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CONTENTS.

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THE COMMERCIAL TIMES.

The Chronicle.

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MR. BLAINE ON OUR NAVIGATION LAWS.

The Chamber of Commerce partook of its annual dinner this week, at which several interesting speeches were made. Among them all, however, the most striking was that of Mr. Blaine on the decadence in shipping tonnage of the United States. As he stated the facts with his usual clearness we cannot do better than simply quote his words.

quote his words. I suppose figures are in order before a Chamber of Commerce. You are in the habit of keeping books, calculating percentages, &c., and I will quote some figures with reference to American commerce. Why, twenty years ago. Dr. Bellows can remem-ber that far back—twenty years ago. of the tonnage engaged in the foreign trade of the United States three-fourths were American tonnage. Of the tonnage engaged in the United States to-day—in the foreign trade of the United States—not one-fourth is American. In 1856-57, Great Britain, the leading commercial nation of the world, had in the trade between the United States and the United Kingdom but 950,000 tons of ship-ping—she had 5,200,000 last year; Germany but 166,000 tons then—last year she had 950,000, as great as Great Britain twenty years ago. Norway and Sweden twenty years ago had but 20,000 tons of shipping in this trade—last year they had \$50,000 tons. Even Austria, accessible only by going around Italy and up the Adriatic, had no commerce with this country twenty years ago in vessels of her own—this last year she had 900 tons twenty years ago in vessels of her own-this last year she had 220,000 tons.

l might go on in the same way through the whole list. In this mighty increase of commerce, from 4,400,000 tons to over 11,000,000 tons in a single year of shipping, the United States has gone back, and it has all flowed into the coffers and into the 11,000,000 tons in a single year of shipping, the United States-has gone back, and it has all flowed into the coffers and into the channels of other nations. What other interest has gone back in this country? In manufactures we have greatly advanced. In agriculture—why, we have gone ahead of all possible calcu-lation. In internal commerce we have gone from 16,000 to 80,000 miles of railway, and the Government of the United States, besides giving \$60,000,000, has given 280,000,000 of acress to the internal commerce of this conntry, and she has protected by a tariff every article that American labor or American capi-tal would invest in and manufacture. And for the foreign com-merce of this country what has she done? Left it to the alien and the stranger; and in the last ten ycars the value of products carried between this market and foreign countries has exceeded eleven thousand millions of dollars, on which somebody made one hundred and ten millions of dollars per annum. France, Germany, England—everybody made it except the United States. One hundred and ten millions of dollars in gold coin. have gone out of this country into the coffers of other coun-tries. Can New York stand that? Your abounding resources and your enormous advances in other departments of business can carry you over this, but if the policy of allowing the carry-ing trade of this country to remain in foreign hands, aggre-gating \$110,000,000 per annum, is to be followed, the question of specie payments becomes a much more complicated one than it is to-day. The only thing to do is to turn that enormous of specie payments becomes a much more complicated one than it is to-day. The only thing to do is to turn that enormous-wealth into the coffers of the United States.

This is a forcible statement of the facts. If Mr-Blaine was not clever enough to see the very plain and logical conclusion they suggested, some of his friends near him seem to have been; for he proceeded as follows.

"Yes, but," say some of my friends near me, "tear down your navigation laws and give us free ships." As long as I am talking on this subject I am going to talk lond. [Laughter.] I am opposed to that because it does not build up American commerce. I do not believe in false trade marks; they are against public and private morality. I do not believe in taking an English ship and calling it an American ship, for it is not. I believe that in this continent every single article that goes into the construction of a ship can be had as well as in any spot in the world. You take a \$500,000 ship, representing about 3,500 tons; \$5,000 represents the cost of the original material, and \$495,000 will be for the labor put on by American hands. I in the world. You take a \$500,000 ship, representing about 3,500 tons; \$5,000 represents the cost of the original material, and \$405,000 will be for the labor put on by American hands. I am opposed to paying that out of this country; I am in favor of keeping it here. You will get a commerce that enriches us on the land by its achievements on the sea. Just so long as this country fails to become a great and triumphant commercial nation it is defeating the hands of Providence. We have 17,000 miles of coast, fronting the sea, looking to Asia and Europe and Africa. We have a larger sea frontage than all of Europe, beginning at Arctic Asia and running to the pillars of Herenles, and at the Black Sea to Trebizond. We stand in our relations: to the world to-day as a central point. Ralph Waldo Emerson once said that England had the best business stand on the globe. That was so under the old dispensation. But to-day the business stands of the globe have shifted, and the United States is prepared to take the stand, and your imperial city, with its matchless position, is destined to be, under the guide of its merchants, what London has dreamed of but never yet real-ized. [Long continued applause, followed by three cheers for Senator Blaine.]

We find it difficult to believe that Mr. Blaine is entirely honest in the statement of his reason for opposing free ships. He has told us in the previous part of his speech that the country is losing 110 millions of dollars annually because onr foreign trade is all carried on in foreign

We will not stop to inquire into the basis for bottoms. this statement, but accept it as a fact. Certainly, then, if Americans had bought foreign ships, and the carrving trade had been transferred to those ships, Americans would have received the freights and insurance premiums, and consequently the country would have saved the 110 millions annually. The change in the navigation laws could have been made more than ten years ago had it not been for the opposition of the Senator from Maine, and the country have saved the 110 millions each year. With this annual saving we oould have bought in each twelve months 220 of his 500 thousand dollar ships, representing an increase of 770,-000 tons, or about 2,300,000 tons in three years. That is to say, these navigation laws have cost us in three years enough to have bought all the ships the United States needed for carrying on its foreign commerce; and, further, had they been repealed, we might, after those three years, have been making an annual net saving for the nation of 110 million dollars.

It must be remembered, also, in this connection, that the poor laborer for whom Mr. Blaine feels so deeply was in the country all this time, and got no benefit for these unbuilt ships. We did not buy them, and we did not build them, but we paid a gratuity to foreign nations of 110 millions a year for the privilege of not being permitted to buy them. Briefly stated, then, the actual position of the poor laborer in this transaction was about as follows : We did not build the ships, so the imaginary benefit to him did not accrue ; had we bought them, there would have been a national saving of 110 millions, in which these poor laborers would have participated ; but as we did not buy them, we paid out 110 millions, which had to be made good by taxation, the greater portion of which-as all taxation ultimately does-had to come out of the poor laborer.

Then, again, the Senator's argument is wholly based upon the mistaken supposition that this labor was idle all these years, was not producing, for he says he is opposed to having the 495 thousand dollars, the cost of the labor entering into the construction of the ship, go out of the country. Of course, however, the labor was producing something, and that something would of necessity have been left unproduced had the labor gone over to shipbuilding. The same man cannot raise a bushel of wheat at the very time he is shaping a steamer's hull. Hence this "opposition to paying out of this country" the money the ships would have cost involves the willingness to pay out of the country the same amount of money for producing the other thing from which the labor would have to be withdrawn. This looks very like six of one and a half dozen of the other.

Furthermore, the labor really would have indirectly constructed the ships even had the country bought them at Liverpool; for we should have paid for them with something which that same labor produced. For instance, we have during the ten years been raising wheat and cotton and beef, and making cotton goods, and today are sending all these and many other articles to Liverpool, because we can furnish them at lower prices than any other nation. If we were to buy ships there, it would be because it is cheaper, that is more profitable, for us to raise these things and thus pay for our ships than to build the ships ourselves. In either case, however, the ships are equally the product of our own labor. But we cannot follow further our Senator's statements and admissions. The country will be pleased to hear from Mr. Blaine more fully on this subject. have become so excited they will not stop buying

Evidently be has something to add to these after-dinner remarks.

FACTS ABOUT LIVERPOOL AND MANCHESTER.

The following letter and enclosure has reached us this week and as it covers a subject of general interest we give place to it.

NORFOLK, VA., May 10, 1879.

The COMMERCIAL AND FINANCIAL CHRONICLE, New York. DEAR SIR:---We receive the enclosed with regard to the "price of cotton" from one of our most valued correspondents in Liverpool and should be glad if you will insert it in your paper and give your views as to the soundness of its logic and such comments as you may think best. Very respectfully,

SUBSCRIDERS.

To the Editor of the Manchester Guardian.

To the Editor of the Manchester Guardian. To the Editor of the Manchester Guardian. Sh:--It may be in the recollection of some of your readers that eleven years ago, viz., early in March, 1868, I directed attention to the rela-tively strong position and abnormally low price of cotton, and ventured to predict that unless spinners forthwith resorted to short time mildding Orleans, for example, which was then worth, if my memory serves me, about 7d. per 1b., would command 1s. before or by the 1st of May. My hint was taken by a few, but it was not heeded by the mary, who, on the contrary, rushed into the market and bought largely in excess of their requirements, the result being that it was unduly forced up to and officially quoted at 1s. a month sconer, viz., on the 1st of April, appropriately designated All Fools' Day. I then showed that if the same suicidal tactics were pursued there was nothing to stop it going to 15d. It actually did touch 13³/₂d, and a further advance was only arrested by recourse, at the eleventh hour, to the policy which 1 had advocated at the outset, and but for a disregard of which I feel pursuaded we should have witnessed instead a partial rise culminating in porhaps 10d. at the outside. Mow an almost exactly similar state of things exists at the present wrong side, and yet middling Orleans is selling at or under 6¹/₂d. What, the adoption of short time, or an inflexible resolve on the part of spin-ners not to be hoodwinked by the brokers here into purchasing at one time any more than is barely sufficient for a week's consumption, as opposed to the insance custom of laying in all at once enough to cover their again contracts; whilst, on the other haud, with a revival of trade and a return of moderate prosperity (of which I think there are are any more than is barely sufficient for a week's consumption, as optice of a continuanee of bad trade 1. Nothing that I arevival of trade and a return of moderate prosperity (of which I think there area-ingunet

The foregoing communication of Mr. Brown appears to us to touch the weak and strong points in cotton at present. The reason for the rise, as he gives it, is that "spinners are hoodwinked by brokers into purchasing "at one time more than is sufficient for a week's "consumption", under the alarm which the deficiency in visible supply causes. We should not have expressed it precisely in the way he does, for we see no reason why brokers are to blame for a condition of things which has been foreseen for months. This scare was inevitable with human nature unchanged. The visible supply, already reduced to very low figures, was decreasing weekly, and the period of small receipts approaching, while English spinners did not hold two weeks' consumption. Such facts necessarily produce great sensitiveness, and it only required a little increased buying at Liverpool and a few storms here to set prices in motion, with nothing to stop them until spinners should decrease consumption or accumulate enough stock to make them feel safe in any probable contingency. This is history now.

The future of the market, no man can forecast. All that is possible is a statement of the facts as they exist to-day. And, first, we must admit, the turning point will not come until the English spinner realizes that he is in no danger, and abstains from buying, except in a small way. When can this be? We, of course, do not attempt to show when it will be. Our simple purpose is to inquire whether the conditions are such that it is possible on any day now. Every cautious man should make the inquiry, for the turning point must come at some time.

First, then, take the condition as to stocks of spinners. This point is of vital importance, for now that spinners

til they have a good surplue. Mr. Ellison. the 1st of April, gave the total in Great 10 Britain at 124,000 bales, against 91,000 bales on Siece then they have added the first of March. about 50 thousand bales more, making their stock say, the middle of May, about 175 thousand bales, with a weekly consumption of about 55 thousand bales. Continental spinners held on the first of April, according to same authority, 275 thousand bales, against 236 thousand bales March first, and probably hold now over 300 thousand bales, with a weekly consumption of 47 thousand bales. These figures show that spinners have improved or strengthened their position materially since they began buying, the first of March. It is possible, therefore, if they thought it prudent, to buy weekly during the next two months fifteen thousand bales less than consumption instead of fifteen thousand bales more than consumption, as they have been doing some of the past weeks.

Next, we must not allow ourselves at a time like this to be solely influenced by a weekly decrease in the visible supply, for the invisible supply is even of more importance, and the two should be combined before we can know the course of the actual supply. For instance, on the first of April the decrease, compared with last year, in vi-ible supply was about 400 thousand bales, now it is about 480 thousand bales. Here is a loss of 80 thousand bales. But during that time spinners' stocks have increased in just about the same amount, as follows.

Spinners' Stocks-	April I.	May 15.
Great Britain		175,000 300,000
Total	399,000	475,000

Consequently the position of supply, visible and invisible taken together, compared with last year, has grown no worse during the last six weeks. Furthermore, spinners last year, according to Ellison, held on the 1st of May sixty-four thousand bales in Great Britain and 174 thousand on the Continent, so that the whole supply, visible and invisible, compared with last year is only abont 240 thousand bales short, instead of 480 thousand bales. Then, again, we should remember that, other things being equal, stock in the hands of spinners is a fact of more weight against the market than stock at ports, for it enables spinners to held off from buying for a time, as we have already stated.

Another fact to be considered is the profitableness of manufacture. Of course, if English spinners are making money they would be more eager to accumulate stock than if they were losing money, for nothing so soon takes the excitement out of a buyer as losing money on his venture. To understand the real position on this point we avail ourselves of facts and figures contained in an article in a late number of the Liverpool *Post*, written, we presume, by Mr. Ellison. During the eight weeks ending April 22, cotton had advanced nearly 1d. per lb. in Liverpool. The changes in yarns and goods during those weeks were as follows.

	March 4.	April 22.	Advance in eight weeks.
Grey Shirtings-6 lb. Common 6 lb. Best. 7 lb. Common. 8 lb. Best. 8 lb. Common. 8 lb. Best. Grey T Cloths-5 lb. Medium. 6 lb. Medium. 7 lb. Medium.	5 0 4 5 6 0 5 112 7 0 3 412 4 112	8. 4. 5. 4. 5. 7. 6. 4. 9. 7. 6. 4. 9. 7. 9. 8. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9.	4d. per piece. 6d. " 21gd. " 6d. " 6d. " 6d. " No change. No change. 12gd. per piece
Mule Twist—20s Good Seconds 30s Good Seconds 40s Good Seconds 50s Good Seconds	8 814	d. 75 814 834 1034	No change. ¹ 4d. per pound. ¹ 2d. " ¹ 4d. "

	March 4.	April 22.	Advanco in eight weeks.
Water Twist—20s Good Seconds 30s Good Seconds	H14	<i>d.</i> 8 ³ 4 8 ¹ 4 0 ¹ 4 0 ¹ 16 ⊈ 4 ⁷ 8 5 ⁷ 8	\$40. per pound. \$40. ** 18 had. ** 7md. ** 7jed. ** 16 had. **

It will be observed that in the common makes of shirtings the advance is only $2\frac{1}{2}d$. to 4d. per piece, or 3-16d. to $\frac{4}{3}d$. per lb., the rise of $\frac{4}{4}d$. to 1d. being in the best makes only. In T cloths two descriptions show no chango, while the only one which figures for an advance gains only $1\frac{1}{2}d$. per piece, or barely d. per lb. The advance in yarn ranges from $\frac{1}{4}d$. to $\frac{3}{4}d$. This unfavorable showing in the relative changes in the prices of cotton and goods, is made more emphatic by a comparison with the quotations of a year ago.

	April 23, 1878.	April 22, 1879.	Deciino since last year.
Grey Shirtings-6 lb. Common 6 lb. Best		s. d. 4 4 5 6	¹ 2d. per piece. 3d. "
7 lb. Common 7 lb. Best	$\begin{array}{c} 4 & 10^{1} \\ 6 & 7^{1} \\ 2 \end{array}$		3d. " 1 40d. " 2 40d. "
8 4 lb. Best Grey T Cloths—5 lb. Medium 6 lb. Medium	$ \begin{array}{ccc} 7 & 7^{1}_{2} \\ 3 & 4^{1}_{2} \end{array} $	$ \begin{array}{c} 7 & 6 \\ 3 & 3 \\ 3 & 4^{1_2} \end{array} $	1 ¹ 9d. " 1 ¹ 2d. " 4 ¹ 2d. "
7 lb. Medium Mule Twist—20s Good Seconds	4 9 d. 8	4 3 d. 7 ¹ 2	6d. " ¹ 2d. per ponnd.
30s Good Seconds 40s Good Seconds 50s Good Seconds		814 834 1034	\$4d. " ¹ 2d. " ¹ 2d. "
Water Twist—20s Good Seconds 30s Good Seconds Cotton—Middling Uplands	9 515 ₁₆	814 812 614	No change. ² 2d, per pound. ⁵ 18d. Plb.adv'oe
Middling Orleans Fair Dhollera Fair Oomrawuttee	41316	$ \begin{array}{c c} 6^{5}_{16} \\ 4^{7}_{8} \\ 5^{1}_{9} \end{array} $	¹ 9d. " ¹ 16d. " ³ 9d. "

It was known that the position of spinners and manufacturers twelve months ago was even then very unsatisfactory. The long list of failures which took place last year leaves no room for doubt on that point. But if the position of producers was bad then, it must be worse now, as yarns have declined $\frac{1}{2}d$. to $\frac{2}{3}d$. per lb. and goods $1\frac{1}{2}d$. to 3d. per piece, or 3-16d. to $\frac{1}{2}d$. per lb., with an exceptional drop of 5-16d. to 13-16d. in T cloths, while cotton has advanced $\frac{1}{6}d$. to 5-16d. for Americans and 1-16d. to $\frac{2}{6}d$. for Surats. The tendency of such conditions as these would certainly seem to be to make spinners consume less and buy as sparingly as possible.

Do not the above facts show the wisdom of our advice of last week to planters to sell to Liverpool buyers at the ruling prices for fall delivery all they (the planters) are sure of having ready for delivery at that time of their next crop? At those rates they can now realize over 12c. at Savannah for cotton next October. That is a good paying price and should so far as possible be secured. Further than that we give no advice. Speculation we never believed in. Of course the upward movement may continue. Our crop is quite backward in some States, and when the market is so excited and visible supply so small it takes but little to keep up or to increase the excitement. Yet the question for each man in view of these facts is what are the chances ? How much further is it safe to tempt good fortune ?

DECLINE IN TRANSPORTATION RATES AND ITS SIGNIFICANCE.

Not only as being an interesting subject in itself, of practical consequence in many relations, but as bearing upon the current and almost universal disposition to drive at corporations, an examination of the course of average railroad charges during the last few years is timely. Such a comparison, in case of many roads, would neither be procurable nor useful; but we give below the figures for some of the important ones, the quantities being cents and decimals.

		THE CHAP						
-N.Y.C.&	HUD	CENT.	-PE	NNA., M	AIN LIN	e and]	BRANCH	ES.—
Av.charges'	Pmile P	ir.ch'rge	Av. P.P	ass'ger &	mile of .	Av. & Fr's	nt(ion)P	mile of
		for Fr'l						
Passen-	Freight	(ton)	Earn-	Ex.		Earn-	I x-	
ger.	(ton).	🖗 mile.	ings.	penses.	Profit.	ings.	penses.	Profit.
70 2.097	1.855	1.98						
71 2.156	1.649	1.61	2.53	1.94	0.28	1.388	0.87	0.518
72 2.087	1.592	1.56	2.45	1.84	0.61	1.416	0.886	0.530
73 2.064	1.572	1.56	2.48	2.01	0.47	1.415	0.857	0.558
74 2.137	1.462	1.30	2.43	1.60	0.83	1.255	0.719	0.536
75 2.147	1.274	1.16	2.351	1.669	0.682	1.058	0.616	0.442
76 1.912	1.051	1.03	1.862	1.029	0.833	0.892	0.582	0.310
77 2.075	1.014	0.98	2.363	1.751	0.612	0.980	0.552	0.428
78 2.050	0.910	0.85	2.357	1.793	0.564	0.918	0.483	4.035
	Av.charges Passen-	Av.charges¥mile¥ 4 Passen- Freight ger. (ton). 70 2.097 1.855 71 2.156 1.649 72 2.087 1.592 73 2.064 1.572 74 2.137 1.462 75 2.147 1.274 76 1.912 1.051 77 2.075 1.014	-N.Y.C.&HUD CENT. Ab.charges&mile& Ar.ch'rge for Fr'l Passen-Freight (ton) ger. (ton). & mile. 70 2:097 1:855 1:98 71 2:156 1:649 1:61 72 2:087 1:592 1:56 73 2:064 1:572 1:56 74 2:137 1:462 1:30 75 2:147 1:274 1:16 76 1:912 1:051 1:03 77 2:075 1:014 0:98	N.Y.C.&HUD. CENT. PE Ab.charges@mile@Ar.ch'rge Ab. @F for Fr'l Passen-Freight (ton) Earn- ger. (ton). @mile. ings. 70 2:097 1:355 1:98 71 2:156 1:649 1:61 2:53 72 2:087 1:592 1:56 2:45 73 2:064 1:572 1:56 2:45 74 2:137 1:462 1:30 2:43 75 2:147 1:274 1:16 2:351 76 1:912 1:051 1:03 1:862 77 2:075 1:014 0:98 2:363	N.Y.C.&HUD.→ CENT. PPENNA., M Ab.charges & mile & Ar.ch'rge Av. & Pass'ger & for Fr'l Passen-Freight (ton) Earn-Ex.ger. yor (ton) Walle. ings. penses. 70 2:097 1:855 1:98 71 2:156 1:649 1:61 2:53 1:94 72 2:087 1:592 1:56 2:45 1:84 73 2:064 1:572 1:56 2:48 2:01 74 2:137 1:462 1:30 2:43 1:60 75 2:147 1:274 1:16 2:351 1:669 76 1:912 1:051 1:03 1:862 1:029 77 2:075 1:014 0:98 2:363 1:751	N.Y.C.&HUD. CENT. PENNA., MAIN LIN Ab.charges&mile& Av.ch'rge Av. & Pass'ger& mile of for Fr'l Passen- Freight (ton) Earn- Ex- ger. (ton). & mile. ings. penses. Profit. 70 2:097 1:855 1:98 71 2:156 1:649 1:61 2:53 1:94 0:59 72 2:087 1:592 1:56 2:45 1:84 0:61 73 2:064 1:572 1:56 2:45 2:01 0:47 74 2:137 1:462 1:30 2:43 1:60 0:83 75 2:147 1:274 1:16 2:351 1:669 0:682 76 1:912 1:051 1:03 1:862 1:029 0:833 77 2:075 1:014 0:98 2:363 1:751 0:612	N.Y.C.&HUD.→ CENT. →PENNA., MAIN LINE AND I Ab.charges@mile@ Ar.ch'rge Av. @Pass'ger@ mile of Av.@Fr't for Fr't Passen-Freight (ton) Earn-Ex. Earn-ger. (ton) @mile.ings.penses.Profit.ings. ings. for Fr't 70 2:097 1:855 1:98 for Fr't 71 2:156 1:649 1:61 2:53 1:94 0:59 1:388 72 2:087 1:592 1:56 2:45 1:84 0:61 1:416 73 2:064 1:572 1:56 2:48 2:01 0:47 1:415 74 2:137 1:462 1:30 2:43 1:60 0:63 1:255 75 2:147 1:274 1:16 2:351 1:669 0:682 1:058 76 1:912 1:051 1:03 1:862 1:029 0:833 0:892 77 2:075 1:014 0:98 2:363 1:751 0:612 0:980	-N.Y.C.&HUD.→ CENT. →PENNA., MAIN LINE AND BRANCH. Ab.charges¥mile? Ar.ch'rge Av. ?Pass'ger? mile of Av.? Fr'ght(ion)? for Fr'l for Fr'l Earn- Ex. Passen- Freight (ton) Earn- Ex. Earn- Ix- ger. (ton). ? mile. ings. penses. Profit. ings. penses. 71 2:156 1:649 1:61 2:53 1:94 0:59 1:388 0:87 72 2:087 1:592 1:56 2:45 1:84 0:61 1:416 0:886 73 2:064 1:572 1:56 2:43 2:01 0:47 1:415 0:857 74 2:137 1:462 1:30 2:43 1:60 0:83 1:255 0:719 75 2:147 1:274 1:16 2:351 1:669 0:682 1:058 0:616 76 1:912 1:051 1:03 1:862 1:029 0:833 0:892 0:552 77 2:075 1:014 0:98 2:363 1:

Mron

LAKE SHORE & MICHIGAN SOUTHERN.

