.62

The teaching of these figures would seem to be that while agriculture has been depressed other branches of our industry, although not advancing with such rapid steps as formerly, have still been making fair progress.

**THROUGH BOOKING OF GOODS BETWEEN THE INTERIOR OF INDIA AND THE UNITED KINGDOM.**—Few matters, as far as business interests are concerned, are of more importance to India than the vigorous development of her export trade, in particular with the United Kingdom. The gradual extension of the trade carried on between India and Europe *via* the Suez Canal continues, and will doubtless increase. The following figures show its growth in recent years:—

PERCENTAGE OF TOTAL TRADE OF INDIA, *via* SUEZ CANAL.

	%
1880-1 .....	59
1879-80 .....	52
1878-9 .....	49
1877-8 .....	54

Though these figures show fluctuations, yet the growth is distinct. The variations in the direct trade between the United Kingdom and India do not follow the same course of fluctuation.

	Trade of India, not including Government Transactions, but including all Exports and Imports, and Treasure Imported and Exported on Private Account.	Trade between India and the United Kingdom, including Treasure Exported and Imported.	Percentage of Trade with United Kingdom to Total Trade.
	£	£	%

1880-1 .....	135,200,000	76,300,000	56
1879-80.....	120,500,000	64,800,000	54
1878-9 .....	108,000,000	60,300,000	56
1877-8 .....	124,000,000	76,000,000	61

These amounts are stated at the conventional rate of 2s per rupee, which, though not showing the real value, serves as well for a basis of comparison, and shows that while the proportion of trade carried on through the canal tends to increase the share of it which is sent to the United Kingdom direct, tends in the other direction, though in absolute volume it may maintain its amount. The use made of England as an *entrepôt* for exports to other European countries thus appears to tend to decrease with the development of direct communication, and as time goes on this is likely to continue. The increasing wealth of France, and the commanding position which she and Italy occupy on the shores of the Mediterranean, will always give those countries great opportunities for embarking in the carrying trade. Under these circumstances, the Indian Government will do well to give every encouragement to the through booking of goods between the interior of India and the United Kingdom. In connection with this, we may refer to the evidence on the subject recently collected by Sir William Andrew, the chairman of the Scinde, Punjab, and Delhi Railway.\* The object Sir W. Andrew has in view is to develop especially the traffic in wheat between India and this country. The competition in the traffic in grain between all countries whence the supply is derived is now very close. In consequence, intermediary charges have been reduced to a minimum in America. A through freight system has been arranged in every portion of the United States and Canada. Thus, a shipper in Chicago, or any other important town, can go to the agent of a railroad company and get a through rate from the point of shipment to London, or Liverpool, or

\* "Through Booking of Goods Between the Interior of India and the United Kingdom." By Sir William Andrew. London: W. H. Allen and Co. 1883.

some other large British port, as the case may be, and can get an authorised quotation for the charges, including those of the steamship by which the goods will be carried. By this means the seller and the consumer are brought close into connection with each other, and all forwarding charges and brokerage, and commission at, and *en route* to, the sea-board are done away with, thus lessening considerably the cost of produce laid down at its destination. The reduction in the cost of forwarding the produce is effected in several ways. Commission and intermediate charges are saved. There would also be a further advantage to the trade between India and this country from carrying on business in this manner. The charges would be paid in London to the credit of the Indian railways, thus providing them with funds which they require for payments in England. It is true that these sums could be paid to the railways in India, and could be transmitted to this country by the usual process of drawing from England; but everything which diminishes the number of drafts made in this country or India tends to improve the exchange between the two countries. The increased export trade from India to this country which might be expected to result from the increased facilities for communication would be most valuable. This subject has been recently brought forward prominently in connection with the Indian Budget. The statement we have given shows some details as to the method which should be followed to secure the object desired.

**THE POPULATION OF THE UNITED STATES.**—The last census of the United States supplies some points for consideration as to the division of the population of that country between native-born inhabitants and immigrants. A population numbering now over 50,000,000, and which had seen considerably more than one-fifth, nearly a quarter of its number, added within the last ten years, must be very different in habits and in modes of thought from a population which has increased in the quiet, steady manner which we are used to in this country. The following figures show the development during the last half century:—

INCREASE IN POPULATION—UNITED STATES—50 YEARS ENDING 1880.				
Periods of Ten Years Ending	Increase from Birth	Increase from Immigration	Total Increase	Percentage of Increase from Immigration
1880 .....	8,782,304	2,812,191	11,594,495	24
1870 .....	4,833,908	2,281,142	7,115,050	32
1860 .....	5,611,889	2,639,556	8,251,445	32
1850 .....	4,469,148	1,653,275	6,122,423	27
1840 .....	3,604,308	599,125	4,203,433	14

It will be observed from this table that nearly a quarter of the increase recorded during the last ten years was from immigrants. The proportion of immigrants to native-born Americans was even higher than this during the previous twenty years, during which the immigrants formed nearly one-third of the increase in the population. It is difficult to appreciate exactly what the effect of this great introduction of new elements into the population must be, and also the vigour which the bringing in of so many persons in the prime of life must impart. It is worth notice that the number of immigrants in the ten years ending with 1860 was nearly as large as those in the ten years ending with 1880. The countries which the emigrants have left in Europe have prospered greatly in the interval since 1860, as well as the country to which they flocked. Their removal doubtless opened the way for others in the places they left; and we may hence hope that the present tide of emigration may be equally beneficial to both sides of the Atlantic.

**IRISH LOCAL GOVERNMENT.**—An article in *Macmillan's Magazine* for August points to a subject which, though apparently not of first-rate importance, is yet far more serious than might at first sight be imagined—the question of Irish local self-government. This is exactly the sort of question which runs a risk of being shelved, as it gives no occasion for party feeling to expatiate on, till it forms, from mere accumulated neglect, a knot which becomes most difficult to untie. Yet the subject has several times been suggested, though never thought out thoroughly. It was alluded to in the Speech from the Throne on the opening of Parliament, 6th January, 1881, as follows:—“A measure will be

submitted to you for the establishment of county government in Ireland, founded upon representative principles, and framed with the double aim of confirming popular control over expenditure, and of supplying a yet more serious want by extending the formation of habits of local self-government.” Mr Gladstone has himself referred to it, particularly in the course of his speech in the *Clôture* debate of 8th November, 1882. His words were:—“There is not a subject which I could name on which I personally feel a more profound anxiety than on the local self-government of Ireland, and local self-government upon a liberal and effective basis.” Mr William Morris, the author of the article referred to, has drawn up in it a very complete scheme for the plan of local self-government, which he proposes to substitute for the existing system, or rather maze of conflicting authorities. The basis of his argument is this, that the existing plan is antiquated and impracticable at the present date, the territorial divisions of provinces and counties, and the subdivision of authorities depending on it, being based in great measure on the necessities of military government, dating back in some places to a very remote antiquity. The industrial development of the country requires naturally other handling than this. The powers of grand juries in Ireland are so very different from those exercised by the bodies which bear the same description in this country, that we sometimes are in danger of overlooking the fact that a common name may cover very different things. And county boards to take over the duties of grand juries, which should exercise plenary powers over “public buildings, roads, bridges, railway extensions, tramways, rivers, water-power, arterial drainage, canals, piers and harbours, and waste lands,” as is suggested in the case of Ireland, would be also very different bodies from anything as yet existing or proposed under a similar name in England. But we need not think of this. The position of Ireland now presents, and must present for long, a very serious problem for the English administrator. The statesman who would render Southern and Western Ireland as satisfied and content as Yorkshire or Lancashire would have executed a task of an importance second to none among British political problems. While separate Parliamentary powers could not be granted, the question now before us suggests a point which may well deserve serious consideration. The first step is to inquire whether the greater power of local self-government desired can be granted without being made a stepping-stone for further requirements which no English statesman could concede. Should the answer to this be, and there seems no necessary reason why it should not be, in the affirmative, the desired arrangements would not be long in being made.

## Foreign Correspondence.

### FRANCE.

(FROM OUR OWN CORRESPONDENT.)

PARIS, August 30.

The returns of the Bank of France for this week, last week, and for the corresponding week of last year, are as follows:—

	DEBITOR.		
	Aug. 30, 1883.	Aug. 23, 1883.	Aug. 31, 1882.
Capital of the bank.....	182,500,000 0	182,500,000 0	182,500,000 0
Profits in addition to capital (Art Law of June 9, 1857) .....	8,002,318 54	8,002,313 54	8,002,313 54
Reserve of the bank and its branches .....	22,105,750 14	22,105,750 14	22,105,750 14
Reserve of landed property .....	4,000,000 0	4,000,000 0	4,000,000 0
Special reserve .....	11,997,444 16	11,997,444 16	9,997,444 16
Notes in circulation.....	2,955,247,790 0	2,929,637,780 0	2,740,790,115 0
Interest on securities transferred or deposited .....	9,901,713 23	10,976,210 88	9,419,928 52
Banknotes to order, receipts payable at sight.....	24,196,907 66	24,961,095 36	29,565,100 79
Treasury account current creditor .....	218,867,048 36	206,979,101 80	460,959,791 96
Current accounts, Paris.....	308,911,851 14	295,984,674 92	348,266,064 86
Do branch banks .....	51,226,891 0	48,566,706 0	56,909,281 0
Dividends payable .....	4,079,822 0	4,361,147 0	4,569,249 0
Discounts and sundry interests .....	6,515,953 2	6,106,453 83	7,985,225 11
Rediscounted the last six months .....	2,044,808 57	2,044,808 57	2,269,819 83
Sundries .....	23,457,507 84	23,890,599 10	29,515,977 27
<b>Total .....</b>	<b>3,838,055,795 16</b>	<b>3,701,614,090 7</b>	<b>3,927,446,716 30</b>

	CREDITOR.		CREDITOR.		CREDITOR.	
	f	c	f	c	f	c
Cash in hand and in branch banks	2,014,099,278	65	2,021,450,736	32	2,149,708,087	84
Commercial bills overdue	158,471	7	143,692	45	275,823	92
Commercial bills discounted in Paris not yet due	532,531,291	33	481,885,917	87	497,001,220	58
Commercial bills, branch banks	549,868,291	0	547,883,604	0	567,217,594	0
Advances on deposits of bullion	9,511,300	0	10,000,400	0	35,323,900	0
Do in branch banks	1,781,200	0	1,771,200	0	7,700,100	0
Do in public securities	149,887,581	91	149,143,169	91	154,802,737	60
Do by branch banks	138,141,160	0	139,764,906	0	132,499,092	0
Do to the State (Conventions, June 10, 1857, and March 29, 1873)	140,000,000	0	140,000,000	0	99,603,000	0
Government stock reserve	12,980,750	14	12,980,750	14	12,980,750	14
Do disposable	99,634,290	63	99,634,290	63	99,634,634	73
Rentes Immobilières (Law of June 9, 1857)	100,000,000	0	100,000,000	0	100,000,000	0
Hotel and furniture of the bank and landed property branches	11,550,837	0	11,574,705	0	10,704,187	0
Expenses of management	2,858,674	33	2,140,296	72	2,757,369	6
Employ of the special reserve	11,997,444	16	11,997,444	16	9,997,444	16
Italian silver coin					462,177	80
Sundries	63,004,724	89	61,138,966	87	47,778,632	37
<b>Total</b>	<b>3,838,055,795</b>	<b>16</b>	<b>3,791,614,080</b>	<b>7</b>	<b>3,927,446,756</b>	<b>20</b>

The above return, compared with that for the preceding week, exhibits the following changes:—

	INCREASE.	francs.	CASH	DECREASE.	francs.
Circulation	25,610,010		7,351,438		
Treasury account	11,887,947				
Private deposits	10,507,362				
Discounts	52,680,061				

Nearly the whole of the increase in the bill case is in Paris, where, as usual, paper with a minimum of ten days to run, is discounted at the end of the month to save the trouble of collecting. Money in the outside market is easy, and a temporary advance in the rate from 2½ to 2⅝ is only due to the approach of the liquidation. For the same reason foreign bills have been more offered, and the London exchange is lower at 25f 32c. No exports of gold have been made to England, but that metal continues to be sent to New York, the prospective consignments for the present week being estimated at two millions of francs. A premium of one per mille is paid on the market for napoleons, and three per mille for bar gold. The Bank has lost five millions of its stock of gold this week. It is only paid out for the circulation, but some of it finds its way indirectly through bankers to the dealers in bullion. The cash reserve in to-day's return was composed as follows:—

	August 30.	August 23.
	francs.	francs.
Gold	980,078,108	985,353,143
Silver	1,034,021,170	1,036,097,593
<b>Total</b>	<b>2,014,099,278</b>	<b>2,021,450,736</b>

The Bourse has displayed great firmness during the last two days, and although little business is done, prices have steadily advanced. The recovery has been in some measure due to the working of the market in view of the settlement, but this has been facilitated by an improvement in the political situation—the conclusion of [the treaty with the kingdom of Annam, the subsidence of the agitation caused by the attacks in the German and Italian Press, &c. The following were to-day's closing prices for the account:—

	Par.	August 30.	August 23.
	f	f c	f c
Three per Cents.	100	79 92½	79 60 + 0 32½
Redeemable Threes	100	81 67½	81 35 + 0 32½
Four & a-Half per Cnts.	100	108 62½	108 47½ + 0 15
Italian	100	90 65	90 35 + 0 30
Austrian Gold 4 %	100	85 75	86 0 - 0 25
Turkish Fives	100	10 80	10 60 + 0 20
Egyptian Unified	500	360 0	358 75 + 1 25
Bank of France Shares	1 000	5,450 0	5,420 0 + 30 0
Banque de Paris	500	1,010 0	1,010 0
Crédit Foncier	500	1,305 0	1,293 75 + 11 25
Paris Gas Shares	250	1,371 25	1,370 0 + 1 25
Suez Canal	500	2,430 0	2,406 25 + 23 75
Panama	500	495 0	491 25 + 3 75
Northern Railway	400	1,867 50	1,872 50 - 5 0
Western Railway	500	798 75	810 0 - 11 25
Orleans Railway	500	1,307 50	1,295 0 + 12 50
Eastern Railway	500	742 50	745 0 - 2 50
Lyons Railway	500	1,407 50	1,410 0 - 2 50
Southern Railway	500	1,167 50	1,167 50
South of Austrian Rail.	500	323 75	326 25 - 2 50

In the International Congress of Provident Institutions recently held in Paris, an interesting communication was made by M. Luzzatti, on the system of employing savings banks' money in Italy, a question which has become of immense importance now that the deposits have reached so large a sum. The interest of M. Luzzatti's paper lay in the fact that the method employed in Italy is contrary to that of England and France, the savings' banks being quite independent of the State, which neither assists them, nor exercises any control over them. The number of those institutions in that country is 387, holding 753 millions of francs of deposits, and in addition there are 112 people's banks, with a further sum of 270 millions due to

depositors. The savings' banks in general invest one-fourth of their deposits in Treasury bonds; one-fourth in the Rente of the State; a fourth is employed in discounting trade bills, and the remaining fourth is lent on mortgages. The fourth invested in Treasury bonds, easily realisable, is found to be sufficient to meet all demands by depositors, and under that system, M. Luzzatti said the banks passed safely through the crises in 1848, 1859, and 1866. They did not incur greater risks than the French savings' banks, which are managed by the State, for in France there is no guarantee either by the Government or the management, the State being only responsible for the sums it receives, and not covering losses through the intermediaries between the depositor and itself. The security, he said, in Italy, was as effective in fact, and more extended in law.

That was not, however, the only superiority he claimed for the Italian system. The savings' banks created industrial and agricultural credit for the labouring classes, by aiding in the formation of people's banks, shares of which are issued to the workman and the peasant on payment of a small weekly instalment. The people's banks accept their paper if it bears the signature of two members of a mutual aid society, rediscounts it to the savings' banks, which in turn may discount it afresh with the national banks. The savings of the people thus, instead of being concentrated in the hands of the Government, circulate throughout the country, promoting industry and agriculture. This is also in some measure the practice in the United States, where 60 per cent. of the deposits are employed in mortgage loans direct, and 40 per cent. in federal or State bonds. M. Léon Say and M. de Malarce, however, defended the French system of State management, although M. Léon Say apprehended evil effects from the absorption of the great mass of deposits by the State, and the facilities they afforded for extravagant expenditure. But he remarked that it was the savings banks that had solicited the State to undertake the management of their funds, and that the Government had only intervened in the interest of the public.

A return has been issued by the French Department of Public Works, showing the extensions of lines of railway opened in 1882 in the whole of Europe, and the total length of railways in operation at the end of that year. The general results were that Europe possesses 178,235 kilometres of railway (the kilometre = 5/8ths of a mile), of which 5,628 date from last year. The order in which the principal countries stood were—Germany, 34,988 kils., of which 21,155 were in Prussia; the United Kingdom, 29,814; France, 28,880; Russia and Finland, 24,453; Austro-Hungary, 20,010; Italy, 9,038; Spain, 7,848; Sweden and Norway, 7,775; Belgium, 4,231; Switzerland, 2,698; Holland and Luxembourg, 2,393; Denmark, 1,762; Portugal, 1,471; Roumania, 1,470; Turkey, Bulgaria, and Roumelia, 1,394 kils.; and, last of all, Greece, with only 10 kilometres of railway. With regard to the extensions of 1882, France occupied by far the first place, with 1,262 kilometres of new line, which was 22.44 of the total increase; next came Russia, with 920 kilometres, or 16.35 per cent.; Austria-Hungary, 885 kilometres, or 15.73 per cent.; Germany, 661 kilometres, or 11.74 per cent.; the United Kingdom, 482 kilometres, or 8.56 per cent., &c. But if the increase in each country, compared with the extent of line open in the same at the end of 1881, is taken into account, a different order is obtained. Thus, the first place is occupied by Portugal, the 252 kilometres of new lines opened in that country in 1882 representing an increase of 20.67 per cent. in the year; Denmark stands next, with 140 kilometres, or 8.63 per cent. of increase on the total at the commencement of the year; Switzerland has the third place with 192 kilometres, or 7.66 per cent. The 1,262 kilometres of new lines in France represent only 4.57 per cent. of increase; the 885 kilometres in Austria formed 4.63 per cent.; the 920 kilometres in Russia 3.91 per cent.; the 661 kilometres in Germany 1.93 per cent., and the 482 kilometres in the United Kingdom only 1.64 per cent. In general, the greatest progress was made by the countries most ill-provided with railways. Greece was, however, a flagrant exception, as no addition was made in 1882 to the 10 kilometres, less than seven miles, of railway that country possessed at the end of 1881.

The law of 1872 on lost or stolen public securities specially exempts the French Government Funds from the Act. They are assimilated to banknotes, and negotiation of titles of Rente of third parties cannot be prevented even by notice. A judgment in that sense has just been given by the Paris Civil Tribunal. A parcel of securities of considerable value was stolen in June, 1878, while in transit from London to Paris, comprising a title of 3,000f of Rente belonging to M. Cayard, and which had been insured with the Neuchatel and Union des Ports companies, which subsequently paid the loss, and became substituted for M. Cayard in his rights. A description, with the numbers of the securities stolen, was printed and circulated among all bankers. The insurance companies subsequently discovered that the stolen title of Rente had been sold by MM. Raphael and Behrend, bankers in Paris, through one Reumont, a stockbroker, and brought an action to recover from them the sum of 84,950f produced by the sale, with interests. The plaintiffs alleged that the greater negligence was chargeable to Raphael and Behrend, as they were themselves victims of the

same robbery. The bankers, on their side, argued that, even if negligence was proved against them, they were not responsible unless guilty of fraud. The Civil Tribunal gave judgment against the insurance companies—first, because the negotiation of titles of Rente could not be barred by an opposition; next, because the bankers had not been guilty of any fault, as they had received the Rente, with other similar titles, from a London correspondent, for whom they transacted similar business daily, and were not bound to consult lists of stolen property published three years before when there were no circumstances of a nature to excite suspicion.

The Bateaux-Omnibus River Steamers Company, which runs its boats on the Seine in Paris, and the Rhone at Lyons, pays a dividend of 8 per cent. for 1882. The profits in Paris increased 211,000f compared with 1881, but the working at Lyons left a deficit of 23,187f, instead of the profit of 45,582f in 1881. The loss was due to competition of tramways and the frequent interruption of the service during the year, the steamers having been prevented from running fifty days by floods, and twenty-five days by drought. The service was only suspended thirty-five days in Paris.

Accounts from Lyons report some activity in the silk trade. During the last week 89,000 kilos of raw material passed through the Weighing House, that being 15,000 kilos more than the average of preceding weeks, and as weavers have ceased to lay in stocks, the larger clearings must be required to be worked up into stuffs. Additional orders have been received by manufacturers for goods to be delivered in the autumn, and these will keep the looms employed until the opening of the spring season.

The weather has continued fine during the last week, and the wheat harvest is nearly at an end. In the North farmers now admit that the yield per acre is equal to a good average, and to explain the pretended deficits, they allege that it is in the sowings, which were, they say, a tenth less than an ordinary year, from which it is inferred that we shall have to import from 20 to 25 millions of hectolitres, or from a fourth to a fifth of an ordinary crop. This estimate will no doubt prove to be unfavourably exaggerated. Prices are easier, and flour is quoted 25 centimes lower per sack in the week.

The Swiss journals mention that an attempt is being made to palm off on the public some founders' shares of an old scheme for a tunnel through the Great Mount St. Bernard, under the pretence that the surveys have been nearly completed, and that the promoters will soon be in a position to lay the plans before the constituted authorities which have decided in favour of the scheme. The chief of the department of Public Works in the canton of Valais has written a letter, in which he states that to his knowledge no surveys in view of such a tunnel have been executed during the last fifteen years, and no Governments or constituted authorities have yet been called on to give an opinion on the project.

The Crédit Industriel notifies an interim dividend of 9f7c per share of 125f paid for the first half of 1883.

### GERMANY AND AUSTRIA.

(FROM OUR OWN CORRESPONDENT.)

VIENNA, August 28.

The German Federal Council yesterday voted unanimously the Spanish Treaty of Commerce, and agreed that it should be put into force immediately. The German Reichstag will assemble to-morrow to ratify the Federal Council's resolutions. This is such an extraordinary season for the meeting of the Reichstag, the delegates having been called from all parts of the country, where they were spending their holidays; and the words with which the Reichstag was called to do its duty were so solemn, that it seems almost impossible that the only subject to be discussed should be one which at other times is treated with more or less indifference. The Austrian Press, commenting upon these facts, thinks itself justified in believing that there is a more important subject on hand, and that it is nothing less than an extension of the triple alliance, to which Spain is to be admitted. The *Neue Freie Presse*, and even the semi-official *Presse*, considers the alliance a fact, which is the last link to an unbending chain, which will compel France to keep the peace. This move, which is attributed to Prince Bismarck's powerful hand alone, is received with quite as much indignation by the Russian newspapers as by the Press of France.

Yesterday the International Corn Market was opened here. Great things were hoped from it, because the City of Pesth, which for some years has held a corn market about the same time, offered to give up its market, which never could be a success, because it used to follow too closely upon the market of Vienna. The most important transaction at the international corn market is the reading of the official report of the year's harvest in all countries, with which the directors of the Corn and Flour Exchange here are furnished by reliable firms in all

parts of the world. The report of 1883 states that everywhere the hopes which had been placed in the harvest have been disappointed. Not only was the result much below that of last year, but it was even below the average of the last ten years. The quality was also much inferior to that of last year. Only in seven small countries, which play no prominent part in the world's commerce of corn, has the harvest exceeded the amount considered as average of the last ten years. These are Southern Germany, Denmark, Sweden and Norway, Holland, Gt. Walachia, Servia, and Egypt. Hungary's wheat reached the average amount, but then the area covered with wheat was 10 per cent. larger than last year. In Austria, the wheat harvest was two million hectolitres below the average. Hungary's rye was two million hectolitres under the average; Austria's, three million hectolitres. Barley was one million hectolitres less in Hungary, and in Austria half-a-million. The quality is not first-rate. Hungary's production of oats was three million hectolitres below average. All the other countries have had harvests from 25 to 30 per cent. below the average. Podolia, which is an important item in the production of corn, had 40 per cent. less than an average harvest.