			Earnings		
1	reight (lons)		per ton		
Moved.	Moved one mile.	Earnings.	per mile.	Cost.	Profit.
1874. 5,221 263	7 999,342,081	\$11,918,350	1.180	.767	.413
1875. 5,022,490	943,236,161	9,639,038	1.010	.737	.273
1876. 5,635,167	1,133,834,828	[9,405,629	.817	•361	·256
1877. 5,513,398	1,480,005,561	9,476,608	·864	•573	.291
1878. 6,098,445	1,340,467,821	10,048,952	.734	.474	.260
			Earnings pe	r	
P assengers	Passengers		Passenger	Cost,	Profit.
Carried.	Carried one mile.	Earnings.	per mile.	dec.	dec.
1874. 3,096,263	173,224,572	\$4,249,022	2.452	1.595	.857
1875. 3,170,234	164,930,861	3,922,798	2.378	1.735	·643
1876. 3,119,923	175,510,501	3,664,148	2.090	1.438	.652
1877. 2,742.295	139,116,618	3,203,200	2.319	1.539	.780
1878. 2,746,032	133,702,021	3,057,393	2.287	1.166	1.121

These figures show a scarcely unbroken decline in the average rate of charges, particularly on freight, and the same thing is true in general of all the roads. In fact, going back to 1865, we find the Michigan Central charge per mile for freight was 3.06 cents, and the other roads were about the same. This very decided declinewhich has become familiar to persons conversant with the subject, but is hardly recognized yet by the general public-is of great significance, although we have not now space to point out all its bearings. Yet we must not omit mentioning one in particular, namely, that the largest and most unbroken reductions have occurred on the great roads, which are the subject of the principal apprehension and denunciation on the score of The doctrine is generally accepted that monopoly. where combination is possible competition is impossible. Be this as it may, the fact is that the leading roads, which have been trying combination plans in variety, alternating with "wars," have been reducing their rates during a series of years. New York Central, as the figures above given show, now charges an average of about 9 mills per ton of freight per mile, which is less than one-half the rate of 1870, and not much more than one-quarter of that in 1865. Michigan Central has reduced its average freight rates considerably more than one-half since 1870. Lake Shore and Pennsylvania average rates have been reduced more than one-third since 1873. While the Granger laws of the West have been abandoned as unsuccessful and unwise, these reductions have been made without legislation, voluntarily in that they have been in obedience to the "higher laws" of competition and business, which statutes can never repeal or materially alter, and which, therefore, legislation should learn not to meddle with at all. The monopolies, so called, whose managers hold conferences in Saratoga, for the purpose of devouring and partitioning out the business of the people, prove not to be greedy enough to destroy the business which supports them. On the contrary, under some sort of practical compulsion and in some way, they have gone on steadily lowering their average transportation charges. Whether as bearing upon the expediency of attempting to tie them down to maximum rates by statute, or upon the consequences to be expected from letting them have their own way a while longer, this fact should be written down for a prominent place in all discussions of the subject. If it is urged that the reduction is a concession to necessity, they have had to do this, and they have done it. Thi

then it follows that the managers are not quite supreme; if the reductions are represented to be a sop to public opinion, then the managers are neither superior to nor indifferent to that opinion.

It is interesting to inquire how the reductions have been effected. After 1873, as a thing of course, there came a heavy decline in traffic and gross receipts, in the case of most roads, which was in many instances prevented from becoming a decline in net receipts by a greater decline in operating expenses. Reduction in expenses has been perhaps the most marked feature in railroad operations since 1873, at least in case of the great roads. It is difficult to make general statements about the cost of moving freight, and the figures of even the roads above named do not all present these particulars; but it appears from those we are able to give that while there is a reduction in the average rate of profit per ton per mile, the cost of hauling also declines. Reduction in cost is attained in many ways, cutting down employes' pay being only one. But another important fact is that increase of business permits decrease of rates, and this lower cost is only limited by the capacity of the engine to haul the freight; thus increase in traffic becomes one important factor in reduction of cost. Comparing 1874 with 1878, in case of Lake Shore, the tons hauled one mile increased twentyfive per cent, and the cost per mile of hauling it decreased thirty-nine per cent, this decrease operating to lessen, although not able to prevent, the decrease in the rate of profit, the rate of charge having declined thirtyseven per cent. The passenger business of this road shows a comparisou still more remarkable. The number of passengers carried oue mile declined twenty-two per cent, and the revenue therefrom twenty-eight per cent ; the rate of charge declined six and three quarter per cent, but the cost declined twenty-seven per cent, and the rate of profit increased thirty-one per cent. Thus, although the number of passengers carried and the rate charged have decreased materially, the reductions in cost enabled the road to obtain from the work a greater rate of profit (although a smaller revenue) than in 1874.

The reduction in the rate of working expenses, however, is perhaps found not more in the increase of traffic than in improvements in the almost innumerable details which make up railroad operating. Road beds are improved; curves are straightened and grades are made more gentle; steel rails, with their great economical advantages, displace iron ones; rolling-stock is better constructed, of better-chosen materials and proportions, reducing the relative "dead weight" to be hauled; and both the economical carrying capacity of trains and the economical hauling capacity of locomotives are increased. Nor is improvement of this sort at its end-we might perhaps more correctly say that it is in its beginning. Of course, the railroads have profited by the decline in the price of every item of expenditure, including labor and fuel. But coal, under the best known conditions, is used very wastefully in steam engines, and there is a broad field open for improvement in devising practical methods of utilizing more of its heat energy. It is to be expected that the cost of train service, per ton of load moved, will yet be further reduced also by the lessening of waste through the innumerable little leaks that affect a railroad treasury. We are only begin-. ning to learn how to use the railroad. Necessity has been teaching managers, just as it has the farmers and manufacturers, how to find ways of getting more out of materials in hand. In the straggle for existence

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is one of the ways in which trouble works ont good results for offset, and reviving business now finds the railroads better prepared to perform a large amount of service than before, at lower rates. This is encouraging as far as it goes; and, furthermore, does it not indicate that the railroad problem, after all, is quietly and naturally working itself ont?

Notices of Books.

THE SILVER QUESTION.—By Edward Langley.—Read March 19, 1879, before the Manchester Statistical Society.

We are in receipt of a pamphlet copy of this paper. It appears to be a review of the silver question considered from the standpoint of an intelligent Manchester manufacturer. Mr. Langley tells us that, for nearly seventy years, the defects of England's single gold standard have been concealed through the unlimited coinage act of France and the Latin Union. That act made France a kind of International Exchange or Clearing-House for England's trade with silver countries. Germany, by demonetizing silver, disturbed this quiet, unobserved movement, compelling France suddenly in 1876 to put an end to free coinage. Up to that time England was unconscious that her monetary system had its balance-wheel in the Latin Union. Now her merchants find, without quite appreciating the cause, that trade as they will with India, China, Mexico and the west coast of South America, they cannot trade at a profit, but are becoming poorer year by year.

It must be remembered, in this connection, that England holds a peculiar position in the world. She is dependent for her supplies of food, to one-third at least, upon foreign countries and earns the money to pay for them by profit on her manufactures. When manufactures cease to be profitable her course necessarily must be downward. Hence it is absolutely essential that the monetary system of Great Britain should be suited to her customers, so that there will be the least possible friction or loss ia her trade arrangements. Profits now-a-days are very small, even when every step in the process of making the exchanges is perfectly adjusted. Yet, just now, England finds a barrier suddenly erected between her and her customers; their money is not her money, and there is no way of adjusting accounts except indirectly, and that through a fluctuating bullion market, which, as experience has taught us, may be one thing to-day and quite another to-morrow. Consequently, all her trade with silver countries is demoralized and unprofitable, and England, instead of accumulating wealth by means of her manufactures, is trading at a loss. She is a wealthy country and can bear this drain for a time, but the end cannot be doubtful if the obvious remedy is not applied.

But again, there is another evil of the present system, and that is-one we have often referred to-the fight for gold which must sooner or later come between the countries of Europe. The gold famine of last summer should have been sufficient to have enlightened English statesmen. Gold production is decreasing, and probably will not exceed \$100,000,000 this year. The United States will retain its supply. France has been able to provide for Great Britain's emergencies heretofore, furnishing England all the gold required on the occurrence of any panic or symptoms of one; but it seems as if that resource were likely to fail for the future, judging from the late returns of the Bank of France, its stock of gold having fallen from (as we showed in the CHRONICLE of April 5, page 338) 306 million dollars Dec. 31, 1876, to 166 million dollars Dec. 31, 1878. These figures, in Mr. Langley's opinion, seem to point to a period, not far distant, when that Bank may think it its duty not to permit any further reduction in stock. Such a condition, however, needs no comment; it shows a point of great weakness; or we should rather say that it brings to the snrface a peculiar and dangerous defect of the single gold standard, and wise men would provide against it.

Once more, England has in India another strong argument for bi-metallism. We have urged this point frequently, but Mr. Langley puts one branch of the case in a little different shape. The burden to a silver country of a gold debt payable in London is increased at the rate of 2 per cent for every fall of one penny in the sunce of silver. India has such a debt requiring her to pay £17,000,000 annually in London. The loss the present year on the cost of placing this amount in London will be not less than £4,000,000, or say \$20,000,000. For every

further fall in silver of one penny per rupee this loss will beincreased £700,000 yearly. As the price of silver with, occasional upward fluctuations, must always be dowaward, one can easily see not only the present cost of mono-metallism to the tax-payers of india, but how greatly and rapidly the cost may be increased if this evil is not speedily arrested. It cannot go on without, in the end, leading to greatly increased taxation and its consequent evils.

ECONOMIC MONOGRAPHS.—"National Banking," "Honest Money and Labor," "Hindrances to Prosperity," "Suffrage in Cities," "Free Trade promoting Peace, &c." Pamphlets. New York: G. P. Putnam's Sons, 1878-9.

Mr. M. L. Seudder, Jr., of Chicago, has written an essay on the merits of the National Banking System, which appears as No. 12 of the Economic Monograph series, and is noticeable at sight by being published for the "Honest Money League of the Northwest." Beginning with showing that Mr. Lincoln earnestly favored that system, among other reasons, for being an escape from increase of government paper, he argues that it has in every respect fulfilled the expectations of its founders. He shows conclusively-what has been so often and convincingly shown already, that nobody making pretense of intelligence can be ignorant of it, except wilfully-that national banks are in no sense a monopoly, unless it is monopoly for one man to own more capital than another; that the losses to depositors and general creditors by failed banks have been comparatively trivial; that stockholders have not, on the whole reaped extraordinary profits; that eirculation is not a valuable privilege; that the bank notes have been simply perfect as an instrument of circulation in point of safety, uniformity of value, and convenience; and that there is no great advantage obtained by the banks themselves from the system, but that the public at large are mainly interested in its continuance. Of course, the banks never pretended to be philanthropic institutions. They have in times past made something out of the system, undoubtedly; but the Government. has made more; and the people, over and above the Government advantage, have made the most. A system which has thus worked to the profit of all parties has certainly established claims to consideration that only a very nnquestionable argument can outweigh. Much more to the point of resisting the anti-bank sentiment, however, is the argument that in place of the old cost of exchange-which in Chicago, sometimes reached as high as 25 per cent premium on New York drafts and varied ordinarily from 1/2 to 11/2-the cost of express transportation of currency to the creditor point is now themaximum cost because of the simple fact that the currency circulating in any place is always at par value in every other place. The discount on the best bank-notes of the West and South, says Mr. Scudder, was formerly 1/2 to 11/2, up to 5 for these of smaller local banks, and he argues that the saving of exchange and discount-injoyed principally by the West and South-is greater than the interest on the deposited bonds of the banks, and greater than all bank dividends. The practical usefulness of Mr. Scudder's essay is the more evident because it is intended for circulation in the sections where the anti-bank feeling is strongest, and because it shows that those very sections have, on the contrary, the largest interest in sustaining the banks.

-Somewhat akin to Mr. Scudder's essay is that of Secretary Schurz on "Honest Money and Labor," delivered in Boston last October, and now reproduced as a pamphlet. In giving but little space to it we do not place it in disesteem, but it is not easy to review at length a demonstration of truth as elementary and natural as would be an argument that industry and common sense prove more profitable than idleness and folly. Traversing well-beaten ground, Mr. Schurz argues conclusively that repudiation falls heavily upon the poor; that uncertainty about the future and fluctuations in prices are consequences inseparable from unredeemed paper, and that these consequences' become, to the worker for wages, reduced pay and irregular employment; that wages never rise as quickly or as far as prices of necessaries do, and that stagnation and distress always follow; that the capitalist has some power to protect himself, while the laborer has none; that bad currency cheats the laborer worst of all men; that inflation could not help the debtors; that its natural effect would be to make debts rather than discharge them; and that new issues would not now have the former effect upon prices and activity. Every one of these propositions has been urged in these columns repeatedly, and we wish Mr. Schurz's plain, sensible talk on the subject could

be read alond to the assembled workmen in every large establishment in the country, in order that they might really take in the truth that paper money, unsustained by coin, is the worst enemy of labor, albeit it claims to be a friend.

-Mr. Simon Sterne is author of Nos. 7 and 13 of the pamphlets before us-"Hindrances to Prosperity in the United States" and "Suffrage in Cities." In the first, while admitting that this country has done remarkably great things in development, he argues, by comparing the condition of the country, at the date of its national beginning, with that of the leading countries of Europe, that, considering the advantages enjoyed here of starting free from the hindrance of past troubles and the need of maintaining standing armies, without the burden of debts, and with an untouched soil of unequalled fertility, as well as with vast mineral endowments, this country has not done as well as Europe has during the same period. The causes of retardation Mr. Sterne considers to be mainly : the character and developmants of politics as an occupation ; the "division of employments and specializing of functions," which create a special governing class, and, on the other hand, make resistance by any individual impossible except at the cost of non-success in his own special avocation. The constitutional safeguard against private legislation in this State, he argues, has been practically nullified by the court decisions and by the practice of amending general laws to fit private cases. He then gives an interesting sketch of the English method of dealing with private bills, which we briefly summarize : Two months before Parliament meets, each private bill must be filed in the "Private Bills Bureau" of the Commons, notice being immediately given to all interested parties, who may proceed to file objections or suggestions ; before the bill goes to committee, it must pass through the hands of special examiners, who scrutinize all the steps already taken by the Parliamentary Agent-who is a functionary standing to the Parliamentary committees in the same relation as the attorney of the common-law court does to those tribunals-publication of the nature of the subject having already been made in the newspapers. Any appearance of fraud, or any material irregularity in the course of proceeding, throws out the bill at this stage, as to that session ; otherwise, it is referred to a subcommittee ; then, if objections have been filed, to the calendar for trial, at which the issues are heard as though in a trial at law. After some other steps, varying with the nature of the subject, the bill reaches Parliament; the necessary expenses of this examination must be provided, at the start, by the applicant, and public bills are so given the right of preference that they cannot be crowded out of place by any private ones. The difference between this practice and that of the States here which have sought to regulate the evil of private bills, is that the latter attempt to rule them out while Great Britain takes them up in such a way that they can neither obstruct public matters nor do wrong to opposing interests, public or private.

-"Suffrage in Cities," No 7, is also by Mr. Sterne. In it he argues that suffrage is a natural right, in the sense that it is a shield to the user against aggression by Government, but is at the same time also a sword by which the ignorant may and do inflict on others worse hurts than those from which it protects them. These two elements-protection to the holder, and the power to aggress upon othersvary as the object in respect to which the suffrage is exercised is a governmental, a quasi-governmental, or a private-property interest. Thus, as to general-government matters, all are concerned and should have suffrage, the element of protection being at its maximum and that of aggression at its minimum. in the hands of each person. But as we come flown to municipal administration, the shield becomes smaller and the sword larger. Mr. Sterne proceeds to argue forcibly that the share of each person in the city's welfare is too small and remote to carry weight with him against an immediate interest; as, for example, when a promise of fifty cents a day of excessive wages on the public works is balanced against fifty cents a month more tax, in the case of a voter who does not own property. He builds an argument from this idea for the practical justice and feasibility of the plan of Governor Tilden's Municipal Commission (of which he was a member) to confine city financial administration to the property classes. In England, France, Germany, the Netherlands, Spain, and Australia, suffrage in respect to municipal administration is not unlimited, and, with regard to that, Mr. Sterne would reverse the old maxim of 1776, to read, no representation without taxation.

-Of Mr. C. L. Brace's essay, No. 16, on "Free Trade as promoting Peace and Good Will among Men," we need only say that it is not a practical discussion of the subject in an economical sense, but deals with it rather after the manner appropriate to peace societies. The aim is to show how the hatreds and wars of early centuries, growing in part out of trade jealousies, have disappeared under the gradual refuting of the barbarous notion that trade is a fixed quantity in which no nation can obtain a share except by contesting it with, and wresting it from, some or all of the rest. Freedom and fulness of commercial intercourse—runs the argument which, we opine, cannot be denied anywhere as an independent proposition—tends to better knowledge of one another by the nations, and to the maintenance of peace.

Apart from the importance of their subjects, and the ability and breadth of their treatment, these "Economic Monographs" have the decided good quality of being so brief and convenient that if any writing more full than that of the press on economic matters has a reasonable chance of finding many readers, these must be read, and, being sound in doctrine, they must be wholesome in influence.

THE ASTOR LIBRARY, NEW YORK.—The Annual Report for 1878, containing reports of Superintendent, &c.

This is the thirtieth annual report of the Trustees of the Astor Library. It is gratifying to find that this public institution continues to flourish and to fulfil the purpose of its existence, under the fostering care of the family whose name it bears. The report of the Superintendent, Mr. Robbins Little, is very satisfactory. It is just a year since Mr. Little entered upon his duties as Superintendent, and his ability, energy, and kindliness of manner have not been without decidedly good results. In the buildings themselves, such changes have been made as have added to the security and utility of the property; the selections of books have been excellent, and many improvements in the use of the books have been carried out. One result is seen in the fact that the circle of those who use the library has been very considerably extended, the number of readers last year having been 53,252, an increase of 1,000 over the previous year. The number of readers and the number of books read have both been doubled since 1869. It appears that the number of persons who seek permission to study in the alcoves is increasing year by year, there having been during last year no fewer than 7,894 of such students. During the year the trustees have been made the recipients of some valuable bequests; and some 2,342 volumes have been added to the library. The total number of volumes in the library is now 183,245, showing an increase of over 44,000 since 1869.

SUGAR AND RICE CROPS OF LOUISIANA OF 1878-79.—Compiled by the New Orleans Price Current: Louis J. Bright & Co., publishers.

We are indebted to the New Orleans Price Current for a pamphlet copy of their statement of the sugar and rice crops of Louisiana for 1878-79, 8 vo., pp. 196. The totals of the product of the various parishes of the State have already been given, as soon as ascertained, in the columns of that journal, but the pamphlet before us gives full details of the production, showing not only the number of hogsheads, but the weight of the sugar, the barrels of molasses and barrels of rice made, and contains much additional information essential to a correct comprehension of these great home interests. Included in these details are the names of the planters and of the plantations; their distance from New Orleans; the planter's Post Office address; the description of sugar house, whether of wood, of brick and shingled, of brick and slated, or of any other material; the apparatus in use, and the motive power employed, whether horse or steam power, whether open kettles, vacuum pans, strike pans, vacuum and centrifugals, steam trains, rillieux apparatus, etc., or combinations of the various appliances. These details convey a more correct idea of the various modes of sugar-making than any general statement, and indicate the large amount of capital invested. Full details are also given of the plantations worked on shares. With regard to production a statement is given of the acreage in cane on each plantation ; the yield of sugar per acre, in pounds; the area to be planted with the seed cane saved, and other matters connected with the production, of practical value to all persons interested in the culture, and of interest to the general reader.

The following is the recapitulation of sugar and rice crops for the crop years 1878-9 and 1877-8.

Hhds, 1878-79 268,571 ¹ 2 Totals, 1877-78 125,100	ugar. Weight, 1bs. 251,088,860 149,469,209	Molasses, bbls. 322,044 ¹ 2 323,247	Clean Rice, bbls. 162,179.8 140,785
Increase	101,619,651	*1,20212	21,394.8

The Sugar Book, when of hardly more than half the size of the present pamphlet, was published at \$5 per copy, which was no more than a reasonable price to compensate the compilers and publishers for their labor and capital, but the *Price Current*, in order to give their statement a wider circulation for the benefit of the sugar interest, reduced the price to \$3 per copy, with special rates for a larger number.

Monetary Commercial English News

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

EXCHA	NGE AT MAY	LONDON- 2.	EXCI	ANGE	ON LONDON.
-кО	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam .	Short.	12.012@12.112	May 1	Short.	12.06
Amsterdam.	3 mos.	12.3 @12.34			
Antwerp	44	25.3712@25.4212		Short.	25.2212
Paris	Short.	25.1212@25.2212	May 1	Choq's.	25.14
Paris	3 mos.	25.35 @25.40			
Hamburg	**	20.55 @20.59	May 1	Short.	20.42
Berlin	+4	20.55 @20.59	May 1	56	20.42
Frankfort	54	20.55 @20.59	May 1	66	20.42
St.Petersb'rg	55	22916@221118	April 30	3 mos.	221516
Viennn	4.5	11.90 @11.95	May 1		117.00
Madrid	54	4740474	April 30	48	48.05
Cadiz	68	4738@4758			
Genoa	64	27.8712@27.9219	May 1	3 mos.	27.50
Milan	44	27.8712 227.9212	May 1	+5	27.50
Napics	48	27.874 @27.9212	May 1	46	27.50
Lisbon	90 days				
New York			May 1	60days	4.87
Alexandria			April 29	44	974
Constan'ple		·	April 30	2 44	109.65
Bombay	60 days	18. 711ed.	May 1	6 mos.	18. 7916d.
Calcutta	64	18. 71164L.	May 1	44	18. 7918d.
Hong Kong .			April 30	66	38. 81ed. per dol
Shanghal			April 30		58.014d. per tael

[From our own correspondent.]

LONDON, Saturday, May 3, 1879.

F The feature in the money market this week has been a fall in the French and Dutch exchanges which admits of the export of gold to France and Holland at a profit. Some gold has already been sent away, and the value of money here has, in consequence, somewhat improved. Gold coin, however, continues to be received from provincial circulation, the decrease in the supply held by the Bank being for the week only £75,158. The total stock is as much as £33,695,647, against £22,827,226 last year; while the reserve of notes and coin amounts to £19,-332,992, against £9,660,756 in 1878. The proportion of reserve to liabilities has not materially varied since last week, it being 50.39 per cent against 50.19 per cent. At this time last year it was only 32.57 per cent. . It is not generally believed that the improvement which has taken place, slight as it is, will be lasting, as trade is reported as very quiet throughout Europe, with scarcely any tendency to improvement. There are, in fact, complaints from most parts of this country and from the Continent as to the state of business, and the improvement which has been hoped for so long still seems to be as distant as ever. The greatest economy prevails, and this is assisted by the coldness of the spring, which, naturally, induces prudent people to continue the wear of their winter clothing. ' To the business section of the community, however, the delay in the arrival of genial weather is very unprofitable; but, no doubt, there will be some heavy demands upon them as soon as the weather becomes warm. This week, snow has fallen abundantly in parts of the south and southwest of England, and the Malvern Hills, in the Midland counties, are reported to-day to be partially covered with snow. Vegetation, however, though backward, is healthy, and the agricultural prospect is regarded as satisfactory.

When the French and Dutch exchanges relapsed on Wednesday, the London money market assumed a firmer appearance. Some gold was taken out of the Bank, and it was thought possible that the movement would continue. The "liquidation" on the Paris Bourse having been completed, the exchange has become more favorable to us, and no more gold has been withdrawn from the Bank. The money market is now decidedly quiet, and the rates of discount are as follows:

Per cent. Bank rate	$\begin{array}{llllllllllllllllllllllllllllllllllll$
	by the joint-stock banks and
discount houses for denosits are	subjoined .

dicto date medices net deposite die subjement.	
4	Per cent.
Joint-slock banks	S.
Discount houses at call	···· "4
Discount nouses at can.	••••
do with 7 and 14 days' notice of withdrawal	1

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

	1879.	1878.	1877.	1876.
Circulation, including		R	£	R,
bank post bills	29,656,031	29,454,326	29,415,035	28,552,370
Public deposits	8,650,240	7,351,751	0,315,550	5,003,334
Other deposits	31,417,509	22,011,733	22,480,090	21,609,725
Governm'L securities.		16,437,488	15,340,207	14,545,365
Other securities	21,805,329	21,204,939	20,482,345	17,813,210
Res've of notes & coin	19,332,992	9,660,756	10,026,636	13,157,471
Coin and builion in				
both departments		22,827,226	25,004,621	20,377,261
Proportion of reserve				
to liabilities	50.39	32.57	37.56	47.25
Bank rate	2 p. c.	3 p. e.		
Consols				
Eng. wheat, av. price.				
Mid. Upland cotton				
No. 40 mule twist				
Clearing-Honsereturn	104,754,000	101,396,000	110,461,000	110,517,000

There is a strong demand for investments of a sound description and amongst these Colonial government securities still hold a high position. Colonial loans have of late been very numerous, but most of them have been quickly taken up, and they are now quoted at high prices. Yesterday tenders were received on account of the Government of New South Wales for £3,249,500 in $4\frac{1}{2}$ per cent debentures at the Bank of New South Wales. The applications amounted to as much as £7,860,900. All tenders at £98 8s. received about two-thirds of the amount applied for, and those above that price in full.

Rather more gold has been exported this week, but the market has again assumed a quiet appearance. Tenders were opened at the Bank of England on Wednesday for £250,000 in India Council bills, £213,700 being allotted to Calcutta and £36,300 to Bombay. Tenders on both Presidencies at 1s. 7 3-16d. received about 14 per cent, and above in full. The silver market has been steady during the week. The following prices of bullion are from the circular of Messrs. Pixley & Abell:

	GOLD.	s. d. s. d.
Bar gold, fine	per oz. standard.	77 9122
Bar gold, refinable	per oz. standard.	77 11 @
Spanish doubloons		73 9 @
South American doubloons	per oz.	73 8120
United States gold coin		76 340
German gold coin		76 340
5	SILVER.	đ. d.
Bar silver, fine	per ez. standar	rd. 50 ¹ 8 @
Har silver, contain'g 5 grs. gold		
Mexican dollars		
Chilian dollars.		
Quicksilver #6 29	6d. Discount, 3 per	r cent.

The Council of Foreign Bondholders announce that in consequence of its being necessary to communicate with the Governor of Virginia, in reference to the mode of carrying into operation the Funding Act recently passed by the General Assembly of Virginia, a delay has unavoidably arisen in calling a meeting of Virginia bondholders in London to consider the terms of the Act. It will, however, take place at the earliest possible date.

Sir John Lubbock has issued the subjoined statistics, showing the working of the Bankers' Clearing House for the year ended on the 30th April, 1879, which is the twelfth during which these statistics have been collected. The total amounts for the twelve years have been:

Total for the	· On Fourths of	On Stock Exch'ge	On Consols
year.	the month.		settl'g days.
J Call	Ø	- £	£
1867-683,257,411,000	147.113.000	444,443,000	132,293,000
1868-693.534,039,000	161.861.000	550,622,000	142,270,000
1869-703,720,623,000	168,523,000	594,763,000	148,822,000
1870-714.018,464,000	186,517,000	635,946,000	169,141,000
1871-725.359,722,000	229,629,000	942.446.000	233,843,000
1872-736.003.335.000	265,965,000	1,032,474,000	243,561,000
1873-745,993,586,000	272,841,000	970,045,000	260,072,000
1874-756,013,299,000	255,950,000	1,076,585,000	260.338.000
1875-765,407,243,000	240,807,000	962,595,000	242,245,000
1876-774,873,000,000	231,630,000	718,793,000	223,756,000
1877-785,066,533,000	224,190,000	745.665.000	233,385,000
1878-79 4.885.091.000	212.241.000	811.072.000	221.264.000

The total amount of bills, cheques, &c., paid at the Clearing Honse during the year ended 30th April, 1879, shows a decrease of £181,442,000, as contrasted with 1878. The payments on Stock Exchange account days form a sum of £811,072,000, being an increase of £65,407,000 as compared with 1878. The payments on consols account days for the same period have amounted to £221,264,000, showing a decrease of £12,121,000 as against 1878. The amounts passing through on the fourths of the month for 1879 have amounted to £212,241,000, showing a decrease of £11,949,000 as compared with 1878.

The chief movements on the Stock Exchange have been in Egyptian stocks, the value of which has fluctuated considerably. At one period, the market was very depressed, but latterly there has been some influential buying here, in Paris, and at Alexandria, and a decided recovery has taken place. Speculators for the fall have also been desirous of closing their accounts. British railway shares have improved in value ; but for American descriptions there has been less demand, and the quotations are rather weaker. United States Government bonds, however, have been firm, and their value has had an upward tendency. The preference and depenture stocks of British railway companies are still in demand, but the quotations are now at a high point.

Upon application being made this morning to Vice Chancellor Bacon by a large bondholder who had deposited his bonds with the Atlantic & Great Western Re-organization trustees, Messrs. Lewis, Balfour and Bates, in support of the revised scheme dated 21st July, 1875, an interim injunction was granted restraining these trustees from carrying into effect the lease they propose entering into with the Erie Company.

Although the season is backward, the trade for cereal produce is still very inanimate, but prices have not varied to any important extent. Holders, however, have experienced some difficulty in obtaining previous quotations.

The following figures show the imports and exports of cereal produce into and from the United Kingdom since harvest, viz., from the 1st of September to the close of last week, compared with the corresponding period in the three previous seasons :

IMPORTS

	1311	Unis.		
	1878-9.	1877-8.	1876-7.	1875-6.
Wheatewt.3	2,067,522	38,185,126	25,363,301	37.295.636
Barley	7,998,056	9,663,900	9,993,992	6.114.360
Oats		7,463,600	6,598,473	7,307,609
Peas	1,065,685	1,185.851	847,219	1,028,331
Beans	825,774	2,380,314	3,256,591	2,506,988
Indian corn2	0,875,254	20,900,594	22,012,890	16,341,964
Flour	5,823,573	5,974,766	4,128,965	4,558,589
	EXI	PORTS.		
	1878-9.	1877-8.	1876-7.	1875-6.
Wheatewt.	1,178,950	1.307.104	659,043	234.895
Barley	91,406	39,440	41,958	19.815
Oats	60,046	41,831	79.712	227,832
Dana	10 1100	10014	00.020	110 000

Peas. Beans Indian corn. Flour. 23,049 16,24016,5989,971 29 297,809 93,868 160.69646,264 $349,343 \\ 28,128$ $33,080 \\ 16,691$ During the week ended April 26, the sales of home-grown

wheat in the 150 principal markets of England and Wales amounted to 53,483 quarters, against 38,354 quarters last year and it is estimated that in the whole kingdom they were 214,000 quarters, against 153,500 quarters in 1878. Since harvest the sales in the 150 principal markets have been 1,858,864 quarters against 1,460,787 quarters; while in the whole kingdom it is computed that they have been 7,435,700 quarters, against 5,851,000 quarters in the corresponding period of last season. Without reckoning the supplies furnished ex-granary at the commencement of the season, it is estimated that the following quantities of wheat and flour have been placed upon the British markets since harvest:

	1878-9.	1877-8.	1876-7.	1875-6.
Imports of wheat.ewi Imports of floar	. 5.823.573	$38,185,126 \\ 5,974,766$	$25,363.301 \\ 4,128,065$	37,295,636 4,558,589
Sales of home-grow produce	n .32,220,300	23,555,000	27,902,500	27,229,000
Total Deduct exports of	.70,111,595	69,514,892	57,394,766	69,083,225
"Deduct exports of wheat and flour	1,272,518	1,353.368	687,171	251,586
Result		68,161,524	56,707,595	68,831,639
Av'ge price of Englis wheat for the season	h 1. 40s. 5d.	52s. 8d.	49s. 9d.	45s. 6d.

English Market Reports-Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week, as reported by cable, are shown in the following summary: London Money and Stock Market .- The bullion in the Bank of England has decreased £263,000 during the week. Liverpool Uctton Market .--See special report on cotton. Liverpool Breadstuffs Market ..

	Sat.	Mon.	Tues.	wed.	Thurs.	Fri.
	s. d.	s. d.				
Flour (ex. State) P bbl	24 0	24 0	24 0	24 0	24 0	24 0
Wheat,spr'g,No.2,100lb.	8 7	8 7	8 9	8 9	8 10	8 10
Spring, No. 3 "	78	7 8	7 9	7 9	710	7 10
Winter, West., n. "	9 3	9 3	9 3	9 3	9 3	9 3
Southern, new . "	9 6	9 6	9 6	9 6	9 7	9 7
Av. Cal. white "	811	§ 11	811	8 11	811	811
California club, "	9 4	9 4	9 4	9 4	9 4	0 1
"Corn, mix, sft, okl, "eent'l	4 710	4 712				3 4
Prime, new "	A 412	4 43	4 (49		4 712	4 /
A A AALO TIC WAAAA	4 4 2	4 4 2	4 4	4 4	4 4	4 4

Liverpool Provisions	Mar	-ket	_								
Sa		Mo	n.	Tue	s.	We	d.	Thu	Irs.	Fr	۱.
. 8.		S.	d.	8.	đ.	8.	d.	8.	d.	8.	6
Pork, West, mess %bb1.47	0	47	0	47	0	47	0	47	0	47	(
Bacon, l'ng cl'r, new.ewt.25	6	25	6	25	6	25	6	25	6	26	(
Short clear, new . " 26	0	26	0	26	Õ	26	ŏ	-26	ŏ	26	è
Beef, pr. mess, new, Pte.75		75	ŏ	74	ŏ	74	ŏ	$\overline{74}$	ŏ	74	2
Lard, prime West. Pewt.32	Ğ	32	ĕ	32	6	32	6	32	6	33	
Cheese, Am. choice, " 42	0	42			0		0				1
Cheese, Am. choice, " 42	0	4.2	0	42	0	42	0	42	0	42	0

London Petroleum Market .-

	Sat	•	-	Ion d.		ues		Veð d.		 hur d.			Fri.	
Pet'leum, ref. @ gal Pet'leum, spirits "	@ @			8	 	@ @	 77	80	8 	 @7 @	78	::	00	•••

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK .- The imports of last week, compared with those of the preceding week, show a decrease in dry goods and an increase in general merchandise. The total imports were \$6,135,228, against \$6,226,757 the preceding week and \$7,473,101 two weeks previous. The exports for the week ended May 13 amounted to \$5,908,390, against \$6,080,721 last week and \$6,956,903 the previous week. The following are the imports at New York for the week ending (for dry goods) May 8 and for the week ending (for general merchandise) May 9:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

Dry Goods General mdse	$\begin{array}{r} 1876. \\ \$758,099 \\ 4,107,578 \end{array}$	$\substack{1877.\\\$1,252,852\\5,510,745}$	$\substack{1878.\\\$967,748\\5,521,347}$	1879. \$1,039,919 5,093,309
Total week Prev. reported	\$1,865,677 116,778,431	\$6,763,597 116,460,263	\$6,489,095 102,301,236	\$6,135,228 109,065,208
Tot. s'ee Jan. 1	\$121,644,108	\$123,223,960	\$108,790,331	\$115,200,436

In our report of the dry goods trade will be found the imports of dry goods for one week later. The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending May 13:

n	EXPORTS FROM NEW YORK FOR THE WEEK.
s	1876. 1877. 1878. 1879.
;;	For the week \$5,065.313 \$4,031,749 \$6,298,686 \$5,908.390
	Prev. reported 82,636,975 92,321,728 120,333,912 109,517,913
0	
e	Tot. s'ee Jan. 1 \$37,702,238 \$96,353,476 \$126,632,598 \$115,426,303
3,	The following will show the exports of specie from the port
	of New York for the week ending May 10, 1879, and also a
S	
it	comparison of the total since January 1, 1879, with the
ι.	corresponding totals for several previous years:
e	May.
	6-Str. CanadaHavreAm. silv. bars cont'g silver. \$4,826.
g	Am. silv, bars
h	eout'g gold. 374
	8-Str. GellertLondonAm. silv, bars. 55,000 Mex. silv, bars. 40,000
	ParisAm. silv. bars. 25,000
6	8-Str. City of ChesterLiverpoolAm. silv. bars. 8,000
9	10-Str. OderLoudon
0	Mex. silv. dols. 36,600 Mex. silv. bars. 6,782
	10-Str. Baltie Liverpool
5	
6	Total for the week (\$285,823 silver and \$374 gold) \$286,197 Omitted from last week's Custom-House return :
0	April 26-Str. BermudaSt. Johns, P. R Mex. silv. dols. 12,332
9	Previously reported (\$6,607,488 silver, and \$238,672 gold) 6,846,160
	Tot. since Jan. 1, '79 (\$6,905,643 silver, and \$239,046 gold)\$7,144,689
1.	
-	Same time in- Same time in- Same time in- 1878 \$7,597,563 1874 \$16,423,886 1870 \$10,206,910
	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
d	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
n	1875: 29,077,442 1871 30,444,290 1867 14,994,478
A.K.	The imports of specie at this port for the same periods have
	been as follows:
k	May.
	5-Str. C. of New York. Havana Am. silver \$15,078
	Foreign silver. 31,330
6.	Am. gold 4,862 Foreign gold 4,815
	5-Str. Crescent CityAspinwallAm. silver 6,820
16	Ani. gold 673
	Foreign gold 4,938
	Gold dust 4,174 5-Str. BaltieLiverpoolAm, silver 49,638
	7 Str. Garling Hamilton Earsign gold 9,110

.880 129,497 9-Str. DonauBremen. 10-Brig Cleta.....Aspinwa Am. silver

9-Str. Donau 10-Brig Cleta		Foreign silver. Am. gold	2,586 2,586 56 1,215 104
Total for the week (\$237, Previously reported (\$3,0	022 silver, and \$2 053,027 silver, and	Foreign gold 23,996 gold) d \$539,269 gold)	\$261,018

7

Tot. since Jan. 1, '79 (\$3	3,302,049 su	ver, and \$56	3,265 gota).	.\$3,800,314
1876 1.589,010	Same tim 1874 1873 1872 1871	\$1,558,749 1,720,827	1870 1869 1868	\$6.916,632 \$6.916,632 8,644,624 3,064,855 1,036,073

FUNCTION TWO DOLLAR CERTIFICATES.—The following was issued May 13 by the Treasury Department: The demand for the \$10 refunding certillentes has been so great that netwithstanding every effort of the furger of the demand for them. At present the burger of the furger of the furger of the demand for them. At present the burger of the furger of the furger of the demand for them. At present the burger of the furger of the furger of the demand for them. At present the burger of the furger of the furger of the demand for them. At present the burger of the furger of the furger of the demand for them. At present the burger of the furger of the furger of the demand for them. At present the burger of the furger of the furger of the demand for them. At present the burger of the furger of the demand for them. At present the burger of the furger of the demand for them. At present the furger of the furger of the demand for them. At present the furger of the furger of the demand for the forms stated in the distributed in proper proportion among the different officers will a different of the furger of the the furger of the furger of the stated is 3000,000 have already been sold. "MTILATED BANK NOTES.—The following notice has been issued by the Treasurer of the United States: "Tragments of national bank notes redeemed by the bank of issue for their valuation is equal to the face value of a note of some denomina-tion based by the bank or some multiple thereof. The required valuation may, however, he made up of several fragments of notes of the same or different denominations. In no other case can such fragments be disposed of mider the regulations of the Comptroller of the Currency requiring mathemal bank notes to delivered be him for destruction in sums of even hundreds of dollars. The necentimelistion in his linds of fragments of which he is number to dispose compets the Treasmer to adopt this rule. Answer of the funding operations since March 1, 1877, has just been issued by the Treasure Department: Annount of 45 per ecent bo

Amount of 4 per cent bonds sold in 1877, since March 1, for refunding live-twenties. Amount of 4 per cent bonds sold in	Bonds sold. \$93,000,000	Interest saved. \$1,423,000
1977 for refunding five-twenties Amount of 4 per cent bends sold in	50,000.000	1,000,000
1878 for refiniling five-twenties Amount of 4 per cent bonds sold in	90,000,000	1,800,000
1879 for refunding five-twentles Amount for refunding ten-fortles Amount for refunding 5 p. c. loan, '58.	$\begin{array}{c} 373,269,400 \\ 191,566,300 \\ & 260,000 \end{array}$	7,465,388 1,945,663 2,600

U. S. BONUS ACIA AS SCENTLY	
for National Banks Feb. 28. Meh. 31.	April 30,
Bouds for circulation deposited \$21,690,700 \$12,281,250	\$12,036,450
Bonds for elreulation withdrawn. 19,939,500 11,775,250	
Total held for elrculation	352,250.550
Bonds held as seemilty for deposits 13,922,000 14,052,400	14,252,400
Legal-Tender Notes	A-1, NO
Deposited in Treasury under net	1
of June 20, 1874 710,700 1,118,400	663,190
Total now on deposit, including	000,100
liquidating banks 12,312,812 12,800,698	13,356,239
Total entered under act of Jan.14,	10,000,200
1875	35,318,984
Total amount of greenbacks out-	00,010,004
standing	216 691 010
"National Bank Circulation- Feb. 28. Meh. 31.	
New circulation issued 2,078,190 2,003,460	
Total notes outstanding—	939,016
	DOE 000 010
	327,678,910
Notes received for redemption	1,466,000
from-	
ST. N. 1	1
New York	
Boston. 4,700,000 5,098,000	
Philadelphia	
Miscellaneous 1,783,000 2,768,000	1,940,000

Total\$13,083,000 \$12,398,000 \$10,187,000

and rates for lake transfer are firm at 3 cents for corn and 31/4 cents for wheat to Buffalo."

cents for wheat to Buffalo."
Pacific Railroads.—Mr. French, Auditor of Railroad Accounts at Washington, has transmitted to the Secretary of the Interior a statement showing in detail the practical application of the Thurman Funding act—recently declared constitutional by the Supreme Court—to the business of the Union Pacific Company for the first six months after the passage of the act. A supplementary statement is also made, showing the present condition of accounts between the United States and the Union Pacific, by which it appears that upon the showing most favorable to the United States nearly \$10,000 are, nevertheless, due from it to the company.
Pittshurg Virginia & Charleston.—This road has been leased by the Pennsylvania Railroad Company. The road extends from Pittsburg to Monongahela City, thirty miles. The stockholders decided to cancel the present bonds and mortgages and issue new bonds at 6 per cent instead of 7 per cent, to be secured by a first mortgage on the property of the company. It was also decided to raise funds by issuing certificates of indebtedness, and proceed at once to advertise for proposals to

complete the road from its present terminus, Monongahela City, to a point opposite Brownsville, a distance of twenty-three miles. The estimated cost of the proposed extension will be about \$300,000.