The Official Committee of the International Corn Market of Vienna has compiled these results in the following table. The figure 100 is supposed to represent a good average harvest:—

	Wheat.	Rye.	Spelt.	Barley.	Oats.
Prussia .....	90	84	..	94	92
Saxony .....	80	75	..	85	85
Upper and Lower					
Bavaria .....	80	70	..	80	80
Bavaria, Franconia,					
Suabia .....	101	100	105	108	116
Bavaria, Palatinate, &					
Wetterau .....	75	50	..	85	100
Baden .....	92	92	92	85	100
Wurtemberg (winter					
wheat) .....	87	..	..	..	..
Wurtemberg (summer					
wheat) .....	93	78	87	95	95
Mecklenburg .....	93	105	..	85	80
Switzerland .....	80	75	..	65	100
Denmark .....	105	100	..	..	70
Sweden and Norway	105	70	..	..	..
Austria .....	85	89	..	96	104
Hungary .....	100	86	..	92	79
Upper Italy .....	65	70	..	..	..
Central Italy .....	87.5	87.5	..	..	..
Southern Italy .....	80	..	..	..	..
Eastern Italy .....	105	..	..	100	100
France .....	85	85	..	100	100
Holland .....	100	90	..	95	90
Great Britain and					
Ireland .....	80	..	..	101	102.5
Russia, Curland .....	77.5	77.5	..	85	105
Rest of Northern					
Russia .....	95	90	..	..	..
Podolia .....	60	70	..	65	100
Central Russia .....	70	67	..	70	78
Southern Russia					
(summer wheat) .....	80	..	..	..	..
Southern Russia					
(winter wheat) .....	90	110	..	150	105
Bessarabia .....	80	90	..	40	100
Roumania, Lesser					
Walachia .....	80	77.5	..	60	..
Great Walachia					
(winter wheat) .....	100	..	..	..	..
Great Walachia					
(summer wheat) .....	90	150	..	110	80
Moldavia .....	80	78	..	75	99
Servia .....	110	105	..	85	95
Egypt .....	120	..	..	100	..

North America is estimated to have produced 420 million bushels of wheat this year, against 504 million bushels in 1882. The quality is not the same throughout. The production of maize, which is, middling quality, is estimated at 1,800 million bushels, against 1,617 million in 1882. India is supposed to be able to export from 20 to 25 million cwts of wheat this year. This last item of news was obtained from the Indian Board of Trade, and addressed to the Oriental Museum of Vienna, which presented a report to the Committee. It states the total harvest of India this year to have amounted to 186½ million cwts.

About 6,000 persons took an active part in the business of the market, and both purchasers and sellers were very careful yesterday, as is usual on the first day. Prices did not rise as was expected from the unfavourable accounts of the harvest. The price of wheat even went down by 20 kreuzers per double cwt, because large quantities of corn from last year's harvest are stored up almost everywhere. Sellers being unwilling to reduce their prices, the quantity of wheat sold on the first day amounted to no higher than 40,000 cwts. The price of rye remained the same, and not much was sold. Large transactions were made in barley, of which 80,000 cwts were sold on the first day. Prices varied so much according to quality, that it is needless to quote them. The sales to-day amounted in all to 4,000,000 cwts.

The half-yearly account of the Austrian Creditaustalt was published immediately after that of the Hungarian. The net profits were 2,044,720 florins, that is, 104,596 florins more than those of the first half-year 1882. The increase is of little importance, because the first half of 1882 was very unfavourable, and the previous years had had results far superior to the present. But the dividend on the share capital will be 10-17 per cent. for the half-year all the same.

On the 1st September the exchange of the interim bills of the Southern Railway which are still in circulation against the definite share titles will commence.

The machine-making industry is progressing very favourably, both in Germany and Austria-Hungary. There is a great demand for engines, railway cars, and steel rails in Austria and Hungary, and home manufacturers supply all the country's requirements in this branch of industry. Transylvania's production of commercial iron is very great, and Servia, Bulgaria, and Roumania are furnished amply with this article.

**Notices of Books.**

*The Practice of Banking. Embracing the Cases at Law and in Equity bearing upon all branches of the subject. By John Hutchinson. Vol. II. London: Effingham Wilson, Royal Exchange. 1883.*

THIS volume, the second of Mr Hutchinson's work, completes what we may fairly term a thorough Encyclopedia of Banking, explaining not merely the principles, but also the details of the method on which the business should be carried on. The first volume, which was noticed in the *Economist* of September 24, 1881, was occupied with the legal portion of the subject, the present completes the information on that point, and brings us down to the present day, and supplies also many details on the mode of conducting banking operations, which are of great value. The tendency of banking business, as of almost every other business in this country at the present time, is to fall more and more into the hands of large concerns and of large companies. A business conducted in such a manner, with perhaps a great number of branches, employing a considerable staff, and engaged simultaneously both with large operations and with a multitude of small transactions, requires a very careful and complete system of book-keeping and calculation not only of accounts, but of many details of the operations to enable it to be carried on with profit. Mr Hutchinson has devoted more than two hundred pages of this volume to the subject of inspection of branches, and about a hundred pages more to the consideration of ordinary Bank documents, and the forms of returns which have to be made. Examples are copiously given of these forms. Any banker who studies this volume will be sure to find in it many useful hints as to the mode of conducting his business. However well and carefully a business may be carried on, it is certain that there are constantly openings for fraud occurring in it which require continual watchfulness to guard against. The advantage of possessing and using a complete set of returns is, hence, too obvious to require to be dwelt further on. The examples given in this volume of the branch return forms are drawn from those in use by the Manchester and Liverpool District Bank, the largest and most important of the purely provincial English banks. They have thus been proved by experience. It is a very great advantage to other banks to be able to see for themselves, and to examine the forms actually in use by a bank of this size and importance. It is not unfrequently necessary in preparing a series of returns of this description to adapt them to the special requirements of the district in which the business is carried on. Any good accountant with these examples before him would be able readily to do this. A vast quantity of other information is also given in this volume, and we can heartily commend it to bankers and bank officers who desire to perfect themselves in their duties as a most valuable and complete repertory of information on a subject most interesting to them, and on which it is most desirable, for the good of business generally, that such information should be supplied.

**PUBLIC INCOME AND EXPENDITURE.**

During the week the cash balances have increased in the Bank of England and in the Bank of Ireland as follows:—

	Bank of England.	Bank of Ireland.	Total.
Balances on August 18	3,065,333	1,009,200	4,074,533
Balances on August 25	3,649,396	1,100,200	4,749,596
Increase	584,063	91,000	675,063

The following are the receipts on account of revenue between April 1, 1883, and August 25, 1883, as compared with the corresponding period last year:—

	Estimate for 1882-3.	REVENUE.			
		April 1, 1883, to Aug. 25, 1883.	April 1, 1882, to Aug. 26, 1882.	Week Ending Aug. 25, 1883.	Week Ending Aug. 26, 1882.
Balance on 1st April, 1883—	£	£	£	£	£
Bank of England	...	5,787,523	4,987,455	...	...
Bank of Ireland	...	1,185,207	1,039,130	...	...
		6,972,730	5,976,585		
<b>REVENUE.</b>					
Customs	...	7,550,000	7,496,000	350,000	664,000
Excise	...	9,868,000	9,792,000	487,000	1,210,000
Stamps	...	4,883,000	4,955,000	201,000	365,000
Land Tax and House Duty	...	740,000	680,000	10,000	15,000
Property and Income Tax	...	3,181,000	2,290,000	35,000	70,000
Post Office	...	2,965,000	3,010,000	125,000	220,000
Telegraph Service	...	750,000	705,000	75,000	140,000
Crown Lands	...	125,000	100,000	25,000	nil.
Interest on Advances for Local Works and on Purchase Money of Suez Canal Shares	...	516,663	517,003	nil.	nil.
Miscellaneous	...	1,865,304	1,939,943	66,000	192,004
Revenue	...	32,423,967	31,485,546	1,374,000	2,576,004
Total, including Balance	...	39,396,697	37,462,131		
<b>OTHER RECEIPTS.</b>					
Advances, under various Acts, repaid to the Exchequer	...	916,967	982,365		
Totals	...	40,313,664	38,444,496		

The expenditure during the same period amounted to 34,442,068*l.*, as compared with 34,924,960*l.* in the corresponding period of last year, the issues during the week being 733,937*l.*

**TO READERS AND CORRESPONDENTS.**

The Editor of the *Economist* cannot undertake to return rejected communications. Communications must be authenticated by the name of the writer.

**The Bankers' Gazette.**

**BANK RETURNS AND MONEY MARKET.**

**BANK OF ENGLAND.**

AN ACCOUNT pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 29th August, 1883.

**ISSUE DEPARTMENT.**

	£		£
Notes issued	38,840,850	Government debt	11,015,100
		Other securities	4,734,900
		Gold coin & bullion	23,090,850
		Silver bullion	...
	38,840,850		38,840,850

**BANKING DEPARTMENT.**

	£		£
Proprietors' capital	14,553,000	Government securities	11,962,631
Reserve	3,372,413	Other securities	21,315,997
Public deposits, including Exchequer, Savings' Banks, Commissioners of National Debt, and dividend accounts	5,927,582	Notes	13,130,870
Other deposits	23,164,532	Gold and silver coin	784,747
Seven-day and other bills	176,718		
	50,194,245		47,194,245

Dated August 30, 1883.

FRANK MAY, Chief Cashier.

**THE OLD FORM.**

The above Bank accounts would if made out in the old form present the following results:—

LIABILITIES.	£	ASSETS.	£
Circulation (including Bank post bills)	25,886,698	Securities	34,475,623
Public deposits	5,927,582	Coin and bullion	23,875,597
Private deposits	23,164,532		
	54,978,812		58,351,225

The balance of Assets above Liabilities being 3,372,413*l.*, as stated in the above account under the head RESERVE.

**FRIDAY NIGHT.**

The preceding accounts compared with those of last week exhibit:—

	Increase.	Decrease.
Circulation (excluding Bank post bills)	£	£
Public deposits	176,572	107,095
Other deposits	382,092	...
Government securities	...	...
Other securities	...	13,460
Bullion	394,047	...
Reserve	502,142	58,458

The following is the official return of the cheques and bills cleared at the London Bankers' Clearing House :-

Table showing clearing house returns for 1883, 1882, and 1881. Columns include dates (Thursday, Friday, Saturday, Sunday, Monday, Tuesday, Wednesday) and amounts in £.

\* Half-Monthly Settling-day. † Monthly Consols Settling-day. The following is the Manchester Bankers' Clearing :-

Table showing Manchester Bankers' Clearing for August 25, 1883, and August 13, 1882. Columns include Manchester (weeks ended) and amounts in £.

The following shows the amount of the Circulation, Bullion in both departments, Banking Deposits, Banking Securities, Reserve, and Rate of Discount, for three months ending August 29, 1883 :-

Table showing banking statistics from May 25 to August 29, 1883. Columns include Date, Coin and Bullion, Gold in from Abroad, Circulation (including Bank Post Bills), Deposits, Securities in Banking Department, Reserve, and Bank Rate.

Subjoined is our usual table, affording a comparative view of the Bank Returns, the Bank Rate of Discount, the Price of Consols, the Price of Wheat, and the Leading Exchanges during a period of four years corresponding with the present date, as well as ten years back, viz. :-

Table comparing banking statistics at corresponding dates from 1873 to 1883. Includes Circulation, Public deposits, Other deposits, Government securities, Other securities, Reserve of notes & coin, Bank rate of discount, Price of Consols, Average price of wheat, Exchange on Paris (sht), and Clearing-house return.

The amount of the "other deposits," compared with the "other securities," showed in 1873 an excess of 1,772,217; in 1880, an excess of 6,810,242; in 1881 an excess of 3,580,338; in 1882, an excess of 1,201,344. In 1883, there is an excess of 1,848,535.

In 1880, the market rates for bills advanced about 1/4 per cent. on the shipments of gold to America, and a calculation of the Treasury Department at Washington that an average of \$4,000,000 weekly in gold might be expected to arrive in New York during the following two or three months.

In 1881, money had been in good demand throughout the week. During the week covered by the Bank return the withdrawal of gold for export was only 144,000 net, but on the Friday a shipment of 282,000 took place, chiefly for New York. The principal feature in the Bank return was an increase in the other securities of 1,282,000.

In 1882, the money market for the time showed a tendency to ease.

The following are the principal items in the accounts of the undermentioned continental and American banks for the latest week published compared with the previous statement :-

BANK OF FRANCE.

Table for Bank of France showing Assets and Liabilities for August 30 and August 23, 1883. Assets include Cash, Government securities, and Private securities. Liabilities include Notes, Government deposits, and Private deposits.

NETHERLANDS BANK.

Table for Netherlands Bank showing Assets (Coin and bullion, Discount and advances) and Liabilities (Notes in circulation, Deposits) for August 25 and August 18, 1883.

NATIONAL BANK OF BELGIUM.

Table for National Bank of Belgium showing Assets and Liabilities for August 23 and August 16, 1883.