. ...

about \$300,000. Reading & Lehigh.—The United States Circuit Conrt has granted a decree of foreclosure and sale against this road under the mortgage for \$1,500,000 made' by the Berks County) Company in 1872. The road (originally the Berks County) extends from Reading, Pa. to Slatington, 43 miles, and was built as an extension of the Wilmington & Northern road, but became bankrupt soon after its completion, It was sold subject to the mortgage, and bought in by the floating-debt creditors, who organized the Reading & Lehigh Company, and leased the road to the Philadelphia & Reading Company. The Wilming-ton & Northern Company is considering the question of buying it and recovering control of its connection with the Lehigh Valley road.—Raitroad Gazette.

St. Louis & San Francisco.—It is stated in a St. Louis paper that this company has purchased the Missouri & Western Rail-way, now completed and in operation from Price City, Mo., to Oswego, Kansas, for about \$1,250,000, and is now about to commence an extension of the same from Oswego, through the connties of Labette, Montgomery, Wilson, Butler and Sedgwick, to Wichita, a distance of about 145 miles.

\$1. Paul & Pacific.-The first of the sales of portions of this St. Paul & Pathe.—The first of the sales of portions of this railroad, under forcelosure proceedings, took place in St. Paul on the 7th inst., covering the branch line from St. Paul to Watab. The sale was made, in fact, to transfer the road to the bondholders under the amicable arrangements made between the contestants. There was but one bid, that of J. S. Barnes, of New York, who bought the property for \$200,000.

Springfield Athol & Northeastern.—This road will be sold at Springfield, Mass., May 22, under foreclosure of mortgages. There are \$600,000 bonds ontstanding, of which \$300,000 are a first lien on the older portion of the road, from Athol, Mass., to Barrett Junction, 30½ miles, and \$300,000 on the extension of 18 miles from Barrett's to Springfield.

Texas .- The Governor vetoed the bill appropriating money to ay the interest on the State debt, and the Senate failed to pass the bill over the veto, and the Legislature adjourned

Toledo Peoria & Warsaw.—A despatch to the Inter-Ocean recently said: The rumor that the T. P. & W. R. R. had purchased the P. P. & J. R. R. is confirmed. The sale has been completed, and transfer will take place at once. They pay now \$15,000 rent for the use of the P. P. & J. track from Hollis to Peoria.

Wahash.—Stoekholders of the Wabash Company represent-ing 129,000 shares, over three-fourths of the capital stock. held a special meeting on the 14th, and unanimously agreed to authorize the proposed issue of bonds to the amount of \$2,000,-000 to retire the Seney mortgage, and for other purposes. —In the suit of Holbrook against this company, brought on the first mortgage bonds of the Quincy & Toledo Railroad, before Jndge Shope, of the Illinois State Court, in Brown County, the motion for the appointment of a receiver has been

County, the motion for the appointment of a receiver has been withdrawn, the Wabash Company having agreed to give bonds indemnifying the plaintiff pending the result of the action.

Attention is called to the advertisement of the Atlanta ton Factory ten per cent bonds. These bonds are secured -Attention is called to the advertisement of the Atlanta Cotton Factory ten per cent bonds. These bonds are seenred by a mortgage, which is the only mortgage upon the company's property, and the bonds are due in five years-1884. The mill now runs 10,000 spindles, with a capacity of 26,000. It is estimated by the owners that a spindle will earn \$6 to \$62 per year net, but the estimate of the income of the property is fixed at only \$5 per spindle, or \$50,000 per annun, while the interest on \$150,000 worth of bonds is only \$15,000, leaving a met surplus of \$35,000 to go as dividend on \$100,000 of capital stock. The trustees are well known as men of high standing, consisting of the Hon. Freeman Clarke, of Rochester, New York; H. B. Plant, of New York City, and Vincent R. Tommy, of Atlanta, Ga. The bonds are offered by the well known dealers in Southern securities, Messrs. Arents & Young, No. 9 New Street, N. Y., and only \$75,000 yet remain unsold. New Street, N. Y., and only \$75,000 yet remain unsold

The capital of the Credit Lyonnais has been increased to annnal exhibit.

—Particular attention is directed to the statement of the Bank of British North' America, showing the total debts and assets of the corporation at the close of 1878. The assets were then $\pounds 3,736,770$, and liabilities $\pounds 2,586,355$. An interesting ex-hibit is given of the notes in circulation and the specie held for each month of the year 1878, showing a large excess in the amount of specie over the notes outstanding.

-The Leadville Mining Co. have this day declared their 3d regular dividend of 10c. per share, payable on and after June 7. The following has just been received from the superintendent at the mine: A large body of ore has been struck in the incline of the "Shamrock," which is one of this company's mines. -The Homestake Mining Company has declared its dividend for April-30 cents per share-payable at Wells, Fargo & Co.'s, on the 26th. The product of the mine for twenty days in April was \$52.0004

April was \$52,000

The Bankers' Gazette.

NATIONAL BANKS ORGANIZED.

The United States Comptroller of the Currency furnishes the following statement of National Banks organized the past week:

2,424-Gate City National Bank of Atlanta, Georgia. Authorized capi-tal, \$100,000; paid-in capital, \$100,000. L. M. Hill, President; Lodowick J. Hill, Cashier. Authorized to commence business May 3, 1879.

DIVIDENDS.	D	I	V	I	D	E	N	D	S	
------------	---	---	---	---	---	---	---	---	---	--

The following	dividends ba	ave recently	bcen	announced:	
---------------	--------------	--------------	------	------------	--

Name of Company.	Per	When	Books Closed.
	Cent.	Payable.	(Days inclusive.)
Railroad.	\$2 50	June 2.	

FRIDAY, MAY 16, 1879-5 P. M.

The Money Market and Financial Situation .- The general feeling in the financial markets has been quite as buoyant this week as at any previous time. It is not that the specu. lative stocks have all shown a large business or a further advance in prices, but the prevailing tone among business men in Wall street and its vicinity is one of more settled confidence in a period of growing activity in financial affairs, and possibly a time of rampant speculation. The improvement, both present and prospective, in transactions at the Stock Exchange is well shown in the advance which has taken place in the price of seats in the Board, which are now worth more than double what they sold for two years ago.

The money market has shown some irregularity this week, and an advance in rates to 7 per cent in exceptional cases. The only cause for this is found in the large withdrawals of money into the Treasury, as it is estimated that Secretary Sherman has called in about \$20,000,000 in the past week from the bankers who The rates for money to govwere owing for 4 per cent bonds. ernment bond dealers advanced to 4 per cent on Thursday, and on ordinary stock collaterals to 5@7 per cent; but this was temporary, and, the pressure being over, the rates to-day are 2@3 per cent on governments and 24@5 on ordinary business.

The Bank of England statement on Thursday showed a loss of £263,000 in specie for the week, but the reserve was 51 1-16 per cent of liabilities, against 511 per cent the previous week. The Bank rate of discount remains at 2 per cent, while money in the open market is about 1 per cent.

The last statement of the New York City Clearing-House banks, issued May 10, showed an increase of \$1,714,225 in the excess above their 25 per cent legal reserve, the whole of such excess being \$16,088,000, against \$14,373,775 the previous week.

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

1		Differ'nces fr'm previous week.		1877. May 12.
Loans and dis. Specie Circulation Net deposits . Legal tenders.	$18,745,600 \\19,685,000 \\224,937,200$		27,469,500 20,033,100 201,038,000	23,272,500 16,068,700 227,226,000

United States Bonds .- The demand for 4 per cents keeps up to a high figure, and the syndicate bankers have already sold about \$80,000,000 of the \$121,000,000 subscribed for by them. Included in these sales was the lot of \$15,000,000 taken this week by Messrs. J. S. Morgan & Co. of London, at full market prices, which are to be sent out from Washington dlrect, and credited to the syndicate. A large amount of called bonds is necessarily coming home from abroad, and this shipment to Lon don is an exceedingly favorable transaction as helping to balance the exchanges.

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

	Interest Period	May 10.	May 12.	May 13.	May 14.	May 15.	May 16.
68, 1880reg. 68, 1880coup.	J. & J. J. & J.		10634	*10658 *10658	*10658 *10658	*10658	*10658 *10658
66, 1881reg. 66, 1881coup.	J. & J.	10658	·107 ¹ 8 *106 ⁵ 8	107 *107	*107	*107	*107
58, fund., 1881reg. 58, fund., 1881coup. 4 ¹ 28, 1801reg.	QFeb.	*10312	10358	*10312	10358	*1035	*1035
4 ¹ 28, 1891 coup. 4a, 1907reg.	QMar. QJan.	*10678 *10234	*10678	107 *10214	*107 *10238	*10714 10234	*1074 *1025a
45, 1907 coup. 6a, cnr'cy, 1895reg. 6s, cur'cy, 1896reg.	J. & J.	12442	12438	1244	12448	*1244	*124
68, eur'cy, 1897reg. 68, eur'cy, 1898reg.	J. & J. J. & J.			*1241 ₈ *1241 ₄ *1241 ₆	*1244	*12442	
68, cur'cy, 1899reg.	J. & J.			*1243	*12458	*1243	*124 22

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

The range in prices since January 1, 1879, and the amount of each class of bonds outstanding May 1, 1879, were as follows:

	Ran	go since	Jan. 1	, 1879.	Amount May 1, 1879.		
	Lowest.		Highest.		Registered.	Coupon.	
68, 1880-1cp. 68, 5-208, '67.cp. 68, 5-208, '68.cp. 58, 10-408cp. 58, fund., '81.cp. 4'38, 1891cp. 48, 1907cp. 68, cur'ncy.reg.	x03 ¹ 2 104 x99	May 1 Mch. 21 Apr. 1	1071_{2} 1071_{0} 1023_{4}	Jan. 15	$\begin{array}{r} 14,911,600\\ 143,054,700\\ 258,307,950\\ 163,760.950\\ 334,259,200 \end{array}$	20,612,800 49,777,100 250,132,400 84,239,050 219,104,500	

Closing prices of securities in London for three weeks past and the range since Jan. 1, 1879, were as follows:

		May		Range since	Jan. 1, 1879.	
1	2.	9,	16.	Lowest.	Highest.	
U. 8. 58, 10-408						
U. 8. 58 of 1981 U. 8, 4 ¹ 28 of 1891	110	10958	x0834	10612 Mch. 24	110 May 2	
U. 8. 4a of 1907	10412	104 34	10434	101 Meb. 26	10478 May 15	

State and Railroad Bonds .- Southern State bonds are generally strong, except Louisianas, which remain stagnant at about 50. The discussions in the Convention at New Orleans are not very hopeful on the subject of taxation. Virginia bonds are strong on the prospect that the recent funding law will be carried out

Railroad bonds are still active on a widely distributed business. The speculative bonds vary in prices somewhat, according to the tone of the market, but aside from these fluctuations the general tendency in bonds is toward higher rates. The Chicago St. Louis and New Orleans bonds have been placed on the Board list.

Messrs. A. H. Muller & Son sold the following at auction :

Sha	re	
-----	----	--

Bonds.

3,000 Lit	tle Rock	& Fort
. Smith	1st mort.	78, due
1895	04 00 1	
78. due	1893	

Closing prices of leading State bonds for two weeks past, and the range since Jan. 1, 1879, have been as follows:

.1245

STATES.	May	May	Range aince	Jan. 1, 1879.
	9.	16.	Lowest.	Highest.
Louisiana consola Miaeouri 62, '89 or '90 North Carolina 6s, ald Fennessee 6s, old Virginia 6s, consol. da do 2d series Dist. of Columbia, 3-65s	4912 *10612 *2212 *34 *77 •40 8614	*107 *23 ¹ 8 *34 ¹ 2 *77 ³ 8 *39 ¹ 2	18 Feb. 8 34 Apr. 26 413 Apr. 29	107 ¹ 9 May 15 23 ¹ 9 May 13 42 Feb. 13

* This is the price bid : no sale was made at the Board.

\$7,500 N. Y. City 7s, consol. stock, 1892, 120¹9 and int. 20,000 N. Y. City 7s, consol. stock, 1894, 122 7s and int. 2,500 N. Y. City 7s, consol. stock, 1896

stock, 1896.

Railroad and Miscellaneous Stocks .- The general condition of the stock market is much the same as reported last week. The operations in fancy low-priced stocks continue to be a prominent feature of the transactions, while there is also considerable activity in the old favorites of the Stock Board. Western Union Telegraph has been about the leading stock of the week in strength and activity, and, so far as any definite information has been given out, there appears to be no other basis for this than the renewed rumor of a stock distribution. Rock Island is strong on the brief annual statement issued from the Company's office, showing net income for 1878-9 of \$3,196,380, against \$2,384,031 for 1877-8.

Total sales of the week in leading stocks were as follows:

_		Wabash	8t. Paul.		West'rn Un. Tel.		Erie.	Lake Sbore.
May "	10 12 13 14 15 16	2,700 10,675 9,800 3,170 3,300 2,300	17,600 30,130 11,900 35,675 17,010 10,300	7.316 7,023 36,350 22,620	23,450 19,570 25,775	6,210 17,520 32,755 20,845	$\begin{array}{r} 11,210 \\ 7,300 \\ 13.070 \end{array}$	14,886 6,510 20,610 15,900
	otal le stock.	32,945 160,000	122,615 154,042		112,911 350,849			$118,201 \\ 494,665$

The total number of shares of stock outstanding is given in the last line for the purpose of comparison.

THE CHRONICLE

The daily highest and lowest prices have been as follows:

	Saturday. May 10.	Monday, 51ay 13.	Tuesday. May 13.	Wodnes., May 14.	Thursd'y, 5lay 15,	Friday, May 10.
Canada South.	60 6036	50% 50%	00 00	50% 00	593(59%	
Cont. of N. J	4416 4516	4317 4437	114 45%	454 44	484 47%	4616 4716
Chie, & Alton.	815 815	8052 81	80% 81%	8142 83	83% 85	8432 8112
Chilo, Bur. & Q.	•114.4	115 115	1154 1154	115 115	1147 115	115 115
Chie.M.& St.P.	4336 45	45 48%	4556 4656	48 48%	4.9% 49%	47% 44%
do pref.	85 88	86 BBh	854 864	HUT HHA	BRI BDY	845 80
Chio. & N. W	014 024		014 62	0124 6:134	023 64	8256 8334
do pref.	934 91	834 814	(CI324 54336	0136 0136	916 05	9376 914
Chie, B. I. & P.	1331% 1333%	183 1334	1334 1334	133 133 K	13:13 13:14	1341 1344
Clov. C. C. & 1.	45 45	45 45	44.36 4312	45% 49%	49 4916	49 40%
Clev.& P., guar	9736 98	1 8 94 4 94 4 94 4	DO DISH	96 08	984 9812	9336 9332
Col. Chic.&I.C.	.7% .7%	7% 7%	04 74	736 736	03 7.5	698 7
Del.& 11. Canal	4736 4756	47 4736	47 475	47.1 4912	4714 4814	47 47%
Del.Lack.& W.	5334 54h	63% 64%	5336 55	6426 505%	654 87	65 557
Mrlo	273 284	274 2816	275 275	275 28	8736 244	27% 27%
do pref	54 524	51% 53	51 61%	51% 62%	521 5274	51% 52
Han. & St. Jo.	10% 10%	194 204	19% 20%	201 201	1972 2012	10% 20%
do pref. Illinoia Cent.	424 424	884 427	42 434	421 43	4214 4236	4214 4234
Kansas Pacitio				8034 8034	*HHH 87	8633 8633
Lake Shore	53 584 731 744	731 714	57% 54%	57 59		•58 60
Mich. Central.	80% 81%	81 814	73% 74% 81% 81%	7412 75	71% 754	7336 7446
Mo. Kans. & T.	1032 184	104 18%		81% 82	814 824	81 813
Mor. & Essex.	10% 10%	2012 202	1632 1078	16% 10%	163 184	17 17%
	119 119	119 110			91% 91%	91 915
Ohio & Mins	15% 10%	154 104	154 15%	11874 119	119 119%	119 1195
Pacifio Mail	143 1512	1434 15	14% 14%		1456 1532	14% 15
Panama	143 113	143 143	143 143	1434 1538	15 15%	14% 15
Pitta.F.W.& C.	10834 834	085 110	08% 116	109% 109%	140 146	148 148%
St.L.&I.M.assni	2746 28	28 294	284 2914	109% 109% 28 20		1095 110
St. L. K. C.& N.	15% 15%	15% 15%	145 15%	15 154	28% 29	273 2834
do pref.	41 4134	41 43	4012 41	404 40%	15 104	15% 10%
St.L.& S. Fran.	134 974	10 1034	10% 10%	10% 10%	10% 10%	42 435
do pref.	11 11%	1156 125	18 124	1234 1234	12 122	W% 10%
do 1st prf.		2312 20	254 25%		2416 2472	12 123
Saltro Tunnel.	456 436	436 434	434 43	436 436	434 434	456 456
Union Pacific.	7284 7336	713 724	72 734	734 7424	71 7426	745 745
Wabash	354 964	312 332	3414 354	354 352	8431 3532	
West, IJn, Tel.		105 1061	1054 1094			85 85% 110% 114
		a or a man	Tone To and .	A OLAN TOUAN	T14.1.2 T1020	110790 114

• These are the prices bid and asked: no sale was made at the Board. Total sales this week, and the range in prices for 1878 and since Jan. 1, 1879, were as follows:

	Sales of Week.	Prices eince	Jan. 1, 1879.	Rango for 1878.
	Shares.	Lowest.	Ilighest.	Low. High.
Canada Southern Central of N. J	$1,327 \\ 59,905$	45 ¹ 4 Jan. 3 33 ¹ 9 Jan. 2	634 Mch. 15	38 4519
Chicago & Aiton	4,7t6	33^{1} Jan. 2 75 Mch. 3	47% May 16 88 Jan. 28	
Chie. Burl.& Quincy.	1,105	1111 Jan. 7	1224 Feb. 19	6834 85 994 11434
Chie. Mil. & St. P	122.615	343 Jan. 4	494 May 15	2712 547
do do pref.		743 Jan. 4	894 May 15	64 843
Chicago & Northw	94,636	4958 Jan. 3	653 Jan. 27	321 554
do do pref.	32,718	767 Jan. 3	95 May 15	593 794
Chie. Rook Isl. & Pac.	3,438	119 Jan. 8	135 Feb. 18	9838 122
Clev. Col. Cin. & Ind.	9,263	343 Jan. 2	4958 May 15	23 384
Clev. & Pillsb., gnar.	2,435	844 Jan. 2	9812 May 6	631 85
Ool. Chic.& Ind. Cent Del. & Hudson Canai		5 Jan. 4		218 638
Del. Lack. & Western	7,682 95,429	38 Jan. 2 43 Jan. 2	48 12 May 14 57 May 15	3436 5970
Erie	76,505	2143 Jan. 2		41 617
do pref.	8,279	374 Jan. 2	294 May 5 54 May 5	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
Hannibal & St. Jo	17,940	134 Jan. 4	213 Apr. 25	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
do do pref.	6.185	34 Jan. 10	454 Mch. 17	2158 4158
Illinoie Centrai	410	7914 Mch. 26	89 Jan. 30	7238 87
Kansas Pacific	3,570	948 Jan. 21.		4 1258
Lake Shore	118,201	67 Jan. 6	7512 May 7	5578 7158
Michigan Central	11,047	734 Jan. 2	904 Jan. 27	5812 75
Missonri Kan. & Tex	12,694	538 Jan. 4	184 May 15	2 74
Morria & Essex	13,687	7548 Jan. 3	913 May 15	6738 89
N.Y. Cent. & Hud. R.	2,727	112 Mch. 24		103 115
Ohio & Mississippi	42,288	73 Jan. 4	1659 May 10	
Pacific Mail. Panama	8,600	1033 Jan. 13 123 Jan. 2	15 ⁸ J Feb. 18	124 237g
Pitts. Ft. W. & Chic.	207		148 ¹ 9 May 16 110 May 15	112 131
St. L. I. Mt. & South.	26,018	13 Jan. 2		
St. L. K. C. & North.	9,340	7 Jan. 2	294 May 5 174 May 2	5 1558 312 758
do	21.405	2519 Jan. 2	454 May 1	19 264
St. L.& S. Francisco.	7,222	318 Jan. 8	1138 Apr. 21	119 418
do pref.	18,585	419 Jan. 21		14 54
do let pref.	2,437	93 Jan. 23	2812 Apr. 19	512 1134
Sutro Tunnei	10,400	23 Jan. 16	478 Mch. 17	312 5
Union Pacific	23,203	571 ₂ Jan. 31	81 Fob. 19	614 73
Wabash	32,945	174 Mch 13	373 May 5	1248 2378
Western Union Tel	112,911	943 Jan. 7	114 May 16	754 102

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

-Latest ear	nings rep	orted.	Jan. 1 to la	test date -	Ma
· Week or Mo.	1879	1878.	1879.	1878.	Ma
Ala. Gt. Southern. February .	\$33,094	\$32,555	\$67,033		
Atch. Top. & S. F. let wk May	127,000	68,631	1.899.974	\$69,885 1,023,111	
Ati. & Gt. West February .	328,387	255.878	637.508	554.854	
Atlantio Miss.& O.March	132,802	129,105	364,147	389,577	ar
Bur. C. Rap. & N. 1st wk May	21,293	25,220	447.988	578,246	
Buri. & Mo.R.in N Mareh	147,542	150,304	408,136	352,376	1
Cairo & St. Louis. April	19,385	19,302	71,015	63,160	
Central Pacific April 1	,437,000	1.529,255	4.871.857	4.849,364	De
Chicago & Alton 1st wk May	80,834	68,897	1,398.741	1,363,453	De
Chio. Burl. & QMarch1	,071,738	1,169,831	3.159.213	3,126,448	De
Chio. & East. Ill 1st wk May	16,382	15,385			De
Chic. Mil. & St. P. 1st wk May	181,000	196,571	2,560,000	3,017.434	De
Chlo.&Northwest.April1		1,255,887	4,135,461	4,514,519	1
Chic. St. P. & M. 1st wk May	21,837	18,546	337,691	301,866	Jai
Clev. Mt. V. & D. April	30,462	32,362	113,770	119,157	Jai
Dakota Sonthern. March	17,739	16,866	54,578	48,905	Jai
Dubuque & S.City.1st wk May	14,897	18,154	265,631	346,025	Jat
Gal. Har. & S. An. March	100,619	83,801			Fe
Gal. Houst. & II. April	27,812	23,046	158,776	125,217	Fe
Grand Trunk. Wk.end. May 3	155,859	154.630	2,971,731	3.123,589	Fe
Gr't Western.Wk.end.May 9	74,716	78,618	1,531.855	1.706,339	Fe
Hannibel & St. Jo. 1st wk May	33.420	30,772	652,223	588,738	Ma
Houst. & Tex. C. March	212,946	174,528	715,007	619,613	Ma
Lilinoia Cen. (Ili.). A pril	391,073	406,800	1,637,036	1,677,445	Ma
do (lowa).April Iodianap. Bl. &W. 1st wk Apr	111,054	127,038	432,371	528,848	Ma
Int. & Gt. North., 1st wk May	22,837	28,903	286,932	348,883	Ma
Aansas Pacifio 1st wk May	15,332 95,487	17.917	529.693	445,149	Ap
Mo.Kans. & Tex . 1st wk May	45.197	78,343	1,259,773	1.004.830	Ap
MOTIVE WE AVE TOL WE DERY	40,197	43,056	848,284	884,544	Ap
* Storm obstructed the opera	tion of a	portion of	the road d	uning last	Api
part of April and first few day	anf May	former of	cho rond a	uring tast	Ma Ma
a section and a section way					ala,
		n.			