IMPERIAL BANK OF GERMANY

Table for Imperial Bank of Germany showing Assets and Liabilities for August 23 and August 14, 1883.

AUSTRO-HUNGARIAN BANK.

Table for Austro-Hungarian Bank showing Assets and Liabilities for August 23 and August 15, 1883.

NEW YORK ASSOCIATED BANKS.

Table for New York Associated Banks showing Assets and Liabilities for August 25 and August 18, 1883.

Converting the reichs mark at 1s; the Austrian florin at 2s; the Dutch florin at 1s 3d; and the franc and peseta at 25 per 1l. American currency is reduced into English money at 4s per dollar.

DISCOUNT AND MONEY MARKET.—Money still shows signs of easing; more gold has come from abroad, and the Stock Exchange during the settlement completed yesterday repaid more than it borrowed. The discount market is far from active, even though 3 1/2 per cent. has brought out a few more bills, and at the Bank of England the reserve and the coin and bullion both exhibit a gratifying increase. Looking back to the time when the Bank rate was raised to 4 per cent. on the 10th May, it is found that the coin and bullion have risen 4,000,000 (of which over 3,000,000 have come from abroad), and the reserve 3,600,000; while in the same period of last year there was a drop of a million and a-quarter in both items, and in the previous year the drop was still heavier. People are in this way becoming more confirmed in their belief that we shall not require a higher Bank rate this autumn, and indeed some people have gone so far as to predict the almost unprecedented feature of a drop in the official terms at this season of the year. There has not been a reduction in the Bank rate in either September or October since 1870, and the drop in that year was made under exceptional circumstances. Altogether, it appears improbable that we shall have such a reduction for some few months to come. Money to-day was easy, at and under 3 per cent.

This week's Bank return marks a further addition of 500,000 to the reserve, the whole of which has accrued in the banking department as an increase in deposits. In the issue department, the increase in reserve is covered by an addition of 400,000 to the coin and bullion, and by a drop of 100,000 in the active circulation.

On Monday next tenders will be received at the Bank of England for Treasury bills to the amount of 1,931,000, drawn under the usual conditions, and dated the 7th September. As 450,000 in March bills and 1,000,000 in June bills fall due at the same time, it appears this operation will add 481,000 to the Government paper in the market.

Silver remains steady at 50 5/8d per oz. There is, however, less inquiry for the East, and on Wednesday there were allotted only 2 lacs of India Council bills at 1s 7 1/8d per rupee, last week's minimum, and 13 lacs of telegraphic transfers at 1s 7 3/8d. Since April 1 these sales have represented 8,23,46,350 rupees, realising about 6,650,000.

The failure is announced of Messrs Richards, Power, and Co., steam-shipowners, merchants, and smelters, of Swansea and London, the liabilities being estimated at 350,000.



recovery even in this instance. The traffic returns showed a moderate increase, but this was expected, from the fine weather last week. Glasgow and South-Western is 2 lower on the week, and Great North of Scotland 1.

The following are the changes for the week, taking the latest unofficial quotations:—

Table with 4 columns: Railway Name, Closing Prices Last Week, Closing Prices this Day, and Inc. or Dec. Includes entries like Caledonian, Great Eastern, London and Brighton, etc.

The traffic receipts on seventeen principal railways of the United Kingdom, of which a list is subjoined, amounted for the week ending August 26 to 1,291,633l, being an increase of 41,510l on the corresponding week of last year.

RAILWAY TRAFFIC RECEIPTS.

Table with 5 columns: Railway Name, Week's Receipts (Amount, Inc. or Dec. on Corresponding Week in 1882), Aggregate Receipts of Half-year to date (Amount, Inc. or Dec. on Corresponding Period in 1882). Total: 1,291,633 + 41,510 = 1,333,143.

\* In these cases the aggregate is calculated from the beginning of August. † We give the aggregate as published.

COLONIAL RAILWAYS.—The recent recovery in Canadian railways has been short-lived, and there has recently been an increased amount of speculative selling therein. Indian stocks are dull.

Table with 4 columns: Railway Name, Closing Prices Last Week, Closing Prices this Day, and Inc. or Dec. Includes entries like Bombay and Baroda, Canadian-Pacific, Grand Trunk of Canada, etc.

FOREIGN RAILWAYS.—The principal feature here has been the fall in Mexican Stocks, owing to the adverse traffic returns. The Ordinary has fallen 10 on the week, the First Preference 5, the Second Preference 4, and the Debenture Stock 1.

AMERICAN RAILROAD SECURITIES.—The changes are not quite so striking this week, but are still considerable. Lake Shore has fallen 4½; New York Central, and St Louis and San Francisco Preferred, 1; and Central Pacific, Denver and Rio Grande Common, and Louisville and Nashville, ½.

COLONIAL GOVERNMENT DEBENTURES.—The week's movements have been all upward. Canadian 5 per Cents. are quoted ½ higher; Cape of Good Hope 4½ per Cents. ½; and South Australian 4 per Cents., ½.

BANKS.—These shares are mostly weaker. Anglo-Egyptian are ½ down, Bank of Egypt 1, Central of London ½, Commercial of Alexandria ¼, National Provincial, New ½, and Oriental 1. Bank of Africa are ¼ higher, and Union of Australia 1.

CANALS AND DOCKS.—London and St Katharine and Mill-wall Docks are both 1 higher, and Suez Canal Shares 1½.

COMMERCIAL, INDUSTRIAL, &c.—Bedford Park, Explosives, Hammond Electric, and India-rubber Gutta Percha have all fallen ½, John Moir ¼, and Max Greger ½.

FINANCIAL, LAND, &c.—Australian Agricultural Shares have fallen 1, but Foreign and Colonial Trust has risen 1, Hudson's Bay ½, Natal Land ½, Peel River 1, and Railway Share Trust ½.

GAS.—Commercial Ordinary has further advanced 2½, the New about 3, Gas Light and Coke, A, 1, and ditto G 2.

INSURANCE.—Liverpool and London and Globe, and Royal are each ½ higher.

MINES.—The principal movement has been in Rio Tinto shares, which are ½ higher.

SHIPPING.—London Steamboat Preference are 1 down, Union Steam 1 and the New 1½. Orient are ½ higher on the new mail contract.

TELEGRAPHS.—Anglo-American Ordinary Preferred are ½ up, Direct United States ¾, and Reuter's ¼. Cuba are ½ lower, and Submarine 10.

WATERWORKS.—East London and Southwark and Vauxhall are both 1 higher, but Grand Junction have relapsed ½.

BULLION.—The following is taken from the circular of Messrs Pixley and Abell, dated August 30:—

Gold.—The arrivals comprise 55,000l, per Ville de Paris, via St. Nazaire, from Central America; 65,000l, per Ionic, from New Zealand; 44,500l, per Moselle, from the West Indies; 32,000l, per Araucania, from the Brazils (bars and coin); 6,800l, per Indus, from Australia. With the exception of a moderate shipment to India, the whole of the above, with some arrivals from the Continent, has been sold to the Bank of England, about 409,000l in bars and coin having been so disposed of.

Silver.—Our market has been steady since the date of our last circular, and a considerable amount of business has been done at 50½d per oz standard, the price obtained on 27th inst. for the bars ex Chile and West India steamers. The Moselle from the West Indies brought 55,000l; Araucania from Chile, 17,000l; Holbein from Buenos Ayres, 15,600l. About 93,000l, in bars and dollars, have arrived from New York. 67,000l was shipped per Peninsular and Oriental steamer Nizam, to Bombay; 55,000l was shipped per Peninsular and Oriental steamer Nizam, to Calcutta; 18,000l was shipped per Peninsular and Oriental steamer Thames, to Bombay; 12,000l was shipped per Peninsular and Oriental steamer Thames, to Calcutta.

Mexican Dollars.—The Royal Mail steamer Moselle brought 139,000l from Mexico. Some amount was sold for arrival, and the balance realised 49½d per oz on 27th inst. Our market is now quiet at this quotation. The Peninsular and Oriental steamer Thames takes this day 112,000l to Penang, 55,000l to Hong Kong, and 5,650l to Shanghai.

Exchange.—The sales yesterday by the India Council were—2,10,000 rs in bills on Calcutta at 1s 7½d per rupee, and 13,00,000 rs in telegraphic transfers on Calcutta at 1s 7½d per rupee and above these rates in full. 25 lakhs of rupees of these drafts are notified for 5th September. The latest quotations of exchange are:—For telegraphic transfers from Bombay 1s 7½d, from Calcutta 1s 7½d per rupee; for Bank bills at 4 months' sight, from Hong Kong, 3s 8½d per dollar; and from Shanghai, 5s 1d per tael. The 4½ per Cent. Rupee Paper is 83½ to 84, and the 4 per Cent. 80½ to 81½.

Quotations for Bullion.—Gold.—Bar gold, fine, 77s 9d per oz standard; bar gold, containing 20 dwts silver, 77s 10½d per oz standard; Spanish doubloons, 73s 9½d to 73s 10d per oz; South American doubloons, 73s 8½d per oz; United States gold coin, 76s 3½d per oz.

Silver.—Bar silver, fine, 50½d per oz standard; bar silver, containing 5 grs gold, 51d per oz standard; cake silver, 54½d per oz; Mexican dollars, 49½d per oz. Quicksilver, 5l 7s 6d; discount, 3 per cent.

FOREIGN RATES OF EXCHANGE ON LONDON.

Table with 4 columns: City, Latest Dates, Rates of Exchange on Lond'n, and Inc. or Dec. Includes entries like Paris, Antwerp, Amsterdam, Frankfurt, Hamburg, Genoa, Berlin, Do, etc.



COURSE OF EXCHANGE.

		Price Negotiated on 'Change.			
		August 28.		August 30.	
		Money.	Paper.	Money.	Paper.
Amsterdam.....	3 months	12 5½	12 5½	12 5½	12 5½
Ditto.....	At sight	12 2½	12 3½	12 2½	12 3½
Hamburg.....	3 months	20 68	20 72	20 68	20 72
Berlin.....	—	20 68	20 72	20 68	20 72
Frankfort-on-the-Main.....	—	20 68	20 72	20 68	20 72
Vienna.....	—	12 11½	12 13½	12 12½	12 15
Trieste.....	—	12 11½	12 13½	12 12½	12 15
Antwerp.....	—	25 57½	25 62½	25 56½	25 61½
Petersburg.....	—	23½	23½	23½	23½
Paris.....	Cheques	25 83½	25 37½	25 31½	25 36½
Ditto.....	3 months	25 52½	25 57½	25 51½	25 56½
Marseilles, &c.....	—	25 52½	25 57½	25 51½	25 56½
Genoa, Naples, &c.....	—	25 60	25 65	25 60	25 65
Madrid.....	—	46	46½	46	46½
Barcelona.....	—	46½	46½	46	46½
Cadix.....	—	46½	46½	46½	46½
Seville.....	—	46½	46½	46½	46½
Valencia.....	—	46½	46½	46	46½
Malaga.....	—	46½	46½	46	46½
Lisbon.....	—	51½	51½	51½	51½
Oporto.....	—	51½	51½	51½	51½

NOTICES AND REPORTS.

STOCKS.

**Turkish Finance.**—The interest due 13th September, on the General Debt and the other loans mentioned in the Imperial Decree of the 20th December, 1881 (except the Lots Turcs), will be paid on 13th September, at the rate of 1 per cent. per annum on the reduced capital. Full particulars can be obtained at the Imperial Ottoman Bank.

**Turkish 1858 and 1862 Loans.**—The Council of Foreign Bondholders have received lists of the old and new numbers of the bonds purchased for the redemption under the operation of the sinking fund, and cancelled by the Council of Administration on the 30th June last.

**Victoria 6 per Cent. Loan.**—The London and Westminster and London Joint Stock Banks notify that they repay on 1st September the principal amount of 3,587,500l debentures maturing on that date.

RAILWAY COMPANIES.

**Stratford-upon-Avon.**—The half-yearly report proposes a dividend at the rate of 9 per cent. per annum. As from July 1 last the under taking is amalgamated with the Great Western.

BANKS.

**Hong Kong and Shanghai Banking.**—The London manager has received a telegram from the head office in Hong Kong, announcing that at the half-yearly meeting there on the 27th inst., a dividend of 2l per share on the old shares and 5s per share on the new shares was declared, 100,000 dols added to reserve for equalisation of dividends, and 52,500 dols carried forward.

**National Bank of Mexico.**—The bank has declared a dividend for the first six months' working, at the rate of about 7 per cent. per annum.

ASSURANCE COMPANIES.

**Union Fire and Marine of New Zealand.**—The annual report showed an available balance of 27,335l. The dividend declared, together with the interim distribution, was equal to 10 per cent. 10,000l was added to reserve, and 9,210l carried forward.

MISCELLANEOUS COMPANIES.

**Direct Spanish Telegraph.**—Cable communication with Spain, via Bilbao, is now restored.

**East London Water Works.**—The directors recommend a dividend at the rate of 7½ per cent. per annum.

**Great Western Electric Light and Power.**—The first annual report shows that the result of the fourteen months' working has been a gross profit of 1,706l, which is turned into an actual loss of 3,801l, chiefly owing to the heavy expenditure in fees, travelling expenses, and general expenses incurred by the late directors. Taking into account the cash received from the Devon and Cornwall Company, the fourteen months' working show a profit of 112l, after writing off the whole of the preliminary expenses, the extraordinary law charges, the cost of 500 Devon and Cornwall shares, and 10 per cent. depreciation on the plant in use at the lighting stations. This balance it is proposed to carry forward.

**Orient Steam Navigation.**—A new Australian mail service under a contract just concluded between New South Wales and this company will commence about two months hence. The dispatches will be fortnightly, both outward and homeward, alternating with those of the Peninsular and Oriental Company, under their contract with the Government of Victoria, the two services thus jointly supplying regular weekly mail communication via Suez.

**South Australian Land Mortgage and Agency.**—The 29,519 shares withdrawn on the formation of the company in 1880, and which have just been offered to the shareholders, have all been subscribed at a premium of 10s per share.

**Southampton Tramways.**—For the half year ended June 30th the receipts show a falling off of 259l, as compared with the corresponding period, partly owing to bad weather at Easter and Whitsuntide, and partly in consequence of a severe attack of "mud fever" amongst the horses during the early part of the year.

**Union Steamship of New Zealand.**—The company have been advised of the declaration of the dividend at Dunedin at the rate of 8 per cent. per annum for the half-year ended the 31st July last, with an additional bonus of 2s per share.

**West Coast of Africa Telegraph.**—The rate for messages, via Galveston, to Buenos Ayres and all stations in the Argentine Republic has been reduced to 10s per word.

NEW COMPANIES AND CAPITAL.

The new issues of the week are as under:—

	Capital Applications.	First Payment thereon.	Further Liability
Previously recorded in 1883.....	59,790,127		
South Australian Land Mortgage and Agency, Limited—New at ½ prem.....	295,190	73,797	
Woolwich and South-East London Tramways, Limited—5% bonds.....	20,000	20,000	
	315,190		

To date in 1883..... 60,105,317

The corresponding total in 1882 reached 88,366,728l, and in 1881, as much as 160,682,863l.

The Commercial Times.

THE CORN TRADE.

MARK LANE, FRIDAY EVENING.

The prolonged fine weather has given a much brighter aspect to the agricultural outlook than it presented a short time back. Over an extended area the cereal crops have reaped in the finest condition possible. The quality of the grain is not unaffected by the vicissitudes of climate passed through in its progress to maturity, and varies accordingly in the supplies that are forthcoming. But the condition is excellent, by which any effects of depreciated quality are modified, and fineness of growth is turned to the best account, whilst the farmer has the advantage of being enabled to market his produce at once, or to hold it without danger of injury. During the last day or two the weather has become more overcast, with rain in various places. In many directions, some copious showers would now be of considerable advantage, and might compensate for some temporary interruption of harvesting. But it is to be hoped until the harvest is completed, the interruption may be slight. From the Continent this week the harvest reports have, for the most part, been more favourable. With the large increase of supplies, in the stack-yards or in course of housing, and the expectation of a proportionate enlargement of supplies for realisation, buyers operate with increased caution, and depressed prices are the result. Most of the country markets wheat quotations have from this cause receded 1s to 2s, but the importing markets have been further adversely affected by heavy arrivals from abroad. The imports of wheat and flour into the Kingdom last week amounted to 395,000 qrs, and this week the imports into London alone amount to 132,770 qrs of wheat, and 12,900 sacks of flour. At Mark Lane, however, the supply of English wheat is now so narrowed that holders to-day refused to sell at the late decline, whilst for foreign a further reduction was taken when sales were pressed. English red wheat quoted 40s to 44s; white, 44s to 48s. For Sadonka wheat, ex-ship, 42s accepted. The off-coast trade has participated in the prevailing features, 42s 6d American terms having been accepted for American red winter, and 45s 6d for San Francisco. In forward positions the market is also weak, and to-day business at 43s 6d is reported to have taken place in American red winter for shipment by steamer. The quantity of wheat and flour on passage has increased 200,000 quarters on the week, and now amounts to 1,920,000 quarters, or about 400,000 quarters less than at this time last year. Flour has sold in some cases at 6d to 1s per sack under that value. Maize on the spot has not altered very materially, but the trade is slow. Flat corn in this position has been sold at 27s, which is rather easier, and off coast round corn at 28s, whilst for September-October shipment American mixed offers at 26s 9d, American terms. The quantity on the way has increased to 303,000 quarters, against 181,000 quarters last year. Stout barley has held its value fairly well, but grinding sorts give way from the increase of supply offering. On the spot Odessa is quoted 24s to 24s 9d; for arrival: Danubian, quoted 21s 6d. The quantity on passage has increased 60,000 quarters on the week, and now amounts to 93,500 quarters, against 73,000 quarters last year. Peas have advanced 2s to 3s per quarter, and beans are firm. Oats have advanced largely, but as shipments from Cronstadt have at length diminished, holders here do not accede to lower offers.

COMPARATIVE PRICES OF GRAIN.

The following is a Statement showing the Quantities Sold and the Average Price of British Corn (Imperial measure), as received from the Inspectors and Officers of Excise, conformably to the Act of the 27th and 28th Victoria, cap. 87, in the week ended August 25, 1883, and for the corresponding week in each of the years from 1882 to 1879:—

	QUANTITIES SOLD.			AVERAGE PRICES.		
	Wheat.	Barley.	Oats.	Wheat.	Barley.	Oats.
1883.	qrs bah	qrs bah	qrs bah	s d	s d	s d
Aug. 25.....	37,603 2	241 7	2,903 1	43 8	29 4	22 11
" 18.....	41,799 3	399 4	2,199 2	43 10	28 9	23 2
" 11.....	35,130 7	83 3	2,730 0	43 6	27 9	23 11
" 4.....	36,237 7	236 7	1,410 3	43 3	30 0	23 10
1882.....	12,703 7	886 1	1,549 1	47 10	30 4	24 9
1881.....	12,670 6	307 5	1,262 7	51 10	30 9	24 6
1880.....	12,229 1	537 0	1,176 4	44 1	33 8	24 8
1879.....	17,759 1	259 0	1,203 1	48 1	29 7	24 9

The following table estimates the home consumption of wheat since the last Saturday in August, 1882, contrasted with 1881-2, 1880-1, and 1879-80:—

Table with 5 columns: Imports, 1882-3, 1881-2, 1880-1, 1879-80. Rows include Wheat (51 weeks to Aug. 15), Flour, Add week ending August 25—Wheat, Flour, Total imports, 52 weeks, Less exports—Wheat, Flour, Net imports, Add to this the estimated sales of home-grown wheat, Fifty-two weeks' home consumption, Average price of English wheat, per quarter, = per cw, and "Visible supply" in U.S. centres.

The following account shows the Quantities of certain kinds of agricultural produce imported into the United Kingdom in the week ended August 25, 1883:—

Table with 2 columns: Description and Quantities. Rows include Animals living—Oxen and bulls, cows, calves, Sheep and lambs, Swine, Dead meat—Bacon, Beef, salted and fresh, Hams, Meat unenumerated, salted and fresh, Pork, salted (not hams) and fresh, Mutton, fresh, Poultry and game (including rabbits), Butter and butterine, Cheese, Eggs, Lard, Vegetables—Onions, raw, Potatoes, Unenumerated, Corn, grain, meal, and flour—Wheat, Barley, Oats, Peas, Beans, Malze, and Wheat meal and flour.

IRON AND COAL TRADES.

The markets for pig iron have continued steady. At Glasgow yesterday the quotation for warrants was 47s per ton that being the same as on the previous Friday, and at Middlesboro', also, prices are unchanged, makers quoting 39s 3d to 39s 6d for No. 3, and merchants 3d per ton less.

Iron reports that although the Lancashire market is without animation, there is a quiet, steady trade doing, which is for the most part keeping makers pretty freely employed. So far as some of the low-class district brands of pig iron are concerned, the absence of demand is having some effect in bringing forward sellers at low figures; but there is no perceptible weakness on the part of the better class makers, except that where a week or two back a slight advance was being attempted, the upward movement has been scarcely maintained. For Lancashire pig iron, quotations remain firm at 45s to 45s 6d, and in district brands of good quality the minimum basis is about 44s 10d to 45s 10d, less 2½, for forge and foundry qualities delivered equal to Manchester. The pig iron market of the Midland districts is steady; there is a good demand for local makes at unaltered prices. There has been no change in the hematite iron market. Inquiry does not improve, and values are undisturbed at 50s, 49s, and 48s, for Nos. 1, 2, and 3 respectively. In the Forest of Dean, the quotation for hematite is 55s, delivered locally. In Lancashire, occasional sales are made at 59s, delivered at Manchester. The finished iron market is at present active, but it presents the same feature as that for crude iron. Whilst for early delivery consumers have to pay extra, prices for the execution of work some months ahead are easier. Thus, in Cleveland and Durham ship plates are 6l per ton, but 6l 5s for prompt delivery; angles, 5l 12s 6d to 5l 17s 6d (prompt); common bars, 5l 17s 6d to 6l. At Newcastle, in manufactured iron, the buoyancy noted last week has continued so far, and prices have taken a turn for the better to the extent of 2s 6d per ton. For ship plates, delivered to Tyne shipyards, 6l 5s per ton is now the current figure, and bars sell for 6l; angle iron makes no more than 5l 15s, and boiler plates, 7l 2s 6d per ton, less the usual commission. In Scotland, the works are working to their full capacity, and will be busy for some time to come; but notwithstanding this prices remain low. In the Lancashire finished iron trade, most of the makers have their order books full at the present comparatively low prices, and in some cases it is difficult to place specifications for prompt delivery. Hoops and sheets appear to be chiefly in demand, but the business doing is almost entirely for quick delivery, the weight of forward buying being small. It enables makers, however, to adopt an independent tone, and prices are well maintained at 6l 2s 6d to 6l 5s for ordinary bars; 6l 10s to 6l 12s 6d for hoops; and 8l 5s to 8l 7s 6d for sheets, as the minimum for delivery into the Manchester district. In the Midlands, the demand is fair, and quotations are fairly steady. Crown bars are quoted in North Staffordshire at from 6l 5s to 6l 15s, best, 10s additional. Marked bars are firm in East Worcestershire at the general quotation of 7l 10s, with 8l 2s 6d

for the Earl of Dudley's brand. Unmarked bars are quoted at from 6l 5s to 6l 10s. In the Leeds district there is not much animation either in best or common iron; the few contracts made do not show any improvement in prices. The hardware trades have not improved, although the general state of business is not unfavourable, and prices are unaltered. Tinplates are very quiet, there being no fluctuation in value, and B.V. coke tins worth 16s per box. The steel trade is rather better, excepting that prices remain as low as they were. Steel rails are 4l 12s 6d to 4l 15s in Cleveland, and 4l 15s to 5l in the north-west. There has been no improvement at Sheffield in the Bessemer department. The prices at which steel is selling are below the quotations of the corresponding period of last year, best Bessemer ingots being 6l 10s per ton; but good brands may be obtained as low as 4l 17s. The shipbuilding trade is still busy, but the future of that branch of industry is by no means bright. New orders are scarce, and inquiries as to the terms at which vessels can be built next year are few and far between. This applies more especially to the north-eastern ports. Engineers, as a rule, are doing a brisk trade, and makers of agricultural machinery have never known a better season. It is stated that some engineering firms have two years' work in hand. The coal trade shows little alteration. From South Wales the reports indicate great activity, but elsewhere the demand is quieter.

THE COTTON TRADE.

LIVERPOOL—AUGUST 30.