	I total and			-	
	-Latest oar	ninga roja	D	Jan. 1 to lat	ont dato.
	Wook of Mo.	1879.	1878.	1879.	1878.
	Mohite & Ohio April	\$119,193	\$115.325	\$639.020	\$741,862
I	Nashy, Ch.& St.L. March	149,497	143,257	461.800	476.834
1	N. Y. L. Erio & W. Fobruary .:	1.207.391	1,121,412	2.354.564	2,425,430
	Pad.& Elizabetht, April	19,607	22.979	89,907	104,893
1	Pad. & Memphis. April	9.707	14,109	50,829	60.732
	Phila. & Erfo March	212.770	189,511	662.521	589,514
	Phila. & Reading. March		695.334	2,876,222	1.891.724
	St.L.A.&T.H. (brs) 1st wk May		7,488	184.519	157.891
	SL L. Iron Mt. & S. Int wk May	72.327	70,297	1,412,874	1.414.435
1	St. L. K. C. & No 1st wk May	51.748	51.670	1.150.554	1.098.759
	St. L.& Southeast. April	82,025	87,910	349,566	349.035
	St. Paul & S. City. March	54.095	48,861	138,784	130.669
J	Scioto Valley April	25,462	20,785	91.199	05.849
	Sloux City & St. P. March	30,161	33,486	72.833	87.570
	Boutherr. MinnMarch	47,159	56,992	119,415	178.767
	Tol. Peorie & War. 1st wk Mny	19.870	21,770	396,033	440.592
	Union Pacific February .	747,761	679,769	1,439,302	1.377.268
	Wabash lat wk May	72.280	91.892	1.397.814	1.585 519

prices of exchange, owing to the large amount of securities to come from abroad. The \$15,000,000 4 per cents taken for *i*-condon account this week had a good effect. The market for s'ering bills to day was quice and steady, the bankers asking 4.88 and 4.894 for long and short bills respectively, while the actual rates were $\frac{1}{2} \otimes \frac{1}{2}$ lower. Exchange .-- There is some uncertainty felt about the future

* tower. In domestic bills the following were rates of exchange on New York at the undermentioned cities to-day: Savannah-selling 5-16, buying, nominal, 3-16. Charleston-easy, selling 3-16, buying ‡. New Orleans-commercial ‡ premium, bank ‡ premium. St. Louis-50 discount. Chicago-weak, buying 1-10 discount, selling 1-10 premium; and Boston, shilling discount. Outertimes for foreign each easy and the second second.

Quotations for foreign exchange are as follows:

L	MAY 16.	60 days.	Demand.
•	Prime bankers' sterling bills on London. Good bankers' and prime commercial	1.87424.88 4.863 24.874	4.884 24.884
	Good commercial.	4.85 374.86 4	4.881 24.884
	Paris (francs). Antwerp (francs).	5.183 25.15	5.143875.124
	Swiss (francs) Amsterdam (guilders)	5.183 35.15	5.1458@5.1249 4042@ 4058
	Hamburg (reichmarks) Frankfort (reichmarks)	95 @ 95 ¹ 9 95 @ 95 ¹ 9	9578@ 96 9578@ 96
	Bremen (reichmarka) Berlin (reichmarka)	95 @ 951g	95787 96

The following are quotations in gold for various coins:

Sovereigne \$4 84	@\$4 89	[Dimes & 1 dimes 985a@ - 9914
Napoleons 3 83	@ 388	Silvor 148 and 198 99 @ - 9914
X X Reichmarks. 4 73		Five francs 93 @ - 95
X Guliders 3 93	@ 4 00	Mexican dollars 86 @- 87
8pan'h Doubioons.15 55	@15 75	English eilver 4 75 @ 4 80
Mex. Doubloons15 50	@15 65	Prus. ellv. thalers 68 @ - 70
Fine eliver bars 109	@ 109%	Trade dollars 985a@ - 994
Fine gold bars par	alanrem	New ellver dollars - 003 2 - ner

Boston Banks.-The following are the totals of the Boston banks for a series of weeks past:

UALLAS	101 4 801108	OL WOORS	past:			
-	Loans.	Specie, 1	L. Tenders.	Deposits.	Circulation.	Agg. Clear
1878.	8	8	\$	5	8	
Dec. 2	126,698,100	2,862,400	8,655,500	55,713,500	\$5,311,400	36,257,603
Dec. 9	. 127, 978, 800	2,779,900	. 8, 112, 900	. 56,034,900		46,164,103
Dec. 16		2,650,500	7,483,500	55,932,300	25,937,200	42,352,385
1'ec. 23		2,639,900	7,296,300	55,433,300		45,064,725
Dec. 30	. 130,098,800	2,851,300	6,416,400	56,217,600	25, 359, 400	38,488,361
1879.	*					
Jan 5	137,910,000	3,951,900	6,126,800	59,525,100	25,616,400	52,163,732
Jan. 13		8,998,610	5,93 ,800	61.1:0.400		49,172,697
Jan. 20		3,-31,9:0	5,419,700	60,968,600		46,764,891
Jan. 27		3.822,500	5,230,200	61,717,200	25,500,100	- 43,763.114
Feb. 3		3,927.500	5,127 900	61,794,800	25,436,600	41,8:0,6:8
Feb. 10		3,816,100	4,720,201	61,190,100	25,366,800	47,534,405
Feb. 17	144,980,010	3,768,300	4.4 6,500	69.770,300		47,130,361
Fer. 24		3, 45, 700	4,273,800	69,215,9 0		45,884,630
Mar. S	1. 141,919,200	3,623,7 0	4,824,300	70,326,700		46,819,291
Mar 10		3,661,500	4,6 9,500	67,028,300		48,733,631
Mar. 17		3,649,9 0	4,750,900	65,677,100		45,739,465
Mar. 24 Mar. 31		3,620,800	4,713,630	64,050,100 63,435,100		45,907,563
Apr. 7		3, 46, 200	4,59,000 4,291,700	61,221,500		39,857,020 44,616,942
Apr. 11		3,681, 00	3,805,900	63, 371,010		47,207,392
Apr 21		3. 5 . 800	3.483,700	62.99 . 000		51,936,677
Apr. 28		3,627,700	3,827,600	60, 252, 400		47.178.840
May 5.		3,600,100	3,863,000	60,023,900		69,505,511
May 11		3,583,.00	4,191,300	*11,865,800		5 522,117
	er than Govo	rnmont an	d bunks le	as Clonein	g-Honza ab	

Clearing-Honse chee

-	HILLS COT PHILS	manuate	totana or the	Philadelphia	DEURE
re	as tollows:				

re a	18 1	ollowe:				
		Losns.	Specie. L. Ten	ders. Deposits.	Circulation.	Agg. Clear.
167	9.	8	\$ \$	\$	\$	\$.
8 C.		57,461,311	1,945,959 18,02			21,195,262
	9.	57,714,763	1,996,0.59 12,740			37.596,551
	16.	57,353 6 28	2,056,3:17 12,64			29,809,821
ec.		67,107,459	2,168,141 13,22			32,208,916
ec.	30.	56,949,772	2,461,523 13,127	7,307 41.903,227	11,871,466	26,110,361
187	9.					
n.	6.	67.272,291	15,873,933	45.693.721	11.364.651	82,976,823
0.	13.	67,777,397	15,5-96,567	45,030,2 19	11,343,315	31.826,979
n,		57,673,619	15,401,781	45,520,021	11,340,673	33,644,789
n. :	27.	57,614.478	15,683,059	45,264,616		29,942,358
eb.		57,138,021	15,950,850	43,686,151		30,748,162
3b.		56,743,694	16,519,119	45,973,026		\$1,163,572
sb.		56,932,785	15,914,566	44,914,027		30,293,686
ab.		57,012.193	15,754.299	44,576,403		27,812,893
ar.		57,600,833	15,947,786	45,878.745		81,157,943
ar.		58, 368. 231	15,9 9,655	46,028,631		36, 371, 591
ar.		58,486,555	15,859,150	46,335,572		29,556,598
ar.		18,506,715	15,360,:66	45, 163, 4 8		31,233,663
ar.		19,006.312	14,890,993	45,256.361		29.945,441
pr.		59,994,039	13,701,732	45,111,747		38,653,745
or. 1		60,554,971	14.022.748	46.552 183		30.561.140
or.		60,518,117	14,516,835 14,869,637	47,238,852 47,044,199		38 407 056 34,295,149
or. 1		60,122,582 60,174,972	14.918.939	47,626,868		37,643.845
ny i ny i		59, 914, 320	15,353,553	47,7,6,056		40,016,133
ay I	All a	03,314,900	10,000,000	41,1.0,000	1714941791	10,010,103

[VOL. XXVIII.

New York condition of th	e Associ	ated Bank	s of Nev	w York	City for t!	he week	BOSTON, PHI.	E E
ending at the c	ommend	ement of		age amou		: 		10
Banks.	Capital.	Lonns and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U.S.	Circula- tion.	Nashua & Lowell. New York & New England Northern of New Hampshire Norwich & Worcester Ogdenso. & L. Champlain do pref	
New York Manhattan Co	\$ 2,000,000 2,050,000	\$ 8,207,500 6,251,600	\$ 525,500 462,300	\$ 2,008,200 1,059,300	8,269,300 4,958,700	\$ 44,000 500	Old Colony Portiand Saco & Portamouth Pullu a Palace Car Pueplo & Ark 1988	1.
Mechanics' Merchants Union	2,000,000 2,000,000 1,200,000	6,676,600 6,322,600 4,023,500	\$ 525,500 462,800 402,700 502,500 291,200 543,400 290,000 1 272,200	1,059,300 1,592,800 871,000 640,000 0.550000	\$ 8,269,300 4,958,700 5,045,509 3,088,000 7,175,100 2,291,000 8,623,100	79,400 44,500 138,500	Rutland, preferred	1
America. Phœnix City	3,000,000	2,530,000	543,400 290,000 1,272,200 223,000 204,400	$ \begin{array}{r} 640.000 \\ 2,657,100 \\ 291,000 \\ 2,565,000 \\ 941,500 \end{array} $	2,291,000 8,623,100 1,925,000	1,100 265,000 778,100	PHILADELPHIA.	
Tradesmen's Fulton Chemical Merch'nts' Exch.	$\begin{array}{r} 1,000,000\\ 600,000\\ 300,000\\ 1,000,000\end{array}$	$\begin{array}{r} 3,072,000 \\ 1,407,500 \\ 11,291,800 \\ 3,429,400 \end{array}$	204,400 1,564,600 205,000	$\begin{array}{r} 241,500 \\ 519,500 \\ 2,843,200 \\ 508,600 \end{array}$	2,291,000 8,623,100 1,928,000 1,207,400 11,620,700 2,764,200 2,365,000 1,010,100	510,700	Penna. 5a, g'd, int., reg. or cp. do 5a, cur., reg. do 5a, new, reg., 1892-1902	
Gallatin Nation'l Butchers'&Droy. Mechanics' & Tr.	1,000,000 300,000 300,000	3,652,600 1,263,000 1,170,000	57,000 174,200 48,000	757,000 105,700 247,000			Penna, 5a, gu, inc., reg. of cp. do 5a, cur, reg., 1892-1902 do 5a, now, reg., 1892-1902 do 6a, 10-15, reg., 1873-782, do 6a, 15-25, reg., 1882-92, do 6a, 1n. Plane, reg., 1873 Phy. doi.bit.a. 5 reg.	1
Greenwich Leather Man'f'rs Seventh Ward State of N. York.		893,900 2,670,700 877,100	15,500 200,700 02,700 0,200	173,200 456,500	$1,085,000 \\815,700 \\2,171,100 \\885,600$		Philadelphia, 5s reg do 6s. old, reg do 6s. n., rg., prior to '95 do 6s. n., rg., 235 & over	1
Commerce	800,000 5,000,000 5,000,000 1,000,000	2,357,900	1,134,000 1,346,600	5.973.800	9,340,800	$\begin{array}{r} 45,000\\ 177,000\\ 1,628,000\\ 896,500\\ 896,500\end{array}$	do 68, 010, 162, do 68, n., rg., prior to '95 do 68, n., rg., 395 & over Allegheny County 58, coup Allegheny City 78, rex Pittsburg 48, Coup., 1913	
Broadway Mercantile Pacific Republic	1,000,000 422,700 1,500,000	3,254,500 2,119,300 3,625,000 3,236,300	352,100 369,500 62,800 105,900 100,000	357,100 602,800 682,800	2,909,100 2,228,900 2,168,000	179,900	Allegheny City 75, rex Pittsburg 4s, coup., 1913 do 5s, reg. & cp., 1913. do 7s, reg. & cp., 1913. do 7s, witr In.rg, & c. do 7s, witr In.rg, & c. do 7s, str.imp.reg., '83-35' N. Jersey 5s, reg. and coup do exempt.rg, & coup Camden County 5s, coup Camden Cly 5s, coupon Delaware 6s, coupon	
Chatham People's North America	$\begin{array}{r} 450,000\\ 412,500\\ 700,000\\ 1,000,000\\ \end{array}$		48,900	173,500	1 1,705,100		N. Jersey 6s, reg. and coup do exempt, rg. & coup comden County 6s, COMP	
Hanover Irving Metropolitan	3,000,000	12,111,000	467,000	796,600 419,900 1,756,000 358,300	2,019,300 8.941,000	210,800	Camden City 65, coupon do 78, reg. & coup Delaware 68, coupon Harrieburg City 68, coupun	
Citizens' Nassau Market St. Nicholas	600,000 1,000,000 600,000 500,000	2,248,490	99,100 10,800 27,800 24,900	208,000 379,600 306,600	1,732,000 1,731,700	$\begin{array}{r} 246,800\\ 3,900\\ 347,700\\ 450,000\\ 450,000\end{array}$	RAILROAD STOCKS.	
Shoe & Leather Corn Exchange Continental	500,000 500,000 1,000,0 0 1,000,000	0 - 3.114.000	329.000	351,300 568,000 955,500 170,000		4,700	Camden & Atlantic do do pref Catawissa do pref do new pref	
Oriental Marino Importers' & Tr.,	$\begin{array}{c} 1,000,0 \\ 1,000,000 \\ 300,000 \\ 400,000 \\ 1,500,000 \end{array}$	15,548,600	44,600 19,200 1,015,500 612,900	1 576,000	4 2.105.000	354.700	do new pref Delaware & Bound Brook East Pennsylvania Eimirs & Williamsport	
Mech. Bkg. Ass'n Grocers'.	2,000,000 500,000 300,000	532,700	612,900 83,806 4,500 38,100 84,200	1 77.906	$\begin{array}{c} 3 & 13,963,100 \\ 0 & 547,200 \\ 0 & 495,400 \\ 0 & 736,000 \end{array}$	582,800 305,500	do do pref. Har. P. Mi. Joy & Lancuster Huntingdon & Broad Top do pref	
Kast River Manuf'rs & Mer Kourth National	240,000 250,000 100,000 3,200,000	746,400 409,700	84,200 1,000	118,400		143,700	Lehigh Valley	
Korth River. East River. Yourth National. Central Nat. Second Nutional. Ninth National. First National. Third National. N. Y. Nat. Exch. Bowery National	2,000,000 300,000 750,000	$\begin{bmatrix} 7,220,000 \\ 2,877,000 \end{bmatrix}$	$\begin{array}{r} 1,111,300\\ 444,000\\ 168,000\\ 269,500\end{array}$	722.60	1 Z. D. SU. UKK		Minebill	
First National Third National N. Y. Nat. Exch.	500,000 1,000,000 300,000	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{r} 1,124,000 \\ 868,300 \\ 55,800 \end{array}$	$ \begin{array}{c} 2,007.60 \\ 629,70 \\ 172.20 \end{array} $			Norristown. Northern Pacific do pref North Pennsylvania	
Bowery National N. York County. Germ'n Americ'r Chuse National.	200,00	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	137,400	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 0 & 781,400 \\ 0 & 820,100 \\ 0 & 1,287,600 \\ 0 & 1,789,700 \\ 0 & 1,911,500 \end{array}$	224,300 180,000 270,000	Pennsylvaula Philadelphia & Erle Philadelphia & Reading Philadelphia & Trenton	
Total	60,875,20	242,941,600	18,745,600	53,576,70	0,224,937,200	19,688,000	Pittsburg Titusy. & Buff	
The deviation Loans and discont Specio Legal tenders	ons from	c \$3,583,80	of previ Net dep Circula	ous weel	k are as f	ollows: \$10,605.506	0.0 0.0 1.0	
Legal tenders The followi							Chasspoulto & Delnware.	• 1
1878. Sep. 14 244.2	ans. Sj 8 15.100 18.	pecie. L. T \$ 554,700 48,8	enders. D \$ \$91,200 21	eposits. C 8,209,000	Breulation. \$ 19,478,300	Agg. Clear \$ 330,877,791	Helsware Divisions	
Sep. 21 245,3 Sep. 28 246,3 Oct. 5 247,8	$\begin{array}{cccc} 77,400 & 18,\\ 22,500 & 18,\\ 31,900 & 17, \end{array}$	822,800 $48,1199,600$ $45,6599,700$ $43,5$	$33,400 \cdot 21$ $30,700 \cdot 21$ $362,200 \cdot 21$	7,804,000 6,332,000 4,103,400	$\begin{array}{c} 19,616,300\\ 19,617,800\\ 19,577,500 \end{array}$	$ 333,600,566 \\ 370,111,767 \\ 453,971,364 $	do pref. Peansylvania. Schuylkill Navigation. do pref.	
Oct. 12 248,65 Oct. 19 246,55 Oct. 26 245,10	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	991,100 42,0 547,800 40,5 860,500 39,5 144,100 40.5	150,500 21 129,100 26 162,500 21 10,000 21	0,041,200 8,144,600 1,096,700 5,443,400	19,693,100 19,601,200 19,889,700 19,001,900	424,149,900 482,291,920 392,878,293 485,571,559	Susquehanna	- 11
Nov. 9 240,2 Nov. 16 237,6 Nov. 23 234.9	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	373,200 $39,1405,400$ $39,9414,400$ $40,5$	55,400 21 38,200 20 58,200 20	0,737,600 19,752,100 17,184,800	19,905,400 19,909,400 19,961,900	408,003,425 460,572,737 404.037,742	RAILEOAD BONDE. RAILEOAD BONDE. Allegheny Val., 7 3-104, 1596 . do rst. E. ext., 139 Belvidere Dela. 1at m., 68, 157. do 91 m. 68, 157. do 91 m. 68, 157.	2.
1878. 244.2 Sep. 14., 244.2 Sep. 21., 246.3 Oct. 5., 247.8 Oct. 5., 247.8 Oct. 12., 248.6 Oct. 19., 248.6 Oct. 19., 248.6 Oct. 20., 245.1 Nov. 9., 240.2 Nov. 9., 240.2 Nov. 9., 240.2 Nov. 30., 236.4 Dec. 7., 239.4 Dec. 14., 235.0 Dec. 21., 235.8 Dec. 23., 235.8 Dec. 23., 235.8 Dec. 23., 235.8 Dec. 23., 235.8	88,400 22, 15,500 20, 47,200 20,	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	275,700 20 961,000 20 178,500 20	0,797,200 0,795,600 0,134,400	20,007,000 20,058,200 20,141,600	$\begin{array}{c} 368,238,659\\ 436,695,221\\ 380,741,510 \end{array}$	do 31 m. 6s. 57. Camden & Amboy 6s.conp.'s	3 9
Dec. 14 238,0 Dec. 21 235,0 Dec. 28 235,8 1870.	74,100 20, 24,400 20,	911,500 39,6 514,100 40,7	100,000 20 107,000 20	3,625,600 3,209,700	20,077,000 19,579,700	421,244,872 323,696,134	do mort. 6s, '59, Cam. & Atl. 1st m. 7s, g., 190 do 2d m., 7s, cur., 181	3.9
Jan. 4 234,23 Jan. 11 230,65 Jun. 18 233,17 Jan. 25 234,44 Kob. 1 232,99	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	962,400 45,0 344,600 49,9	\$32,600 20 \$5,400 20 \$5,800 21 \$99,600 21	0,173,000 0,482,200 1,590,600 4,981,200 9,219,200 9,287,300 7,271,200 6,382,600 3,429,700 5,293,100 0,563,300 06,591,400	$\begin{array}{c} 19,848,800\\ 19,785,000\\ 19,767,600\\ 19,617,600\\ 10,617,600\\ \end{array}$	$\begin{array}{r} 411,598,700\\ 424,413,225\\ 486,222,549\\ 507,831,749\end{array}$	do Si m. 6s, '57, Camden & Amboy 6s.coup, 's do mort. 6s, '50 Cam. & Autoy 6s.coup, 's do mort. 6s, '50 Cam. & Auti, 1st ui. 7s, g. 190 do 2d m., 7s, cur., 16; Cam. & Burlington Co. 6s, '9 Catawisas 1st, 's, conv., '22 do chat. m., 10e, '89 Connecting 6s, 1900-1904 Chartiers Val., 1st ui. 7s, C., 190 Delsware mort., 6s, various	
Feb. 1 238,2 Feb. 8 242,2 Feb. 15 244,1 Feb. 21 244,0 Went 1	$\begin{array}{r} 41,400 & 18, \\ 80,200 & 17, \\ 86,500 & 18, \end{array}$	633,800 54,0 849,300 51,1 059,500 48,3	$ \begin{array}{r} 148,800 & 21 \\ 135,400 & 21 \\ 334,800 & 21 \\ 34,800 & 21 \end{array} $	9,219,200 9,387,300 7,271,200	19,486,000 19,427,100 19,398,800	611,674,082 493,410,515 452,720,433 434,908,904 516,202,755	do new 7s 1900 Connecting 6s, 1900-1904 Chartiers Val., 1st m. 7s, C., 190	5
Feb. 21 244,0 Mar. 1 246,7 Mar. 8 247,6	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	931,300 45, 456,500 42,6 945,200 40,5	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$		$\begin{array}{c} 19, 517, 300\\ 19, 486, 000\\ 10, 427, 100\\ 19, 398, 900\\ 19, 335, 900\\ 19, 232, 400\\ 19, 236, 000\\ 19, 236, 000\\ 19, 235, 200\\ 19, 235, 200\\ 19, 200, 900\\ 90, 335, 200\\ 19, 200, 900\\ 19, 200, 900\\ 19, 200, 900\\ 19, 200, 900\\ 10, 200, $	$\begin{array}{r} 434,908,904 \\ 510,297,775 \\ 501,321,270 \end{array}$	Delsware mort., 63, Various. Del. & Bound Br., 1st, 7s, 190 East Penn. 1st mort. 7s, '88	15
Mnr. 1 246,7 Mar. 8 247,6 Mar. 15 246,3 Mar. 22 243,8 Mar. 20 240,4	$ 24,500 17, \\ 39,800 18, \\ 58,500 18, \\ 28,600 18, \\ 28,600 18, \\ 39,600 18, \\ 39,600 18, \\ 39,600 18, \\ 39,600 18, \\ 39,600 18, \\ 39,600 1$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	10,563,300 6,591,400 8,945,600	19,335,200 19,290,900 19,512,100 19,635,500	$\begin{array}{c} 434,908,904\\ 516,297,775\\ 5501,321,270\\ 400,417,429\\ 413,892,758\\ 9309,872,657\\ 461,180,657\\ 461,180,657\\ 423,259,559\\ 487,843,450\\ 5503,108,080\\ 546,798,625\\ 591,290,770\\ \end{array}$	do 5s, perp Harriaburg 1st mor [*] . 6s, '83.	0.
Mar. 20 240,4 Apr. 5 235,8 Apr. 12 230,4 Apr. 10 231,1 Apr. 26 231,0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	903,900 80,1 875,600 40,0 228,100 45,3 516,200 49,0 (15,500 53)	145,400 19 372,100 20 224,500 20	$\begin{array}{c} 0.0503,500\\ 0.0503,500\\ 0.0501,400\\ 0.0501,400\\ 0.0503,121,700\\ 0.0503,700\\ 0.0255,000\\ 0.0255,$	19,690,100 19,721,200 19,707,600 10,683,100 19,688,000	423,259,559 487,843,450 503,108,080	do 2d m. 7s, gold, '95 do 3d m. cons. 7s, '95 Ithsca& Athensist g d. 7s.,''	5. *. \$0
May 3 239,3 May 10 242,9	57,800 18, 41,600 18,	510,200 49, 745,600 53,	440,500 21 576,700 2:	4,331,700 24,937,200	10,688,100 19,688,000	540,798,625 591,290,770	Junction 1st mort. 6 ³ , '82. do 2d mort. 6a, 1900. L. Sup. & Miss., 1st m., 7 ⁴ , g	*
QUOTATIONS	IN BOS	1 1	11	IIIA AN	D OTHER	CITIES.	Connecting 6s, 1904-994 Connecting 6s, 1904-994 Chartiers Val., 1st m. 7s, C, 190 East Penn. 1st mort. 7s, 5s El.& Hound Br., 1st. 7s, 195 do 5s, perp Harrieburg 1st mort. 7s, 8s do 2d m. 7s, 8s, 91d, 99 do 3d m. cons. 7s, 95 these & Athensist g d. 7s, 7 do 2d mort. 6s, 1900. L. Sup. & Miss., 1st m., 7s, 7g do 2d mort. 6s, 1900. L. Sup. & Miss., 1st m., 7s, reg. do 2d m. cons. 7s, 95 these & Athensist g d. 7s, 7 do 2d mort. 6s, 1900. L. Sup. & Miss., 1st m., 7s, reg. do 2d m. cons. 7s, 95 do 20 m., 7s, reg., 1910 do 00 for s, rigs. do 20 m., 7s, reg., 1910 do 20 m. 7s, reg., 1990 do 20 m. 7s, reg., 1990 do 20 m. 7s, reg., 1900 do 20 m. 7s, reg., 1910 do 20 m. 7s, reg., 1910 for cons. m. 6s, cp., 1910 do 20 m. 7s, reg., 1910 do Navy Yard 6s, rg. 1910	23
BOST		Bid. Asl		securit		Bid. Ack. 88% 38% 83% 83%	do do 68, p.,19 Little Schuylkill, 1st 10, 78, North. Penn. 1st m. 58, cp., 6	345.
Maine 6s New Hampshire Vermont 6s Massachusetts 5s Boston 6s, curres do 5s, gold Chicago sewerag do Municip Portlacd 6s	66	· · · · · · · · · · · · · · · · · · ·	New Y Ogdeni	ork & Nev	78, new. & C. B. 's. Y Eng. 78 Ke CD. 38 ke CD. 38 alley, 78 ort ds. new 88 tkt., 68	8354 837 107% 108	do 2d in. 18, cp., 190 do gen. m. 78, cp., 190 do gen. m. 78, reg., 19	8. 01
Boston 6s, curren do 5s, gold	ucy	· · · · · · · · · · · · · · · · · · ·	Omaha	& S. West	ern, 8s	108 108	Dil Creck 1st di. 12, coup., o rittsb. Tilusv. & B., 78, cp., do scrip Pa & N V C & RR, 78, 1895	96
do Municip Portlaud 68 Atch. & Tcpeka do	al 78	1198/ 119	Kutian Vermo	d 8s,ist mo nt & Cana nt & Mass.	da, new 8s RR., 6s	801/2 85	Pennsylv., 1st m., 6s, cp., '80 do gen. m. 6s, cp., 19 do gen. m. 6s, 'g., 19), . 10 10,
do do Boston & Alban do Boston & Lowell	land grant 2d 7s land inc. 8	78 11814 114 11614 116 8 108 108	Atchis Boston	BTOCK on & Tope & Albany	s. ka y	114% 115 132 4 133	do cons. m. 64, rg., 190 do cons. m. 68, cp., 190 do Navy Yard 68, rg.	15)5. 51]
Boston & Alban do Boston & Lowel Boston & Lowel	9 78 68 1 78		Bostor Bostor Bostor	& Lowel & Maioe.	s. ka .ence. . in Neh. ed. b. & Min. Clev er peic. ampshire). Western. awrence	6338 70 111 1111 112 19514 198	do cons.m. 6s. c0-, 18 do Navy Yard 6s, reg. Pern. Co, 63, reg	97. 31 58
do Boston & Lowel Boston & Lowel Boston & Maine boston & Provid Buri. & Mo., lam do Net do Net Com. & Passum Eastern, Mass., S Fitchburg (BL.)	78 lence 74	117 117	Chesbi Chic. C	re prefer linton Du ndusky &	ed. b. & Min Clev.	12036 126 2736 29 40 75 75	Phils. & Resd. 1st m. 6s, '43' do do '45 do 2d m. 7s, cp.	14 19 57
do Net do Net Conu. & Passum	. 68 . 88, 1883 . peic. 78, 18	9	Conco Conne Conne	rd cticut Rive & Passum	er	7836 140 145 41 45	do dcben., cp., 'il do do cps. of do scrip, 1832.	- F. W.
Kastern, Mass., S Fitchburg IRL., do Kap. City Top. & do do	5,8, new.	70 70	Easter Easter Fitchb	n (Mass.). a (New Ha	mpshire)	12% 13%	do In. m. 7s, cp.,18 do cons. m. 7s, cp.,191 do cons. m. 7s, rg.,191	136
do do	78, 10	10:32 105	Manch	ester & L	awrence	136 137	* In dafault. ‡ Per share	