The cotton market has been quiet throughout the week, with a limited business, and quotations generally are unchanged. Sea Island is in small demand, without change in prices. In American the business continues moderate, and the market is freely supplied at the quotations of last week. In Brazilian the business is restricted, and prices are partially ½d easier. Egyptian continues freely offered, and quotations are reduced ½d per lb. Peruvian continues in limited request, and prices of rough kinds are in buyers' favour. West Indian and African are unchanged. For East Indian there has been a fair demand. The quotation of fine Broach is reduced ¼d. "Futures."—The market during the week has been firm, and prices have advanced ¼d for August, and ½d to ¾d for other positions. The closing values are—Deliveries: American, any port, l.m.c., August, 5½d; August-September, 5½d; September, 5½d; September-October, 5½d; October-November, 5½d; November-December, 5½d; December-January, 5½d; January-February, 5½d; February-March, 5½d per lb. No transactions are reported in East Indian to arrive.

The sales of the week amount to 47,320 bales, of which 4,070 are on speculation, and 4,480 declared for export; the forwarded is 4,750 bales, of which 3,970 are American, 70 Brazil, 250 Egyptian, and 460 bales East Indian, which make the takings of the trade 43,520 bales.

PRICES CURRENT.

Table with 12 columns: Descriptions, OrL, Mid, Fair, Good Fair, Good, Fine, Same Period 1882 (Mid, Fair, Good), Same Period 1881 (Mid, Fair, Good). Rows include American, Sea Island, Florida, Upland, Mobile, Texas, Orleans, Brazilian, Pernambuco, Ceara, Paraiba, Rio Grande, Bahia, Maceio, Maranham, Egyptian, Ditto Brown, Ditto White, West Indian, Tahiti Sea Island, West Indian, Haytien, La Guayran, Peruvian, African, East Indian, Surat, Ginned Dharwar, M. Gin'd Broach, Dhollerah, Oomrawuttee, Yeravul, Comptah, Scinde, Bengal, Rangoon, Madras-Tinnevely, Western.

IMPORTS, EXPORTS, CONSUMPTION, &c.

Table with 3 columns: Description, 1883, 1882. Rows include Imports from Jan. 1 to Aug. 30, Exports from Jan. 1 to Aug. 30, Stock, Aug. 30, Consumption from Jan. 1 to Aug. 30.

The above figures show :-

Table showing increase/decrease of imports and exports in bales compared to last year.

In speculation there is a decrease of 52,950 bales. The imports this week have amounted to 29,291 bales, and the quantity of American cotton reported at sea for Great Britain...

MANCHESTER, AUGUST 30.

There is no indication of improvement in any department of our market. Prices are not quotably lower, but for yarns the tendency is still in favour of buyers.

(I.) COMPARATIVE STATEMENT OF THE COTTON TRADE.

Table comparing cotton trade prices (s, d) for various grades like Raw Cotton-Upland middling, etc., across previous weeks in 1883.

(II.) COMPARISON WITH PREVIOUS YEARS.

Table comparing cotton trade prices (s, d) for various grades across corresponding weeks from 1882 to 1878.

LONDON.-AUGUST 30.

Annexed is a portion of the circular issued this week by the London Cotton Brokers' Association:- With rather more inquiry, the market is without change in prices. American futures close about 1/8d dearer.

Table showing prices of various cotton grades (Surat, Dhollerah, etc.) and other goods, with columns for descriptions, ord. to mid., mid. fair, fair to good, good to fine, and prices of good fair same time 1882-1881.

The sales to arrive for forward delivery are about 4,000 bales:- To arrive, Tinnivelly, at 4 1/2d for fully good fair, g.f.c. ; 4 1/4d for good, July, Suez. For delivery: American, any port, l.m.c., the following are the latest quotations:- August, 5 1/2d; August-September, 5 1/4d; September, 5 1/4d; September-October, 5 1/4d; October-November, 5 1/4d; November-December, 5 1/4d; December-January, 5 1/4d; January-February, 5 1/4d.

IMPORTS AND DELIVERIES FROM JANUARY 1, WITH STOCK ON HAND.

Table showing imports and deliveries from January 1, with stock on hand, categorized by region (Surat and Scinde, Madras, Tinnevelly, Bengal & Rangoon, Other Kinds) and year (1883, 1882, 1881).

E. I. COTTON known to be AFLOAT TO EUROPE by Latest Mail Date.

Table showing E. I. Cotton known to be afloat to Europe by latest mail date, categorized by origin (London, Liver-pool, Coast for Orders, Foreign Ports, Total 1883, Total 1882) and quantity.

THE WOOL TRADE.

The colonial wool sales progress unevenly as regards prices, but there is not, on the whole, any further depreciation. The home trade are still taking the larger part of the wool offering.

We have received the following returns of current colonial wool sales direct from the selling brokers:-

Table showing wool sales returns from August 21, listing buyers (Charles Balme and Co., etc.), quantities, and values.

Our Liverpool correspondents report that there is no change from last week. A small business continues to be done at steady rates, but the prospects are considered rather more encouraging.

At Bradford all this week the market has continued firm, having maintained the slight improvement of confidence and hardening values begun last week. Demi-lustre wools, especially Kent and Irish, are a fraction dearer, and deep-grown lustre wools are better to sell.

JUTE, HEMP, AND FLAX TRADES.

The speculation in jute continues, and about 80,000 bales sold to arrive, closing at 5s to 10s higher prices. For new jute the high rates demanded have to some extent prevented business...

Manila hemp without change. Fair quoted 43/-. Some good sold at 44/ 10s. 746 bales by auction sold: country damaged, with all faults, at 39/ 5s to 39/ 10s per ton. Week's receipts: 12,000 bales.

In flax some contracts are reported in Russian for delivery at rather lower rates. Accounts of the foreign crops are variable. In some quarters the heavy rains have done damage, but the weather during the past week has been fine. The acreage under cultivation in Ireland is officially returned:-

Table showing flax acreage in Ireland for 1883, 1882, and 1881, categorized by location (Acres).

LEATHER TRADE.

During the past week there has been a slight improvement in the demand for leather, especially for stout English butts, the prices of which are very firm. The supplies of fresh leather have again been small. The articles most wanted are-stout English butts, foreign butts, light shoulders, English hore-hides, and light calfskins.

COLONIAL AND FOREIGN PRODUCE MARKET.

FOR REPORT OF THIS DAY'S MARKET SEE "POSTSCRIPT."

MINING LANE, FRIDAY.

SUGAR.-The market continues dull and unsettled, with sellers of beet at the recent decline. Refining West India has sold at easier rates, including fair greyish Jamaica at 19s. Crystallised Demerara.



TALLOW.—Petersburg keeps firm at the high price of 51s 6d per cwt. To-day's public sales of Australian will give quotations for the week.

TOBACCO.—The market remains very quiet, and there are no transactions worthy of note to report. Bright Virginias are in demand, and prices still have an upward tendency. In inferior substitutes rather more has been done.

COALS.—A steady business done in house coals to-day at last prices. Best, 19s; seconds, 16s.

POSTSCRIPT. FRIDAY EVENING.

SUGAR.—The market is inactive. Sales of West India, 746 casks, making 1,381 casks for the week. Crystallised Demerara by auction chiefly taken in. A small cargo of St Kitt's sold at 20s for the United Kingdom.

COFFEE.—At auction 172 casks 47 barrels 66 bags plantation Ceylon partly found buyers on previous terms, also part of 217 cases. 1,159 bags East India, including good to fine bold Coorg, at 86s 6d to 102s. 2,235 bags Guatemala brought full prices. 256 bags washed Rio were bought in at 6s.

WHITE PEPPER firm at the advance already quoted. SHELLAC.—About 2,000 chests reported, including second orange on the spot at 85s to 92s 6d; ditto to arrive, 87s to 88s per cwt, landed terms.

METALS.—Tin, 93/ 12s 6d to 93/ 15s, cash. Copper quiet. Chili, g.o.b., 63/ 12s 6d to 63/ 17s 6d. Charters last half of September, 2,100 tons. Scotch pig iron 46s 10d, closing at 46s 11d to 46s 11½d per ton.

TALLOW.—No change in home melted or Russian. Of 2,087 casks Australian by auction, about 1,400 casks sold at irregular prices, mutton being 6d per cwt cheaper.

ADDITIONAL NOTICES.

SILK.—Messrs H. W. Eaton and Sons report:—"There has been more doing in Shanghai silk, and prices are decidedly firmer. Other classes are unchanged."

METAL.—Messrs Fry, James and Co, report: We have no material change to note in our metal markets this week, and the extent of business has been small. Copper is without change in price, holders being very firm, although the demand is small. Tin has somewhat improved in price, say from 10s to 12s 6d per ton, but closes very quiet. Other metals are without change.

DRY FRUIT.—Messrs R. Witherby and Co. report:—Currants during the week have gone rather easier, but very little has been sold. Nothing of the new crop is yet afloat, and no arrivals are anticipated before the 16th to 18th September. Following the late reports of rain in Greece comes the satisfactory intelligence that the weather is quite re-established, but no transactions had taken place in the new fruit. New Valencias arrived on the 30th, and about 70 tons having been placed afloat at 25s 6d, f.o.b., the landed price

opened in London at 37s to 38s for ordinary off stock, 42s to 45s for selected, and 50s for choice. Further arrivals are close at hand. New Sultanias are shown here from Liverpool, but sales are very small. Quality is good, and prices very moderate.

TEA.—Messrs J. C. Sillar and Co. report:—The market remains quiet, but steady. For the first time for many weeks past, there were no public sales to-day, and the trade are grateful for the breathing time thus afforded. We are glad that the attempt to introduce public meetings upon Saturdays has been unsuccessful. This habit of forcing teas upon the market has a very bad effect, and interferes greatly with private contract business.

HOP TRADE.

HOPS.—There are a few new hops on the market, which sell at 9d to 10d per cwt. The quality is very fine for early descriptions, and show a lot of condition. 1882's are still in demand at 10d to 14d per cwt, and are exceedingly scarce.—From Messrs W. H. and H. Le May.

The Gazette.

FRIDAY, August 24. BANKRUPTS.

Edwin Ebenezer Hodge, 2 Turner's road, Linehouse, furniture dealer.—Bernard Boaler, 6 Champion villas, Cerise road, Peckham. —Charles Henry de Ruvignes, 39 Canynge square, Clifton, Bristol, Lieut.-Colonel in the Army.—George Malcolm, 26 Upperhead row, Huddersfield, draper.

SCOTCH SEQUESTRATIONS.

Peter Bird, 115 Nicholson street, Edinburgh, jeweller.—W. J. M'Meehan, 294 City road, Glasgow, grocer.—William Gibson Lockhead, Crookston Engine Works, Crookston street, Glasgow, engineer. —Hugh Cameron, M'Neill street, Glasgow, engineer.

TUESDAY, August 28. BANKRUPTS.

Byron Ballard, Osborn street, Whitechapel, printer.—Charles Gromann, Langham street, dealer in foreign goods, and lodging-house keeper.—Henry James Sibley, Cheapside, commission agent.—Arton Binns, James Edward Wadsworth, and John William Wadsworth, Leeds, woollen manufacturers.—Henry William Butcher, Redhill, brewer and contractor.—Edward Hoare, Winchester, formerly a linendraper and silk mercer.—William Henry Ray, Winchester, draper, haberdasher, milliner, and dress and mantle maker.

SCOTCH SEQUESTRATIONS.

William Hair, Glasgow, housefactor.—John Kirkland and David Robertson, Dundee, wood merchants.

OFFICIAL RAILWAY TRAFFIC RETURNS.

Table with multiple columns: Capital Expended on Lines, Revenue past Half-Year (Gross Receipts, Working Expenses, Interest, etc.), Dividend per Cent. per An., Name of Railway, Week Ending, Receipts (Passengers, Merchandise, etc.), Cost per Mile, Aggregate Receipts of Half-Year, Miles Open in 1883 and 1882.

COLONIAL AND FOREIGN.

Table with multiple columns: Name, Week Ending, Receipts (1883, 1882), Total Receipts (1883, 1882), Name, Week Ending, Receipts (1883, 1882), Total Receipts (1883, 1882).

\* The aggregate is reckoned in these cases for the half-year beginning 1st August

COMMERCIAL TIMES

WEEKLY PRICE CURRENT.

The prices in the following list are revised on Friday, assisted by an eminent firm in each department.

LONDON, FRIDAY.

Table listing various commodities such as Arrow Root, Ashes, Brimstone, Cocoa, Coffee, Chemicals, Hides, India Rubber, Leather, Metals, Oils, and Spices, with their respective prices in multiple columns.

Table listing various commodities such as Dyewoods, Fruit, Gutta Percha, Hemp, Hops, India Rubber, Leather, Metals, Oils, and Spices, with their respective prices in multiple columns.

Table listing various commodities such as Oils, Provisions, Rice, Shellac, Spices, and Sugars, with their respective prices in multiple columns.

Table listing various commodities such as Sugar, Tea, Tobacco, and Timber, with their respective prices in multiple columns.

Stock Markets Price Current.

BRITISH FUNDS, &c.

Table with columns: Dividends Due, Name, Closing Prices. Lists various British funds and consols with their respective values and prices.

CORPORATION STOCKS

United Kingdom

Table with columns: Authorised Issue, Name, Share, Closing Prices. Lists corporation stocks from the United Kingdom including various banks and industrial companies.

FOREIGN STOCKS, BONDS, &c.—Con.

(Coupons payable in London.)

Table with columns: Dividends Due, Sinking Fund, Next Drawing, Name, Closing Prices. Lists foreign stocks and bonds with their respective details and prices.

CORPORATION STOCKS.

(Colonial and Foreign.)

Table with columns: Last Ann. Divid., Name, Share, Paid, Closing Prices. Lists colonial and foreign corporation stocks including various international banks and companies.

FOREIGN STOCKS, BONDS, &c.

(Coupons payable in London.)

Table with columns: Dividends Due, Sinking Fund, Next Drawing, Name, Closing Prices. Lists foreign stocks and bonds with their respective details and prices.

COLONIAL AND PROVINCIAL GOVERNMENT SECURITIES.

Table with columns: Authorised Issue, Dividends Due, Name, Closing Prices. Lists colonial and provincial government securities including various regional bonds and stocks.

\* The drawings are yearly in the case of stocks to which asterisks are prefixed. In almost all other cases, where there are drawings half-year.

FOREIGN STOCKS, BONDS, &c. (Coupons payable abroad.)

Table with columns: Dividends Due, Sinking Fund %, Next Drawing, Name, Closing Prices. Includes entries for Argentine Hd Dis, Austrian Sil. Ren., Do Paper 1870, etc.

AMERICAN STOCKS.

Table with columns: Authorized Issue, Name, Redeemable, Closing Prices. Includes entries for Alabama, Gt. South. 1 Mt. 6%, Albany & Susque. 1 Mt. 7%, etc.

AMERICAN STOCKS.—Con.

Table with columns: Authorized Issue, Name, Redeemable, Closing Prices. Includes entries for Sterling Bonds, Alabama Gt. South. Lim., Do A 6% Pref. 104 Shs. 12%, etc.

BANKS.—Con.

Table with columns: Authorized Issue, Last Annual Dividend, Name, Share, Paid, Closing Prices. Includes entries for Lond. Bank of Mex. & S. America, L., Lon. Chr. of Austral., London Joint Stk., L., etc.

INSURANCE COMPANIES.

Table with columns: Authorized Issue, Lst Yrs Divd Pr. Shr., Name, Share, Paid, Closing Prices. Includes entries for Alliance Brit. & For., Do Marine, Lim., Atlas Fire & Life, etc.

BANKS.

Table with columns: Authorized Issue, Last Annual Dividend, Name, Share, Paid, Closing Prices. Includes entries for Agra, Limited, Alliance, Limited, Anglo-Austrian, etc.

RAILWAYS.

ORDINARY SHARES AND STOCKS.

Table with columns: Authorized Issue, Paid, Name, Closing Prices. Includes entries for Bedford & Northampton Def, Do Preferred, Caledonian, Consolidated, etc.



RAILWAYS.

ORDINARY SHARES AND STOCKS.—Con.

Table with columns: Authorised Issue, Paid, Name, Closing Prices. Lists various railway companies like Furness, Glasgow & S.-West. Ord. Con., Great Eastern, etc.

RAILWAYS.

DEBENTURE STOCKS.—Con.

Table with columns: Authorised Issue, Paid, Name, Closing Prices. Lists railway debenture stocks like Great Western, Highland, Lancashire & Yorkshire, etc.

RAILWAYS.

PREFERENCE SHARES AND STOCKS.—Con.

Table with columns: Authorised Issue, Paid, Name, Closing Prices. Lists preference shares and stocks like London, Tilbury, & Southend, Lynn and Fakenham, etc.

GUARANTEED SHARES AND STOCKS.

Table with columns: Authorised Issue, Paid, Name, Closing Prices. Lists guaranteed shares and stocks like Caledonian 4% Guar. Annuity, Cornwall 4%, etc.

INDIAN RAILWAYS.

Table with columns: Authorised Issue, Paid, Name, Closing Prices. Lists Indian railway shares like Bengal Central, Bombay, Baroda, & Central, etc.

BRITISH POSSESSIONS.

Table with columns: Authorised Issue, Paid, Name, Closing Prices. Lists British possessions shares like Atlantic & St Lawrence, Barbadoes, Buffalo and Lake Huron, etc.

LINES LEASED AT FIXED RENTALS.

Table with columns: Paid, Name, Leasing Companies, Closing Prices. Lists leased railway lines like Birkenhead, Colchester, Stour Valley, etc.

PREFERENCE SHARES AND STOCKS, WITH DIVIDENDS

CONTINGENT ON THE PROFITS OF EACH

SEPARATE YEAR.

Table with columns: Authorised Issue, Paid, Name, Closing Prices. Lists preference shares with dividends contingent on profits like Caledonian 4% Pref. No. 1, Do No. 2, etc.

DEBENTURE STOCKS.

Table with columns: Authorised Issue, Paid, Name, Closing Prices. Lists various debenture stocks like Bedford & Northampton, Caledonian, Cornwall, etc.

RAILWAYS.

FOREIGN RAILWAYS.

Table with columns: Authorised Issue, Paid, Name, Closing Prices. Lists various railway companies and their financial details.

FOREIGN RAILWAY OBLIGATIONS.

Table with columns: Bond, Name, Closing Prices. Lists foreign railway obligations and their market prices.

RAILWAYS.

FOREIGN RAILWAY OBLIGATIONS.—Con.

Table with columns: Bond, Name, Closing Prices. Continuation of foreign railway obligations.

TRAMWAYS AND OMNIBUS.

Table with columns: Share, Paid, Name, Closing Prices. Lists tramway and omnibus companies.

TELEGRAPHS AND TELEPHONES.

Table with columns: Stk., Name, Closing Prices. Lists telegraph and telephone companies.

COMMERCIAL, INDUSTRIAL, &c.

Table with columns: Share, Paid, Name, Closing Prices. Lists various commercial and industrial companies.

IRON, COAL, AND COPPER.

Table with columns: Share, Name, Closing Prices. Lists iron, coal, and copper companies.

FINANCIAL, LAND, & INVESTMENT.

Table with columns: Share, Paid, Name, Closing Prices. Lists various financial and investment entities such as Agricultural of Mauritius, American Investment Trust, Anglo-Pacific Trust, etc.

Table with columns: Share, Paid, Name, Closing Prices. Lists canal and dock projects like Alexandra (Nwprt. & S. Wn.) Dks. & Rls., Birmingham Canal, etc.

GAS.

Table with columns: Share, Paid, Name, Closing Prices. Lists gas companies and their shares, including Alliance & Dub. Consums., Bahia, Bombay, etc.

WATERWORKS.

Table with columns: Share, Paid, Name, Closing Prices. Lists waterworks projects like Antwerp, Chelsea, City of St. Petersburg, etc.

SHIPPING.

Table with columns: Share, Paid, Name, Closing Prices. Lists shipping companies and vessels like African Steam Ship, Amazon Steam Navigation, etc.

TEA AND COFFEE.

Table with columns: Share, Paid, Name, Closing Prices. Lists tea and coffee companies like Assam Tea, British Indian Tea, etc.

BRITISH MINES.

Table with columns: Authorised Issue, Share, Paid, Name, Closing Prices. Lists British mining companies like Devon Great Consols, East Caradon, etc.

COLONIAL AND FOREIGN MINES.

Table with columns: Authorised Issue, Share, Paid, Name, Closing Prices. Lists colonial and foreign mining companies like Akankoo Gold Min., Alamillos, etc.

# COMPAGNIE ITALIENNE DES CHEMINS DE FER MERIDIONAUX.

SOCIÉTÉ ANONYME.—OFFICE AT FLORENCE.

Nominal Capital ... .. 200,000,000 francs.  
Paid up do. ... .. 190,000,000 ..

ORDINARY GENERAL MEETING OF SHAREHOLDERS ON 15TH JUNE, 1883.

## REPORT OF THE BOARD OF DIRECTORS.

GENTLEMEN,—In accordance with the prescriptions of the Articles of Association, we have called you together to-day in ordinary meeting in order to render an account of our management during the year 1882. And first of all we must tell you that the Government has thought fit to avail itself of the right reserved to it by Article 22 of the Agreement, approved by the law of 23rd July, 1881, and has postponed to 30th June of the present year the limit of its right of purchasing the Company's lines. For our part, we have continued to devote ourselves to the continual extension of the traffic, and we have reason to hope that you may be satisfied with the results of last year's working.

We have pursued with the same activity as heretofore the construction of the new lines, and have been already enabled to commence working several sections before the delay fixed by the aforesaid agreement.

In order to provide for the needs of these new sections, and of others that will shortly be opened, and also in view of the increase in traffic which we hope to see realised throughout our system of lines, we ordered, during the year 1882, twelve locomotives with six coupled wheels for the service of steep gradients; six locomotives and tenders for local service; eight large locomotives, with eight coupled wheels and separate tenders; thirty-nine carriages of various kinds; twelve luggage-vans, and three covered goods-waggons.

We have nothing fresh to say on the subject of the Calabro-Sicilian lines, which we are working for the State, and the receipts of which are steadily increasing, owing in great part to the manifest influence of the new sections lately opened on the Potenza and Licata lines.

We shall now give you, following the habitual order, a detailed account of everything that concerns our financial position, the construction of the new lines, and the working of the Southern and Calabro-Sicilian systems.

### I.—FINANCIAL POSITION.

The funds raised by the Company up to the 31st December, 1882, amounted to the following:—

	lire	lire	c
Share Capital—			
Original Issue { In circulation .....	99,135,000		
{ Paid off .....	865,000	100,000,000	0
1881 Issue { In circulation .....	36,000,000		
{ In portfolio .....	9,000,000		
{ Difference on issue price .....	5,000,000		
		38,000,000	0
60,000 shares of 1871 (à la souche) .....		30,000,000	0
State subvention in works .....		10,000,000	0
Titto ditto in public lands .....		10,000,000	0
Various Loans—			
906,31 of the Company's bonds in circulation .....	197,873,205	16	
23,435 ditto paid off .....	5,094,625	99	
		202,967,831	12
103,700 30-years bonds in circulation .....	39,442,155	69	
1,393 ditto paid off .....	529,567	75	
26,364 ditto converted into ordinary bonds .....			
		39,972,123	44
6,288 Rothschild bonds paid off .....	1,690,650	0	
686 De Gas bonds in circulation .....	219,050	0	
1,841 De Gas bonds paid off .....	495,976	0	
800 Bayard bonds paid off .....	250,500	0	
		2,689,175	0
Among the scrip paid off were 2,510 Rothschild bonds, 67 De Gas bonds, and 299 Bayard bonds, which have been converted into ordinary bonds of the Company.			
Interest and Sinking Fund .....		6,517,002	37
Various assets .....		68,824,129	93
Working of the Calabro-Sicilian system .....		16,627,827	94
Reserve Fund .....		4,644,580	55
General Accounts .....		6,782,703	33
		537,424,373	74

Deduct from this sum the amount expended upon the works, the preliminary expenses of foundation, and the cost of fixed and rolling stock, warehouses, &c., 463,847,638 liras 81c; various debts, 27,517,731 liras 43c; and working of the Calabro-Sicilian system, 33,116,611 liras 66c; in all, 524,481,981 lire 90c, and we obtain on 1st Jan., 1883 a balance in hand and in portfolio of 13,242,461 84

Add to this amount:—  
The balance of the Public Lands account .....

State subventions .....

The net yield of the working .....

and we find total assets .....

In our estimate of expenses during the year 1882, we have entered:—

For taxes .....

For interest and sinking fund .....

For works and purchase of material .....

Thus leaving a sum of 21,730,056 liras 86c to be provided during the year 1883, in order to meet the outlay necessitated by the execution of works and purchase of material for the construction of new lines.