SECURITIES Bid Ast and to a for with the second s	BOSTON, PHIL	AD	elp	HIA, EtcContinue	d.	
Fermionic & Massachusetta. 1954		1	Ask.	SECURITIES.	Bid.	Ask.
Fermionic & Massachusetta. 1954	lashus & Lowell	100 301	3634	Phil. & R. cons.m.6s,g.1.1911. do conv. 7s, 1893*		
Fermionic & Massachusetta. 1954	orthern of New Hampshire orwich & Worcester	8758 128	128	do 78, coup. off, '93 co C.& 1. deb. 78,92	33¼ 43	
Fermionic & Massachusetta. 1954	do pref	62	63 102	do mort., 78, 1892-3		
Fermionic & Massachusetta. 1954	ortland Saco & Portsmouth	9, 1	8234	Pitts.Cin.&St. L. 78, cou., 1900 Shamokin V.& Pottsy, 78, 1901	107%	1075
30 84 1015 114	neolo & Ark assa	70 13	71	Stenbeav. & Ind. 1st, 6s, 1884. Stony Creek 1st in. 7s 1907		
30 84 1015 114	Vorcester & Nassachusetts.	335		Sundury & Erie 1st m. 78, '97 Texas & Psc. 1st m. 68 g. 1903		
30 84 1015 114				do cons m.,63,g.,1903 do inc.\$ 1, gr.,78 19.5		
30 84 1015 114	enna. 58. g'd, int., reg. or cp. do 58, cur., reg	,		United N. J. cons. m. 68, '94.	40	
Samda & Alasuk, prez. 40 60 60 60 100 110 <td< td=""><td>do 58, new, reg., 1892-1902 do 68, 10-15, reg., 1-71-'82.</td><td>1081</td><td>103</td><td>West Chester cons. 78, '96</td><td>111</td><td></td></td<>	do 58, new, reg., 1892-1902 do 68, 10-15, reg., 1-71-'82.	1081	103	West Chester cons. 78, '96	111	
Samda & Alasuk, prez. 40 60 60 60 100 110 <td< td=""><td>do 64, 1n. Plane, reg., 1979</td><td></td><td></td><td>do 1st m, 6s, cp., '96. do 1st m, 78, '99</td><td>103</td><td></td></td<>	do 64, 1n. Plane, reg., 1979			do 1st m, 6s, cp., '96. do 1st m, 78, '99	103	
Samda & Alasuk, prez. 40 60 60 60 100 110 <td< td=""><td>do 68, 01d, reg do 68, n., rg., prior to '95</td><td>103</td><td>111</td><td>Western Penn. RR. 68, cp.:899 do 68 P. B., '96.</td><td>8935</td><td>1003 100</td></td<>	do 68, 01d, reg do 68, n., rg., prior to '95	103	111	Western Penn. RR. 68, cp.:899 do 68 P. B., '96.	8935	1003 100
Samda & Alasuk, prez. 40 60 60 60 100 110 <td< td=""><td>do 6s, n., rg., 395 & over Allegheny County 5s, coup</td><td></td><td>121</td><td>CANAL BONDS. Chessp. & Dela 1st 6s, rg'86</td><td></td><td></td></td<>	do 6s, n., rg., 395 & over Allegheny County 5s, coup		121	CANAL BONDS. Chessp. & Dela 1st 6s, rg'86		
Samda & Alasuk, prez. 40 60 60 60 100 110 <td< td=""><td>Altaburg 4s, coup., 1913 do 5s, reg. & cp., 1913.</td><td>•••</td><td></td><td>Delaware Division 6s, cp., 18. Lehigh Naviga. m., 6s, reg., 34</td><td>107</td><td>10736</td></td<>	Altaburg 4s, coup., 1913 do 5s, reg. & cp., 1913.	•••		Delaware Division 6s, cp., 18. Lehigh Naviga. m., 6s, reg., 34	107	10736
Samda & Alasuk, prez. 40 60 60 60 100 110 <td< td=""><td>do 68, gold, reg do 78, w't'r ln, rg. &c</td><td>104</td><td>105</td><td>do mort. RK., rg., '94 do m. coav. g., 1+g., '94 do mort gold '97</td><td>10712 97</td><td>110</td></td<>	do 68, gold, reg do 78, w't'r ln, rg. &c	104	105	do mort. RK., rg., '94 do m. coav. g., 1+g., '94 do mort gold '97	10712 97	110
Samda & Alasuk, prez. 40 60 60 60 100 110 <td< td=""><td>do 7s, str.imp., reg., 83-85* Jersey 6s, reg. and coup</td><td>••</td><td></td><td>do cons. 10.7s, rg., 191! Morris, boat loan, reg., 1885.</td><td>89</td><td>1 80</td></td<>	do 7s, str.imp., reg., 83-85* Jersey 6s, reg. and coup	••		do cons. 10.7s, rg., 191! Morris, boat loan, reg., 1885.	89	1 80
Samda & Alasuk, prez. 40 60 60 60 100 110 <td< td=""><td>Camden County 6s, coupon</td><td>•••</td><td>•••</td><td>Pennsylvauia 6s, coup., '910 Schuylk. Nav.lst m.6s.rg., '97.</td><td>18%</td><td></td></td<>	Camden County 6s, coupon	•••	•••	Pennsylvauia 6s, coup., '910 Schuylk. Nav.lst m.6s.rg., '97.	18%	
Samda & Alasuk, prez. 40 60 60 60 100 110 <td< td=""><td>do 7s, reg. & coup Delsware 6s, coupon</td><td>104</td><td></td><td>do 2d m. 6s. reg., 1907 do 6s, bost&car,rg.,1938 do 75, bost&car,rg.,1938</td><td>65</td><td>1</td></td<>	do 7s, reg. & coup Delsware 6s, coupon	104		do 2d m. 6s. reg., 1907 do 6s, bost&car,rg.,1938 do 75, bost&car,rg.,1938	65	1
Samda & Alasuk, prez. 40 60 60 60 100 110 <td< td=""><td>BAILROAD STOCKS.</td><td>TOal</td><td></td><td>a second second second second</td><td></td><td></td></td<>	BAILROAD STOCKS.	TOal		a second second second second		
Sakawissi. Jo	Camden & Atlantic	20	41	Marriand to defense data	10.0%	110
Lehter Valley, and Valley, an	do pref	40 90	40%	du 6, 1890, quarterly	109	114
Lehter Valley, and Valley, an	Delaware & Bound Brook			Baltimore 63, SSI, quarterly. do 68, 386, J.&J	1.8	112
Lehter Valley, and Valley, an	do do pref.	26 41		do 6s, 189., quarterly do 6s, park, 1890, QM.	116	110%
Lehter Valley, and Valley, an	Har. P. Mt. Joy & Lancaster Huntingdon & Broad Top		3	do 68, 1893, M. & S oo 68, exempt, 35, M.&S do 1900 J & J	117	120
Northern Pacific 124 124 124 124 124 125 126	Lohigh Valley	30%	1 00	do 1902, J. & J Norfulk water, 88	117	118
west dersey consolvert for the set of the set	Ninehill	52 50	153 53	RAILBOAD STOCES. Par.		106%
west dersey consolvert for the set of the set	Norristown. Northern Pacific	103	1284	do Wash, Branch, 100	3 140	150
west dersey consolvert for the set of the set	North Pennsylvania	40	1 48 1	Western Marylan J	163	17
west dersey consolvert for the set of the set	Philadelphia & Erle Philadelphia & Reading	9% 20%	10 2076	Plitsburg & Connellsville50	5	
west dersey consolvert for the set of the set	Philadelphia & Trenton Phila.Wilming. & Baltimore		····	Balt. & Ohio 68, 1880, J.&J	10234	103
west dersey consolvert for the set of the set	st. Paul & Duinth R.R. Com	81	9% 9%	N. W. Vs. 9d m. guar., '85, J&. Pittsb.& Connellsv. is. '98, 1 &.	104	107
$ \begin{array}{c} \text{Altegral D} & \text{Ts} [E, ert, 1910] & \text{Ts} [E] (ert, 1910] & \text{Ts} [$	United N. J. Companies West Chester consol, pref	148		Nortbern Central 68, '85, . &. do 68, 1900, A.&O	108	1081
$ \begin{array}{c} \text{Altegral D} & \text{Ts} [E, ert, 1910] & \text{Ts} [E] (ert, 1910] & \text{Ts} [$	West Jersey CANAL STOCKS.			Cen. Obio 68, 18t m. '90, M.& S W Md 68, 18t m. cr. '90, M.& S	107	194 108
$ \begin{array}{c} \text{Altegral D} & \text{Ts} [E, ert, 1910] & \text{Ts} [E] (ert, 1910] & \text{Ts} [$	Chesspeake & Delaware Delaware Division.	1001		do 1st ni., 890, J. & J do 2d m., guar., J. & J	103	110
$ \begin{array}{c} \text{Altegral D} & \text{Ts} [E, ert, 1910] & \text{Ts} [E] (ert, 1910] & \text{Ts} [$	Morris.	51	2094	do 2d m., pref. do 2d m., gr. by W.Co.J&.	j 90 108	95 112
$ \begin{array}{c} \text{Altegral D} & \text{Ts} [E, ert, 1910] & \text{Ts} [E] (ert, 1910] & \text{Ts} [$	Peonsylvanis.	43		do 68. 3d 10., guar., J.& J Mar. & Cin. 78, '92, F. & A	91	9114
$ \begin{array}{c} \text{Altegral D} & \text{Ts} [E, ert, 1910] & \text{Ts} [E] (ert, 1910] & \text{Ts} [$	and prosent		10	do 89, 31, J. & J Union RR. 181, guar. J. & J.	15	15%
Canter & Almos de coup., 'se ico, 'se i	RAILBOAD BONDS. Allegheny Val., 7 S-10s, 1896 .	113	1	MISCELLANEOUS.		1 .
Canter & Almos de coup., 'se ico, 'se i	do inc. 78, end., '91 Belvidere Dela, 18t m., 68,1502	314	35%	Baltimore Gas certificates People's Gas	· 100	
Canter & Almos de coup., 'se ico, 'se i	do 2d m. 6s. '8' do 31 m. 6s, '5'	102		CINCINNA'EL.	1 100	
Gam. & Burlingron Co. 68, 97. Internation Co., 08, 1008. 100 102 Catawrissa ist, 74, coor, 1, 22. 100 00 74, 105, 97. 101 102 Catawrissa ist, 74, coor, 122. 100 100 100 102 103 100 103 Catawrissa ist, 74, coor, 122. 100 100 100 102 103 104	Camden & Amboy 63, coup, '33 do 68, coup., '35	104		do 78. do 7308.	108	109
Gam. & Burlingron Co. 68, 97. Internation Co., 08, 1008. 100 102 Catawrissa ist, 74, coor, 1, 22. 100 00 74, 105, 97. 101 102 Catawrissa ist, 74, coor, 122. 100 100 100 102 103 100 103 Catawrissa ist, 74, coor, 122. 100 100 100 102 103 104	Cam. & Atl. 1st m. 7s, g., 1903 do 2d m., 7s, cur., 1819	116		do South. RR. 7.30s. do do 6s, gold.	11013	114
Delaware mort, 68, various. Del. & Bound Br., iat. 7a, 1905 East Penn. 1st mort. 7a, 78 East Penn. 1st mort. 7a, 78 do Saperp	Cam. & Burlington Co. 68, 97. Catawissa 1st, 78, conv., '52	105		do 7 & 7:308, long.	101	102
Delaware mort, 68, various. Del. & Bound Br., iat. 7a, 1905 East Penn. 1st mort. 7a, 78 East Penn. 1st mort. 7a, 78 do Saperp	do chat. m., 10s, '89 do new 7s 1900	109		Cin.& Cov. Bridge st'k, pref Cin. Bam. & D. 1st m. 7s, '80	+ 100	101
Harrisburg 1st mor. 68, 93 do $3 \text{ dm} . 7_8, 7_8 + 95$ do $3 \text{ dm} . 7_8, 7_8 + 95$ do $1 \text{ st } \text{m} . 7_8, 7_8 + 95$ do $1 \text{ st } \text{m} . 7_8, 7_8 + 95$	Connecting 58, 1900-1904 Chartiers Val., ist in. 7s,C.,1901 Delaware mort., 6s. various	100		do 2d m. 7s, 's5 Cin. Ham. & Ind., 7s, guar	· 50	105
Harrisburg 1st mor. 68, 93 do $3 \text{ dm} . 7_8, 7_8 + 95$ do $3 \text{ dm} . 7_8, 7_8 + 95$ do $1 \text{ st } \text{m} . 7_8, 7_8 + 95$ do $1 \text{ st } \text{m} . 7_8, 7_8 + 95$	Del. & Bound Br., 1st, 7s, 190 East Penn. 1st mort. 7s, '88	114		do 2d m. 7s, '7 Colum, & Xenia, 1st m. 7s. '9	† 83 0 104	108
$\begin{array}{c} \text{do} & (1.360.7) \text{ for } 1.58, 190.7, 195, 1175, 102 \\ \text{L. Sup, & Miss, 181, n, 74, g, 54 \\ \text{L. Sup, & Miss, 181, n, 74, g, 54 \\ \text{L. Sup, & Miss, 181, n, 74, g, 54 \\ \text{L. Sup, & Miss, 181, n, 74, g, 54 \\ \text{do} & (21\text{m}, 74, \text{reg}, 1991.1), 127 \\ \text{do} & (21\text{m}, 74, \text{reg}, 1991.1), 11942 \\ \text{do} & (21\text{m}, 74, \text{reg}, 1991.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 100 \\ 124\text{m}, 74, 1995.1, 116.1), 116 \\ 100 \\ 101\text{m}, 126\text{m}, 126\text$	El.& W'insport, tst m., 78, '60. do 58, perp	111	50%	Dayton & Mich. 1st m. 78, '81 do 2d m. 78, '84.	+ 1013	102.
$\begin{array}{c} \text{do} & (1.360.7) \text{ for } 1.58, 190.7, 195, 1175, 102 \\ \text{L. Sup, & Miss, 181, n, 74, g, 54 \\ \text{L. Sup, & Miss, 181, n, 74, g, 54 \\ \text{L. Sup, & Miss, 181, n, 74, g, 54 \\ \text{L. Sup, & Miss, 181, n, 74, g, 54 \\ \text{do} & (21\text{m}, 74, \text{reg}, 1991.1), 127 \\ \text{do} & (21\text{m}, 74, \text{reg}, 1991.1), 11942 \\ \text{do} & (21\text{m}, 74, \text{reg}, 1991.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 100 \\ 124\text{m}, 74, 1995.1, 116.1), 116 \\ 100 \\ 101\text{m}, 126\text{m}, 126\text$	Harrisburg 1st mor. 08, 83. H. & B. T. 1st m. 78, gold, '90		• • • •	do 3d m. 7s, '88 Dayton & West. 1st m., '81	+ 100	
$\begin{array}{c} \text{do} & (1.360.7) \text{ for } 1.58, 190.7, 195, 1175, 102 \\ \text{L. Sup, & Miss, 181, n, 74, g, 54 \\ \text{L. Sup, & Miss, 181, n, 74, g, 54 \\ \text{L. Sup, & Miss, 181, n, 74, g, 54 \\ \text{L. Sup, & Miss, 181, n, 74, g, 54 \\ \text{do} & (21\text{m}, 74, \text{reg}, 1991.1), 127 \\ \text{do} & (21\text{m}, 74, \text{reg}, 1991.1), 11942 \\ \text{do} & (21\text{m}, 74, \text{reg}, 1991.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 116 \\ \text{do} & (21\text{m}, 74, 1996.1, 116.1), 116 \\ 100 \\ 124\text{m}, 74, 1995.1, 116.1), 116 \\ 100 \\ 101\text{m}, 126\text{m}, 126\text$	do 3d m. cons. 7s, '95* Ithaca& Athensist g d, 7s'S	33	4:1	do 1st m., 1905. do 1st m. fs, 190 lind, Cin. & Laf. 1st m. 7s	10 te5	90
$\begin{array}{c} \text{do} & \text{ch} &$	Junction 1st mort. 6 ³ , '82 do 2d mort. 6a, 1930			do (1.&C.) 1st m. 7s,'88 Little Miami 6s, '83	+ 102 + 100	
$\begin{array}{c} \text{do} & \text{ch} &$	L. Sup. & Miss., 1st m., 74, g. Lehigh Valley, 1st,69, cp., 189	S 1183	118	Cin. Ham. & Dayton stock Columbus & Xenis stock	. 25	110
Little Schuylkill, let 10. (s_1^{+}, s_2^{-}) 11995 do 2d m. 78, cp., 95. 118 120 do 2g m. m. 78, cp., 95. 118 120 do 6s, 92 to 97 100 lot Greek the 1.5 the 6s, cp., 180 do 2d m. 78, cp., 1903 do water 6s, 57 to 95. 100 101 do water 6s, 56. 97. 100 101 pa.& N.Y.C. & RR. 78, 1905 do gen. m. 6s, cp., 980. 1034 105 do gen. m. 6s, cp., 980. 1034 105 do gen. m. 6s, rg., 1905 1074 109 do cons. m. 6s, rg., 1905 1074 109 do kay Yard 6s, rg., 1905 1074 109 do 2d m., 78, rg., 68, rg. 100 do 2d m., 78, rg., 1905 1074 109 do 2d m., 78, rg., 1916 100 do 2d m., 78, rg., 1916 100 do do cons. m. 6s, rg., 1916 100 do do do cons. m. 6s, rg., 1931 100 do do do cons. m. 6s, rg., 1932 100 do do do cons. rg. rg. fs 104 101 jefferson Mad. & 104. stock. 1035 104 do do do cons. m. 78, rg., 1926 100 do bridge appr., g. 6s 1035 104 do go app., g. 6s 1035 104 do cons. m. 78, rg., 1926 107 105 do cons. m. 78, rg., 1927 108 72 do cons. m. 78, rg., 1926 107 105 do cons. m. 78, rg., 1926 107 105 do cons. m. 78, rg., 1927 104 do cons. m. 78, rg., 1926 107 105 do cons. m. 78, rg., 1927 107 105 do cons. m. 78, rg., 1926 107 105 do cons. m. 78, rg., 1927 107 105 do cons. m. 78, rg., 1927 107 107 do cons. m. 78, rg., 1926 107 107 do cons. m. 78, rg., 1926 107 107 do cons. m. 78	do 21 m., 58, reg., 1935 do con. m., 64, rg., 1910.	. 12-) 3 1064	107	do 8. p.c. st'k, gus	100	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	do do 68, p.,19 Little Schuylkill, 1st 10. 78,"	3		LOUISVILLE.	+ 103	1.1
$\begin{array}{c} \begin{array}{c} \begin{array}{c} \text{Permaryly}, \text{isr.m., 6s, cp. 980. } 1043(106) \\ \begin{array}{c} \text{do} & \text{gen.m. 6s, (cp. 1940) } 115 \\ \text{do} & \text{gen.m. 6s, (cp. 1940) } 115 \\ \text{do} & \text{gen.m. 6s, (cp. 1940) } 114 \\ \text{do} & \text{lat.m., 7s, 1905. } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1915.) } 102 \\ \text{pern. Co, 63, reg, 102} \\ \text{Pern. Co, 63, reg, 102} \\ \text{Phila. 6c Read, lat.m. 6s, '33. '41 \\ \text{do} & 2d.m., 7s, (cp. 58) \\ \text{do} & dcben., (cp. 7s' 56) \\ \text{do} & dcben., (cp. 7s' 57) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 1172(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 1112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 1112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 1112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & con$	North. Penn. 1st m. 6s, cp., '85 do 2d m. 7s, cp., '96	118	120	do 68, '82 to '37 do 68, '97 to '94	† 100 † 100	101 101
$\begin{array}{c} \begin{array}{c} \begin{array}{c} \text{Permaryly}, \text{isr.m., 6s, cp. 980. } 1043(106) \\ \begin{array}{c} \text{do} & \text{gen.m. 6s, (cp. 1940) } 115 \\ \text{do} & \text{gen.m. 6s, (cp. 1940) } 115 \\ \text{do} & \text{gen.m. 6s, (cp. 1940) } 114 \\ \text{do} & \text{lat.m., 7s, 1905. } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1915.) } 102 \\ \text{pern. Co, 63, reg, 102} \\ \text{Pern. Co, 63, reg, 102} \\ \text{Phila. 6c Read, lat.m. 6s, '33. '41 \\ \text{do} & 2d.m., 7s, (cp. 58) \\ \text{do} & dcben., (cp. 7s' 56) \\ \text{do} & dcben., (cp. 7s' 57) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 1172(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 1112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 1112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 1112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & con$	do gen. m. 7s, reg., 190 do gen. m. 7s, reg., 190 Oil Creck ist m. 7s, coup., '82		25	do water 6s,'87 to '89 do water stock 6s,'97.	† 100 † 100	101
$\begin{array}{c} \begin{array}{c} \begin{array}{c} \text{Permaryly}, \text{isr.m., 6s, cp. 980. } 1043(106) \\ \begin{array}{c} \text{do} & \text{gen.m. 6s, (cp. 1940) } 115 \\ \text{do} & \text{gen.m. 6s, (cp. 1940) } 115 \\ \text{do} & \text{gen.m. 6s, (cp. 1940) } 114 \\ \text{do} & \text{lat.m., 7s, 1905. } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1995.) } 1074(10) \\ \text{do} & \text{cons.m. 6s, (cp. 1915.) } 102 \\ \text{pern. Co, 63, reg, 102} \\ \text{Pern. Co, 63, reg, 102} \\ \text{Phila. 6c Read, lat.m. 6s, '33. '41 \\ \text{do} & 2d.m., 7s, (cp. 58) \\ \text{do} & dcben., (cp. 7s' 56) \\ \text{do} & dcben., (cp. 7s' 57) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 1172(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 1112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 1112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 1112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & 112(1132) \\ \text{do} & cons.m. 7s, (cp. 1866) \\ \text{do} & con$	rittsb. Titusv. & B., 78, cp., '9 do scrip	6	30	do spec'l tax 63 of '89. Loni-ville Water 63. Co. 1907	† 100 1048	101
$ \begin{array}{c} \text{do} \text{cons.}, \text{ for sty V far 68, rg, -31} \\ \text{do} \text{cons.}, \text{for sty V far 68, rg, -31} \\ per.h. Co., 63, rgg, rs, rs, rg, rs, rs, rs, rs, rs, rs, rs, rs, rs, rs$	Pennsylv., 1st m., 68, cp., '80.	. 1045	105	Jeff. M.&1.1st m. (1& M) 75, 'S1 do 2d m., 78	1 1023	
$ \begin{array}{c} \text{do} \text{cons.}, \text{ for sty V far 68, rg, -31} \\ \text{do} \text{cons.}, \text{for sty V far 68, rg, -31} \\ per.h. Co., 63, rgg, rs, rs, rg, rs, rs, rs, rs, rs, rs, rs, rs, rs, rs$	do gen. m. 6s, rg., 194 do gen. m. 6s, rg., 190). 114	115	do 1st m., 78, 1906 Louisv. C. & Lex. 1st m.78, '97	1111	1082
00 20 m. n. 7, 97, 73 1043/2 105 01 33 49 34, 49 51, 1043/2 105 00 20 m. 7, 87, 97, 17 118 40 34, 49 1043/2 00 20 m. 7, 87, 97, 17 118 40 34, 49 105 00 20 m. 7, 87, 97, 17 118 40 40 40 105 00 do cos news, 10, 69, 100, 100 105 105 105 105 00 do cos news, 100, 100, 100, 100 105 105 105 105 00 do cos news, 100, 100, 100, 100, 100, 100, 100, 10	do cons. m. 6s. cp., 190. do Navy Yard 6s, rg.'s	5. 1085 1	109	Louisv. & Nashville-	+ 101	1009
00 20 m. n. 7, 97, 73 1043/2 105 01 33 49 34, 49 51, 1043/2 105 00 20 m. 7, 87, 97, 17 118 40 34, 49 1043/2 00 20 m. 7, 87, 97, 17 118 40 34, 49 105 00 20 m. 7, 87, 97, 17 118 40 40 40 105 00 do cos news, 10, 69, 100, 100 105 105 105 105 00 do cos news, 100, 100, 100, 100 105 105 105 105 00 do cos news, 100, 100, 100, 100, 100, 100, 100, 10	Pern. ('0, 63, reg Perklomen 1st m. 63, coup.,'s	102		lat m. Leb. Br. Ex., 7s, '80-55. Lou, ln. do 68, '33.	1003	4 101 101
do In. m. 78, cp, 1826 641/2 72 do cons. m. 78, cp., 1911 111% 112 do cons. m. 78, rg., 1911 112 112% do cons. m. 78, rg., 1911 112 112% do cons. m. 78, rg., 1911 112 112%	Phila. & Erle 1st m. 6s, cp., '8 do 2d m. 7s, cp., 'S	1041				
do In. m. 78, cp, 1826 641/2 72 do cons. m. 78, cp., 1911 111% 112 do cons. m. 78, rg., 1911 112 112% do cons. m. 78, rg., 1911 112 112% do cons. m. 78, rg., 1911 112 112%	do do '48-49 do 2d m. 78 cp. 9	118		List Louis 6s 1000	+ 1043	····
do In. m. 78, cp, 1826 641/2 72 do cons. m. 78, cp., 1911 111% 112 do cons. m. 78, rg., 1911 112 112% do cons. m. 78, rg., 1911 112 112% do cons. m. 78, rg., 1911 112 112%	do deben., cp., 75 do do cps. of		•••	do do do new. do bridge appr., g. 6a	+105 +105 +105	
	do scrip, 1952. do ln. m. 78, cp,185	69 683	2 72	do renewal, gold, 6s. oo sewer, g. 6s, '9:-2-9. St Logis Co. new park, g. 6s.	+ 1053	9 103
* In dafault. ‡ Per share	do cons. m. 78, cp.,1911 do cons. m. 78, rg.,1911	., 112	1123	1	106	
		1	-	+ And interest.	1	1

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THE CHRONICLE.

QUOTATIONS OF STOCKS AND BONDS IN NEW YORK, U.S. Bonds and active Railroad Stocks are quoted on a previous page. Prices represent the per cent value, whatever the par much