### II.—CONSTRUCTION OF NEW LINES.

(a) Terni-Rieti Line (41 kilometres).—In our last year's report we informed you that the two sections from Terni to Marmore, and from Marmore to Rieti, had been approved by the Government in the course of the year 1881, and that on the first of the said sections it had been possible to commence work before the close of the same year. During 1882 operations were pushed on rapidly, so that by the end of the year the six tunnels that were to be found upon it were in great part driven and faced with masonry, the principal bridges, viaducts, &c., were almost entirely finished, and the rails laid for a distance of five kilometres.

The second section was divided into five lots, and confided to private contractors in June, 1882, at an average reduction of 11.27 per cent. on the original estimate. Work was commenced at once, and has been so carried on that the two sections may be completed at the same time, and this is expected to take place, in the absence of any unforeseen delays, during the present year.

(b) Aquila-Rieti Line (82 kilometres).—The Aquila-Rocca di Corno section (25 kilometres) was opened for working on 22d June, 1882. The plans for the beyond Antrodoco Station (17 kilometres), were approved by a decree dated 18th January, 1882, and the work was confided in 13 lots to private contractors in the month of March following, at an average reduction of 17.04 per cent. As regards

the section lying between Ponte Santa-Margherita and Rieti (23 kilometres), the plans were submitted in two parts on the 31st January and 12th March, 1882, and approved by the Ministry per Decrees dated respectively the 2nd March and 6th May of same year. This section has been divided into five lots, which were handed over to private contractors in April and May at an average reduction of 18.37 per cent.

You already know that it is between Rocca di Corno and Ponte Santa-Margherita that the greatest difficulties are encountered—there being, in fact, no less than 14 tunnels, the total length of which exceeds 5 kilometres, several viaducts, three bridges over the Velino, many other bridges, &c. Out of the 17 kilometres of this section upwards of 8 present inclines of 30 to 35 in the thousand, and four others possess continued gradients of 19 to 28 in the mile. Between Ponte Santa-Margherita and Rieti there are only two tunnels, one 100 metres and the other 180 metres long and two bridges over the Velino; the gradients are much less steep, and never exceed 15 in the mile, even this figure being reached only in a few places.

From Rocca di Corno to Rieti the works are being pushed on with the greatest energy, and we trust to be able to finish this section before the end of the year.

(c) Ternoli-Campobasso (83 kilometres).—As already announced, the first section of this line as far as the temporary station of Larino (41 kilometres) was opened for working on 12th February, 1882, and on the 29th August following another portion of 6 kilometres up to the definitive station was likewise opened.

Since then the work has been so actively pushed on that on the 21st January last the line was handed over for working as far as Casacalenda. The portion lying between Casacalenda and Campobasso, the plans of which were approved by Decree of 19th December, 1881, was divided into eleven lots, and entrusted to private enterprise, in the month of April following, at an average reduction of 11.17 per cent.

Along this section, as upon those last mentioned, the gradients do not exceed 27 in the thousand, and this figure prevails only over about a tenth of the length. There are nine small tunnels and six viaducts. Nevertheless great difficulties are encountered on this section, owing to the porous nature of the soil, which has rendered necessary special precautions in order to render the effects less grave and dangerous.

The construction of Campobasso station and dependencies was undertaken separately by a private firm, at a reduction of 13.75 per cent.

Taking into consideration the rapidity with which the work is being executed along the whole of this line, it is very probable that it will be completed before the end of the present year.

(d) Benevent-Campobasso Line (84 kilometres).—In last year's report we announced that the section from St. Julien to Vinchiato was about to be opened, and, as a matter of fact, this opening took place on 2nd July, 1882.

We had been in hopes of also opening, very shortly afterwards, the following section between Vinchiato and Baranello (a distance of only 4 kilometres), but unforeseen difficulties, and especially the clayey nature of the soil through which the tunnel had to be driven, delayed its completion until the month of March last.

Between Baranello and Campobasso, a distance of 8 kilometres, upon which are found six tunnels, of a total length of more than 3 kilometres, and some of which present great difficulties in execution, the works are now sufficiently advanced to enable us to foresee its completion during the month of August next.

The above short description will enable you to perceive that during the whole of last year our works' management put forth all their energies, with the result that the new lines, which we undertook to construct in virtue of the law of July, 1881, will, in spite of the exceptional difficulties they presented, for the greater part, be completed considerably before the dates to which we are bound.

### III.—CONSTRUCTED AND FIXED PLANT ON THE SOUTHERN LINES THAT ARE BEING WORKED.

While, as just recounted, we have been engaged in developing our new lines, those already in work have by no means been neglected.

The rails have been renewed to even a greater extent than last year, upwards of 94½ kilometres have been relaid with 12 metre steel rails, and 7 kilometres with 6 metre steel rails, so that by the end of 1882 we had laid no less than 412,418 metres of line with steel rails.

Iron rails in good condition, taken up from those parts of the line that have been entirely relaid with steel, have been used to renew upwards of 51½ kilometres of line.

### IV.—COST OF CONSTRUCTION.

The amount spent during the year 1882 on the construction of the new Aquila-Rieti and Ternoli-Campobasso-Benevent Lines, after deducting the value of the rolling stock came to 17,127,954 lire 45c. To this must be added 1,302,640 lire 49c, carried to the debit of the section built by the firm of Gonzalez, as difference between the sum we had kept to suspense account and the actual amount awarded to us by the sentence of the arbitrators. We arrive thus at 18,430,594 lire 94c, which, added to the sums spent on construction up to the end of 1881, 391,097,176 lire 03c, gives a total of 403,527,670 lire 97c, which corresponds in the general balance sheet with the amount standing to construction account on 31st December, 1882.

### V.—WORKING.

(Receipts of the Southern System.)

Several sections having been opened for working during the course of the year, the lines included in the Southern System have been increased by 130 kilometres; but, after taking into account the different dates at which working was begun on these new sections, the mean length of line worked, which in 1881 was 1,450.68 kilometres, rose in 1882 to 1,550.48 kilometres, an increase of 99.80 kilometres. The working receipts, after deducting the tax on transports, amounted in 1882 to 25,206,367 lire 78c, or 16,257 lire 13c per kilometre, against 24,869,801 lire 78c, or 17,147 lire 40c per kilometre in the previous year, an increase in the total of 336,566 lire 01c, but a decrease of 886 lire 27c per kilometre, due to the very limited traffic on the new lines opened during the year.

To the above figures must be added the sum of 168,492 lire 43c, representing the amount of the credit balances of former years, and which were only realised during the course of last year.

The receipts which, in virtue of the law of 29th May, 1879, are excluded from State participation, amounted in 1881 to 293,626 lire 49c, against only 287,254 lire 13c last year, a decrease of 6,372 lire 36c, or 9.04 per cent.

Deducting this sum from the total receipts, it results that the amount upon which the calculation of the State Subvention must be based is increased of 25,107,698 lire 09c, against only 24,575,775 lire 29c in 1881, an increase of 531,920 lire 80c. To the State Subvention there must be added the net yield of the Lombardy Line, the working of which is conceded to our Company, so that the sum total paid to us in 1882 by the State amounted to 25,693,498 lire 09c, against only 23,947,765 lire 05c in 1881, an increase of 2,744,671 lire 04c. Adding



The following table shows how the expenses per kilometre and train-kilometre are distributed under the different heads:—

Categories.	Expense per Kilometre.		Expense per Train Kilometre.	
	1882.	1881.	1882.	1881.
General (Central administration expenses ( Working	244 75	238 07	0.073	0.077
Handling and traffic	804 91	749 67	0.257	0.245
Traction and material	2,511 67	2,217 44	0.807	0.724
Repairs and superintendence	2,859 14	3,046 59	0.908	0.995
General expenses of warehouses	2,680 80	2,623 44	0.854	0.837
	255 24	245 93	0.081	0.080
<b>Total</b>	<b>9,399 61</b>	<b>9,121 14</b>	<b>2.965</b>	<b>2.978</b>

Adding to these ordinary working expenses, which amounted, as shown above, to 12,576,690 lire 58c, the sum of 6,179,602 lire 61c for extraordinary expenses, we obtain a total sum of 18,756,292 lire 19c, and as the receipts only reached 12,359,764 lire 90c, there is thus an excess on the debit side of 6,396,528 lire 29c.

X.—LAW BUSINESS.

The number of law suits still further increased during last year; but nothing happened to this branch of the service of sufficient importance to call for special mention.

The civil suits commenced during the year were 81 in number; those terminated amounted to 34, including that which we have been fighting for so long against the Enterprise Gonzales, and the favourable issue of which we have already announced in a previous report. We may now add that the arbitrators, in an award that has been accepted by both parties, have adjudged us a sum of 2,085,571 lire 84c, which has been already paid, and so enables us finally to close our accounts with that undertaking.

The infringements of the Police Regulations on our lines have also increased during the year 1882, and attained the number of 353 on the Southern system, and 568 on the Calabro-Sicilian lines.

XI.—GENERAL FINANCIAL STATEMENT.

	Lire c
The credit balances brought forward from previous years amount to	6,245,139 32
From this must be deducted the sum of	1,234,579 98
carried to the credit of the State in consequence of the liquidation of the kilometric subvention from the year 1863 up to 30th June, 1881, in accordance with the Conventions of 28th August, 1862, 28th November 1864, and 28th April 1881.	
There remains thus	5,010,559 34
To this must be added	61,708 58
repaid to us in accordance with the said Convention of 28th April, 1881, and which represents the tax on moveable property levied on the sinking fund of the Company's shares during the second half of the year 1882.	
This gives a net balance of	5,072,268 92
Add State Subventions on Southern Lines	24,237,360 15
Do. do. the Lombardy line	1,455,075 94
The nett working receipts	5,745,623 08
The sum coming to the Company for working the Calabro-Sicilian lines	568,416 05
Interest on the Statutory Reserve Fund	132,065 65
Sundries	61,876 29
And we obtain a total credit of	37,272,683 08

From this sum must be deducted:—

	Lire c
Interest and amortissement of the Shares and Bonds	29,963,002 81
Tax on income derived from industry	728,896 68
Loss on Exchange	172,383 05
Preliminary expenses	21,697 21
<b>Total</b>	<b>30,889,979 75</b>
This leaves as net product of the working the sum of	6,392,703 33
Of which 5,072,65 lire 82c results from the working of former years, and 1,310,137 lire 41c from that of 1882.	
From this sum must be deducted:—	
(1) Six per cent. to statutory reserve	78,826 24
(2) One and a quarter per cent. to Managers of the Company	16,390 47
Three and three-quarters per cent. to the Board of Directors	49,141 40
Difference required to make up the minimum of 171,428 lire 55c allowed the Board	122,237 15
<b>Total</b>	<b>266,435 26</b>
Leaving as balance to be carried forward	6,126,268 07

XII.—VESUVIAN LINES.

Having learnt that a Syndicate representing several communes had been formed for the purpose of building and working a line between Cancello and Gragnano, with branches to Torre Annunziata and Castellamare, we have judged opportune to assert the right of privilege accorded us by the law, particularly as the proposed line would have been in competition with our line running from Caserte to Castellamare by Aversa and Naples.

Our right having been recognised by Government, we have prepared plans for the new line, and have declared ourselves to undertake its construction and working, counting, of course, upon the co-operation of the Government in the work and expense, in accordance with the law of 29th July, 1879, in reference to subsidiary railway lines. The negotiations are in good course, and we have reason to hope that the new line will turn out a source of profit for the Company. This is why, in case the Government grants a concession to the Syndicate and through the said Syndicate to our Company, we beg your authorisation to accept it.

GENTLEMEN,—After the Report that we have just given you, you will be convinced that our situation is good, that the construction of new lines is being regularly proceeded with, and that the traffic returns show a continual and progressive increase. After 20 years of work and prudent management the Société des Meridionaux has succeeded in extending and consolidating its credit both at home and abroad, and in proving what services it has already rendered and may still render to the country. We do not know what destiny is reserved to the Company in the near future, or whether we shall again have the honour of calling you together in ordinary meeting. We can always, however, feel assured that we have honourably fulfilled our engagements; that, taking into account those lines now building that will be finished before the end of the current year, we have completed the system for which we hold the concession; and that, finally, even amid the greatest difficulties, we have always highly upheld and vindicated the credit and reputation of our undertaking. Whatever may be the future lot of the Company, as good citizens we must express our fervent hope that the railway problem, with which the economic future of the country is so closely bound up, may be finally resolved in a way satisfactory to all those who wish for the moral, economic and civil progress of Italy.

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