U.S. Bonds and active Rai	Iroad	Stocks are quoted on a	prerio	ous p	age. Prices represent	the pe	r een	t value, whatever the par may be.
SECURITIES. Rid.	Ask.	SECURITIES.	1	Ank.	BONDS,	Inca		ll municipality
Alabama-0s, 1883		Illinois-War loan	102	ARK.		106	Ask.	BECURITIES. Hid. Ask. Rhode Island-6s,coup.'93-9 116
54, 1886		Kentucky-6a. Louisisna-6a.	105 90 80		Missouri-Han.& St. Jo., '87. New York-68, gold, reg., '87 64, gold, coup., 1887	110		South Carolina-On 25
Na, Montg. & Eufaula Rit. 2 Na, Als. & Chutt. 1tit 7	12	0s. new. 6s, new flowting debt 7s, penitentiary	30 30		04, gold, conp., 1887 64, Joan, 1985 04, do 1841 64, do 1842.	107 120 121	111	April & Oct
8s of 1802	48	14 10V40	30 30		6s, do 1802. 6s, do 1803. North Carolina-6s, eid. J&J	128	234	do 1899, A.& O 10 75 of 1898, 1990, A.& O 10
Class A, 2 to 0	45	84, do 84, do of 1875 85, of 1910. 75, comolidated	90 40	20 50%	No. Cur. ItR., J. & J.	231 101 104	83%	Non-fundable
Arkansas-0s, funded 15 7s, L. Rock & Ft. Scott iss. 7		74, small. Michigan-0a, 1879	101	50	8, old, A.&O. No, Cur, ItR., J. & J. do A.&O. do conp. off, J. & J. do coup. off, J. & J. funding act, 1866 do Isua.	84 84	****	6s, new
88, 1880. 47 88, 1880. 47 88, Montz, & Enthuin Rit. 9 88, Alas & Chutt, Rit. 7 88 of 1802. 90 Class A, 2 to 0. 77 Class C, 2 to 5. 67 Arkanss-98, funded 15 78, 1., Rock & Ft. South 18, 77 78, Menp, & L. Rock Rit. 84 78, 1., it P, R. & N. O. Rit. 75 78, Menp, & L. Rock Rit. 75 78, Menp, & R. R. Rit. 75 78, Arksnass Central Rit. 9 Canacctigut=98.	****	63, 1890. 78, 1890. Missouri-6a, due 1882 or '89	106 112 104	••••	Funding act, 1866 do 1868 New bonds, J. & J do A.& U		9	6s, new, 1868
7s, Arkansas Central Rit. 0 Connecticnt-6s		6s, due 1886 6s, due 1887	105%	107	do A.& O Chatham RR	14 14	5	Be connel 2d aurion 901 4012
Georgia-0s. 102 7s, new. 1115 7s, endorsed. 1115 7s, gold. 112	••••	74, sconsolidated. 74, scali Michigan-08, 1879 83, 1880 Missouri-68, due 1882 or '89 63, due 1886 63, due 1887 63, due 1889 93, due 1889 93, due 1889 93, due 1889 93, due 1889 94, due 1889 94, due 1889 95, due 1889 95, due 1889 110, 1804 110, 1804 110, 1804 110, 1804 110, 1804 110, 1804 110, 1804 110, 1804 110, 1805 110, 1805 100, 180	10632	108%	Chatham Itik. Spocial tax, class 1. do class 2 do class 3	21	7 8 21	D. of Columbia-3.654, 1924, 87 8%
7s, gold		Funding, 1894-05 Hanaibal & St. Jo., 1886	110 106	112	Ohlo-04, 1881	104	100%	Small
	R.	AILROAD AND MI	SCEL		NEÓUS STOCKS AN	DH	OND	
Rallroad Stocks. (Active previously quoted.)		Del.& H. CanCoup., 78, 94 Iteg. 7s, '94 Ist Pa. div., coup., 78, 1917 do reg., 78, 1917. Albany & Suscuelt. 1st m.	102 10134 106%	102	Cairo Ark, & T., 1st mort. St.L. K.C.& NR. E.& R.,7s Omaha Div., 1st mort., 7s	90 10236 10336	100	Peorla Pekin & J1st m *25 40 St.L.& San F2d m., class A 70 74 2d mortgage, class B
Albany & Sosquehana 01 Burl. Cedar Rapids & No Chesapeake & Ohio, 1st prf. 10%	95 39				St. L. Alton & T. H1st m.	11374	116 115 85	2d mortgage, class B
Chicago & Alton, pref 100	112	do 2d mort do 3d mort	100		za niorigago, prei	80	68	St.L. Vandalla& T.HIst m 107 109 2d mortgage, guar
Dubuque & Sloux City 54 Harlem		do 1st con., guar Rens.& Saratoga, 1st, conp do 1st, reg. Denv.& R. Grande-1st, 1000 Eric-1st mort, extended 2d mortgage, 7s, 1853 3d mortgage, 7s, 1883 5th mortgage, 7s, 1883 5th mortgage, 7s, 1888 5th mortgage, 7s, 1888 bth mortgage, 7s, 1889 bth mortgage, 7s, 1889 bth mortgage, 7s, 1889 bth mortgage, 7s, 1889 bth mortgage, 7s, 1889 cx coup., Sept., 70 & prev Long Dock bonds Buff, N, Y, & E, 1st m., 1016 N, Y, L.E.& W., n, 2d, con., 6s do 1st, con., f, ep., 75	\$118%	125	do income Belleville & So. Hi., 1st m. Tal. Peo. & W1st m., E.D. Jst mortgage, W. D. Burlington Div 2d mortgage, 1886. Consol., 7s, 1910. Pur Com provints 1st F. D.		••••	Stark visining a transformer 107 109 2d mortgage, guar 85 90 Sand, Mans, & Newark-7s., 8634 10142 South Side (L. 1.)-1st mort 85 90 South Minn1st m., 7s, '88, 94 100 Ist mortgage, ja (pink)
Long Island. Louisvtile & Nashville 07 Nashville Chat. & St. Louis.	08 3%	Penv.& R. Grande-1st, 1900 Erie-1st mort:, extended 2d mort/2006 78 1870	05% 119 103	06 120	Burliagton Div 2d mortgage, 1886		••••	1st mortgage, 7s (plnk) 98 Extension
N. V. Elevated, ex priv	185 162	3d mortgage, 7s, 1883 4th mortgage, 7s, 1880	107%	108	do 1st, W.D.	1024	105	Extension
Obto & Mississippi pref. Pitts. Ft. W. & Chie, spec'l. 100		5th mortgage, 7s. 1888 7s, cons., gold bonds, 1920. ex coup. Sept., '79 & prov	113		do Bur. Div. 1st pref. inc. for 2d mort. 1st inc, for consel	27 28		
V. V. New Haven & Hartr. 161 Obio & Mississippi pref Pitts. Ft. W. & Chie, spee'l. 160 Rensselaer & Suratoga do do pref. Terre Fluate & Indianapolis United N. J. Rit, & Canal 142	1114	Long Dock bonds Buff, N.Y.& E, 1st m., 1916	116	118	Tal.& Wabash.—1st m., ext. 1st m., ext'd, ex coupon 1st m., St. L. div do ex mat. coup	10316	110	Southern Sccurities. (Brokers' Quotations.) STATES. So.Carolina-Cop., 65 (good) 50 92
Terre Haute & Indianapolis United N. J. RR. & Canal 142	145	N.Y.L.E.&W.,n.20, con.,68 do 1st, con., f, cp.,7s do 2d con. f cp. 5s 0s	*114 7714	73%	do ex mat. coup	+107	93	Rejected (hest sort)
Miscellaneous St'ks	1001	 A. I. L.E.& W., f. 20, COL. 08 do 1st, con., f. cp., 7s. do 2d, coo., f. cp., 5s. 08 Han. & St. Jos., -Ss., conv., Ill. Cent Dub.& Sioux C. 1st Dub. & Sloux C., 2d div Cedur F. & Mino, 1st m Indianap. Bl. & W1st m 2d mortgage 	1079	107%	2d mortgage do ext'd, ex coup Equipment bonds	84% 15	85 45	So.Carolina-Con. 6s (good) 50 92 Hejected (hest sort)
American Express	109%	Cedur F. & Mino., 1st m Indianap. Bl. & W1st m	100		do ex coupon Gt. Western 1st m 'SS	70	74	CITIES.
	15	Lake Shore-			Gt. Western, 1st m., '85 do do ex cp. do 2d m., '93	\$108% \$107		Atlanta, Ga78
Quicksilver	43 35%	Mich S. & N. 1nd., s. f., 7s. Cleve, & Tol., sink, fund., do new bonds.	109% 116% 109%		Quincy & Tol., 1st m., '00	04	85 04	Augusta, Ga7s, bonds 105 107 Churleston S. CStock fix 59 62
Gold & Stock Telegraph Canton Co., Baltimore 40	44	Cleve. P'ville & Ash., old.	193%	110	Illinois & So. Ia., 1st m do 1st m., ex coup West, Un. Tel1900, conp.	±97		7a, F. L. Columbus, Ga,-7s, bonds 50 65 Macon-Bonds, 7s
American Coal		Buffalo & Erie, new bds Buffalo & Erie, new bds Buffalo & State Line, 7s Kal'zoe & W. Pigeon, 1st.; Det.Mon.& T., 1st, 7s, '1906 Lake Shore Div. bonds do cons. coup., 1st. do cons. reg., 1st do cons. coup.	116 1045 105	- L		110		
Boomardunania Coul		Det.Mon.& T., 1st, 7s, 1906 Lake Shore Div. bonds	116	118	INCOME HONDS. Central of N. J., 1908 Leh. & Wilkes B. Coal, 1888 St.L.I.M.&S.,181 Ts, pref.int. do 2d int.,6s, acoum'e	6014	60%	
Automatical Automatica Automatical Automatical Automat		do cons. coup., 1st. do cons. reg., 1st. do cons. coup., 2d.	118%	120 117	do 2d int.,6s, accum'e	66 	11	8s, coupons on 10 16 6s, funded. 18 25 Montgomery-New 5s
Ontario Silver Mining 33% Homestake Mining 34% Standard Cons. Gold Mining 29	34% 30	do cons. coup., 2d. do cons. reg., 2d., Louisv.& Nash.—Cons.m.,7s	112%	11134	Miscellancons List. (Brokers' Quotations.)	_		Montgomery-New 5s
Pullinun Palace Car	64 [2d mort., 7s. gold Nashy. & Decatur, 1st, 7s. Marielta & Cin.—1st mort	100%	01	CITIES. Albany, N. Y6s, long	105 1	08	6
Railroad Bonds, Stock Exchange Prices.	009/	Marielta & Cin1st mort., Ist mort, sterling	103%	104	Albany, N. YGs, long Buffalo-Water, long Chicago-Gs, long dates 7s, sowerage 7s, water. 7s, vater. 7s, river improvement Clevcland-7s, long Detroit-Water works, 7s Elizabeth City-Short. Long. Hartford-6s, various	111 1 1 105 1 11041	14 06	Consolidated, 6s
Bost, 11, & Erie-1st m \$38% Ist mort., guar Bur. Ced. R.& North1st.5s 81%	3934 39 82	1st mort., 8s, 1882, e. f Equipment bonds	100 1	10	7s, water	111 1	1212	Petersburg-0s
Ist more, guar. Bur. Ced. R. & North. – 1st.5s Minn.& St. L., 1st, 7s, guar Chesap.& O. – Par. n'y fund ±1005 6s, gold, series R, int. def. 4126		Mo.K.&TCons.ass1904-6 .2d mortgage.inc., 1911 H. & Cent. Mo., 1st., 1890.	60% 35%	60% 35%	Cleveland-7s, long Detroit-Water works, 7s Elizabeth City-Short	$112 \\ 112 \\ 45 \\ 1$	15 14%	Richmond-64
Chicago & Alton-1st mort. 117	19	New Jersey Sonth'n-1st, 7s Consol., 7s, 1903		43			45 09	Wilm'ton, N.C.—8s, g., ep.on 8s, gold, coup, on
Sinking fund	0841	N. Y. Central-6s, 1883 6s, 1887. 6s, real estate.		051/1	Long Island City	106 +00 1 106 1	00 10	RAILROADS. Ala.&Chat.—Rec'rs ctfs.var 20 60 Atlantic & Gulf—Consol 103 105
Jollet & Chicago, 1st m 107% Louis'a & Mo., 1st m., guar St. L. Jack. & Chic, 1st m. 109% Miss. Riv. Bridge, 1st, s. f. 68 \$103 Chica Burg & O. Shoo Let m. 119		N. Y. C. & Hud., 1st m., ep.	124% 1	2416	Indinapolis-7305 Long Island City. Newark City-7a, long. Water, 7a, long. Oswego-7s Ponghkeepsie-Water	111 1	16	Consol., end. by Savan'h., 30 40 Cent. Georgia-Cons. m., 78 111 114
Consol mort 7s 1901/1	2114	do 1st m., reg. 1 Huds. R., 7s, 2d m., s.f., '85 Canada South., 1st, int. g., Harlem, 1st m., 7s, conp do 1st m., 7s, reg N. Elevated-1st, '7s, 1906 Ohio & MissConsol. s. f'd Consultated	$124 \\ 11234 \\ 8334 $	14 8356	Rochester-Water, 1908	113%	15 10	Stock 70 75 Cliarl'te Col.& A.—Cons., 75 94 93 2d mortgage, 73 60 65 East Tenn, & Georgia-68
Chie, Ik, I.& P6s, ep.,1017 1143(1	15	Harlem, 1st m., 7s. coup do 1st m., 7s. reg	12214 1 12234	23%	7'90s. Yoakers-Water, 1903	101% 1 110 1	05 13	East Tenn, & Georgin-08 100 E.Tenn, & Va68, end, Tenn 95 100 E. Tenn, Va. & Ga1st, 78, 10136 10836
	15 94% 17			121/2	RAILROADS. Atchison & P. Peak-6s, gld	105 1	10	Later Tenni, & Georgin-tess., 45, 160 E. Tenni, Vu. & Gadist, 78, 1014 Stock., 1014 Georgin RR78, 1014 Georgin RR78, 1014 1034 Georgin RR78, 1014 105 105 105 105 105 105 105 105
1st consolidated	9214	2d consolidated	0216 ‡30	93%	Bost. & N. Y. Air-L-1st m. California Pac7s, gold	100 107 1	ii	65
do assented. 9134 Convertible	92% 02%	Central Pacific-Gold hds.	11154	001	Archison & P. Peak-6s, gld Bost. & N. Y. Air-L-1st m. California Pac7s, gold 6s, 20 mortgage, gold Cent. of Ia1st m., 7s, gold Chic.& Can. So1st m., 6s Ohic. & East. III1st m., 6s	60 55	00 70 81	Angen & Aug2d, endors. 95 100
Lehigh & W. B., con., g'd., do assent'd 81%	83 5934 70	Cal. & Oregon, 1st State Ald bonds	101 105%	0416	Chic. & East. 1111st m., 6s 2d mortgage, inc., 7s	00 1		20. 19
Chio Wit FSt D., 1at St D til 10512	70	South, Pac. of Cal1st m.	1061/2		Chic, & Zast. 11,18f m., os 2d mortgage, inc., 7s Chic. St. P.& M6s, g., new Land grant, 6s, gold Chic.& Southwest7s, guar Chic.& Southwest7s, guar Chi. J.afayette & Ch1st m. Chi.& Spr1st, C.C.C.&I., 7s 1st m., g'd. S. & M. S., 7s. Col.& Hoek, V1st, 7s, 30 yrs + 1st, 7s, 10 years.	80 97	82	Memp. & Lit. Rock-1st, 4s. 39 41 Mississippi Cent -1st m 7s 100 105
2d mort., 73-10, P. D	222.1	Land grants, 7s	11234 1		Cin. Lafayette & Ch1st m Cin. & Spr1st, C.C.C.&17s	83 1 94 , 1	861/2 95 95	2d mort., ex conpons
1 st m., I. & M. 1005/1 1 st m., I. & D. 107 1 st m., I. & D. 107	11	Registered, 8s	107% 1	14%	Col.& Hoek.V1st,7s,30 yrs + 1st, 7s, 10 years		11	Mobile & Ohio-Sterling, 8s 78 86 Sterling, ex cert., 6s 78 86
ISLM., C. & M.	0734	Income, 7s	100		Col. & Hoek, Y Jst, 78, 30 yrs 7 1st, 78, 10 years. 2d, 78, 20 years. Dan. Urb. Bl. & P 1st, 78, g. Denver Pac 1st, 78, 1d, gr., gr. Erie & Pittsburg-1st m., 78 Con. mortgage, 78	+91 1 47 2 61 0	52 37	Sterling, ex cert., 6s 78 86 8s, interest
1st m., 7s. I. & D. Ert. 104361	nii.	South Pac. of MoIst M.	14	00	Erie & Pittsburg-1st m., 7s Con. mortgage, 7s			New 1st mortgage
Consol, bends	1134 07 1944	1st m., Us. '90		18%		102 10	11	Certificate, 2d mort., 8s 100 103 Vashville Chat.& St. L7s. 99 102 1st, 6s, Teno. & Pac. Br
Ist mortgage 108%	1134	do with coup. etfs 1st m., 7s, Leav. br., 98 do with coup. etfs 1st m., 7s, 1k, & L.G. D'd, 09	60 8	82	Evansy. T.H. & Chic7s, g. Flint & Pere M8s, I'd gr't	55 •88 1	5	1st, 6s, McM.M.W.&Al.Br. Norfolk & Petersb1st, 8s. 103
lowa Midland, 1st m., 8s., 112461	13	1 at mi 7a famil an't 190	1	ii	Flint & Pere M8s, l'd gr't ialv. Hous. & H7s, gl, '71 Gr'nd R. & Ind1st, 7s, l.g. gu 1st, 7s, id. gr., not guar	104		
Galena & Chicago, exten. 106% Peninsula, 1st m., conv ±115		do with coup. ctfs 2d mort., '86	1		Ist, 78, 1d. gr., not guar Ist, ex land grant, 7s Frand River Val.—8s, 1st m + Ious,& Gt.NIst, 7s.g., otfs Ious, & Tex. CIst, 7s, gld	00 10	2	2d mortgage, 8s
do 91m 104	10	Inc. coup. No. 11 08 1910 Inc. coup. No. 10 on 1910	\$65 \$65				86)7)1	203, 05 50 51 3ds, 8s 50 51 4ths, 8s 12½ 14
Consol. mortgage			110%		Consel, bonds.	100 10 92%	15 112	ODTOW, Ga. Conv., 18, 30, 100 1110
7s. convertible		Pitts.Ft.W.& Chie., 1st m. do do 2d m do do 8d m.			adianap.& Vioc1st, 7s, gr	10 84		Carolina IlR1st m., 78. 98 10036 78, 1902, non-enjoined 39 45
Morris & Essex, 1st m 1223		do 4th mort	10936	151/2 1	nt. 11. & Gt. NoConv., 8s ack.L.& S8s, 1st, "white" +:	25 10	9 8	7s, non mortgage
do b'nds, 1900 87 do construct'n 88	13	Col. Chie. & I. C., 1st con do de 2d con do Tr't Co.etfs.1st con				38 5 45 4	5% V	Cha'ston & Sav., 0s, end., 45 50 Vest, Ala.—1st mort, 8s., 110 114 2d mort, 8s, guar
do 7s of 1871. 1074 do 1st con. g'd. 101		Rome Wat. & OgCon. 1st.	42 114 93	1214	V. J. Midland-Ist, 7s, gold. 2d mort. V. & Osw. Midl'd-Ist m. Receiver's cortific labor	10 1 17 1	DIT	ennessee State coupons. 15 22
Ist mortgage, 1891 103 10 do • extended 103	04	2d mortgage Arkansas Br., 1st mort Cairo & Fulton, 1st mort.	500 10	KD (1	Receiver's certif's, labor. do other.)swego & Rome7s, guar	47 5 47 . 94 9	V. IV	outh Carolina consol 40 Irginia coupons 20 do consol. coupons 81 83
* l'rice s nominal.		† And accrued interest.			price to-day; these are intest			

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THE CHRONICLE

[VOL. XXVIII

NEW YORK LOCAL SECURITIES.

-	Bank Stock		TR LOC	AL SEUL		arance Ste	ock List	
COMPANIES. CAPITAL.	Surpins	I'IVIDENDS	PRIOR.			. 8. BAILSY.	hroker,7 Pine street.]	
Mark'd thus (*) 5 Amount	at lateat	1877. 1878. Last Paid		COMPANIES.	CAPITAL.	Nel Surpius, Jan. 1, 1879. 1870	DIVIDPNDS.	PRICE.
America*	1,324,100 J. & J. 1,230,200 M. & N.	8 8 Jan., 74, 512 6 May, 79,	4 129 129 3 1.336		Par Amount		1877 1873. Last 1 611.	Bid. Aak.
Am. Exchange. 100 5,000,000 Bowery	1,177,4 U . & J.	10 10 Jan., 79 8 Jan., 79	·····	Adriatic Ætna. American	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	21 25	10 5 July, '78, 5 15 81 July, '78, 5 15 14 Jan, '79, 7	50 195 70
Central 100 2,000,000 Chase 100 800,000 Chatham 2 450,000	0 384,600 J. & J. 0 26,200	3 7 Jan., 79.	316 92 93	Amarican Exch Amity	$ \begin{array}{c cccccccccccccccccccccccccccccccccc$	1.4421 8	15 3½ July, 78, 39 15 14 Jau, 79, 76 16 10 Jau, 79, 7 10 10 Jau, 79, 7 10 10 Jau, 79, 7 10 10 Jau, 79, 7 20 20 Dec, 78,10 20 20 F 5, 79,10 20 20 F 79,10	93 100 50 75
Chemical 100 900,000 Citizens' 25 600,000 City 100 1,000,000) 8,178,400 81-m'ly) 158,6 0 J. & J. 1,405,000 M. & N	9 6 ian, i79 100 100 Mar., i79.1 656 6 nn, i79 10 10 vay, i9	5	Broadway Brooklyn	25 300,000 25 200,000 17 153,000	410,567 20	20 20 Dec. 78.10 20 20 F b. 79.10 20 20 en. 79.10	195 202 200 210 180
Continental 100 3,000,000 Continental 100 1,000,000	103,200 J. & J.	1AU 18	8 91 ····	Citizene'	20 300,000	178,380 20	20 20 1. n. 79.10 1754 10.72 Fcb. 78.5	180 115 120
Corn Esch'ge*. 100 1,000.000 Bast River. 25 250.000 111h Ward	61,100 J. & J. 7,000 J. & J. 39,100 J. & J.	01/2 31/2 Jan., *19 July, *76 Jau., *19	3 133 3 3	Clinton Columbia Commarce Fire Commarcial Continental	30 900,000 100 200,000 60 200,000	170,523 25	5 N'DC JAU., '77. 5	47 55 70 125
Filth Avenue*, 100 100,000 First	1,339,100 1,339,100 65,590 J. & J.	12 12 12 12 12 Apl., '79 10 10 10 May, '79 10 10 10 10 10 10 10 10 10 10	Lana france	Continental Regle Empire City	1 40 I SOO 000	1,038,423 11.4 514,353 30 102,001 14	5 12:50 13 40 Jan., '79,6:83 20 20 Apl., '79,10 14 10 Jan., '79, 5	170 200 210 105
Gallatin 50 1,000,000 German Am.*. 100 750,000	646,400 A & O	7 7 ADL 79		Farragut	50 200.000 17 204.000	161.067 15 85.825 15	15 15 Jan., 79. 5 12 10 Jan., 79. 74	
Germania* 100 200,000 Greenwich* 25 200,000	55,900 May. 20,800 M. &N.	6 5 May, 79	5 ···· ··· 8 ···· ···	Firamen's Fnnd Firaman's Tr Franklin& Emp	10 150,000 100 200,000	86,618 12 130,330	10 11 08 ., 79. 0	100
Hanovar 100 1 000 000	177.4001 8-1	3 Jan., 77. 7 7 Jan. 79	8 91/ 101 /	German-Amer. Germania Globe	50 500,000	754,424 30	190 199 Linn 100 C	137 141 175 190 107 270
Imp.& Traders' 100 1,500,000 Irving	5.800 1 4 1	8 8 Jan., '79, 6% 8 Jan., '79,	7 4	Greenwich Gnardian Hamilton Hanovar	100 200,000	85,843 10 124,537 20	20 10 Jan. 79 5 40 30 Jan. 79 5 10 7 Jan. 79 5 10 7 Jan. 79 5 10 17 Jan. 79 5 10 17 Jan. 79 5 10 10 Jan. 79 7 10 17 Jan. 79 5 10 Jan. 79 5	65 75 130 140
Manhattan [*] . 50 2,050,000 Manuf. & Mer. [*] 20 100,000	1,017,500 F. & A 1,000 J. & J.	8 9 Feb., 79.	4 31/2 31/2 31/2 70	Hoffman	50 200,000	78,847 10 1,363,4>9 10	10 10 10 100 5	85 19216
Marine. 100 400,000 Market 100 500,000 Mechanica' 25 2,000,000 Mech. Aesoc'n. 50 500,000 Mech'ica & Tr. 25 3,000,000	1 000 EAD 1 E. 1	715 7 Jan., 79.	31	Hope Howard Importers'& T.	25 1*0.000 50 500,000 50 200,000	200,60912 111,92812	10 10 Jan., '79.5 10 10 Jan., '79.5 10 10 'an., '79.5 12 10 Jan., '79.5 12 10 Jan., '79.5 13 10 Jan., '79.5	102 103 100 105 75 80
Mercantile 100 1,000,00	202 700 M AN	234 2 May, '79, 75 Nov., '77, 6 6 May, '79, 75 614 Jan., '79, 8		irving Jeffareon Kings Co.(Bkn) Knickerbocker	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	+314,003 10 199,901 20		160
Merchanta' Ex. 50 1,000,00 Metropolis'. 100 300,00 Metropolis'. 100 800,00	0 219,100 J & J 0 38,100 J & J 545,100 J & J		314 12J 127 2 70 314	Lafayette(Bkn)	50 150,000 100 200,000	156,597 20	10 5 Jau, '79, 5 20 16 Jau, '79, 5 20 16 Jau, '79, 8 10 10 Jau, '79, 8 10 10 Jau, '79, 5 10 10 Jau, '79, 5 10 10 Jau, '79, 5	77 82 140 150 100 80 90
Murray 2111 100 1,000,00 Nassau* 100 1,000,00 New Yors 100 2,000,00	0 51.200 M & N		4 129½ 125 6 2½ 75	Long lal. (Bkn.) Lorglard Manuf. & Build.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	281,942 20 71,541 10	10 10 Jan., '79.5 20 16 Jan., '79.8 10 10 Jan., '79.5 12 12 Jan., '79.6	145 150 80 87% 130 140
N. Y. County. 100 200,00	0 19,800 J. & J. 0 70,200 F. & A			Mech.& Trad'ra	25 200,000	241,421 14 281,637 30	12 12 Jan., 19, 7 20 19 Jan., 19, 5 30 20 Jan., 19, 10 20 20 Jan., 19, 10 10 10 Jan., 19, 5 10 Jan., 19,	112 120 160
No. America. 70 700,00 North River*. 00 240,00	0 78,200 J. & J.	. o July, 77.	8 72 75	Mech'ica'(Bku) Marcantile., Merchante' Montsuk (Bkn)	50 200,000 50 200,000	206,979,20		80 85 140 110
Pac 20 300 422,70 Park 50 422,70 9 Poople's* 25 412,50 9 Phenix 20 1000,00 9 9 Produce* 100 195,60 9 9	0 \$10,0 0 0 p 0 \$26,800 J & J 0 131,000 J & J		01/ 1	National	50 200,000 3716 200,000 95 210,000	174,081,25 124,331,16	20 20 Jan., 79.10 14 10 Jan., 79.5 90 90 Jan., 79.5	165 170 105
	0 141,100 J. & J. 0 111,000 J. & J.	. 0 6 Jan, 79.	34	New York Fire N. Y. & Boator New York City	100 200,000 100 200,000 100 300,000	160,005 20 24,571	17 14 Feb., '79. 7 10 N'ne Jan., '79. 5	130 60 65
Seventh ward. 100 500,00 Second 100 300,00	0 114,700 F.& A. 0 50 100 J. & J 0 70 800 J. & J	. 3 S July, '78	2	Nisgara	25 350.000	$\begin{array}{c} 455,012 \\ 112,717 \\ 12 \\ 426 \\ 132 \\ 90 \\ \end{array}$	12 11 Jan. '79. 6 11 10 Api '79. 4 20 30 Jan. '79.10	115 110 233
Sixth	0 221,600 J. & J. 0 42,300 J. & J 0 185,000 M. & N	. 10 10 Jan., '79. 7 6 Jan., '79.	9 1 1	Pacide Park Peter Cooper People's	100 200 000 20 150,000 50 150,000	103,55220 200.47420	17 14 Feb., 79, 7 Nac 10 Nac Jan., 79, 5 12 11 Jan., 79, 6 11 10 Api, 79, 4 20 30 Jan., 79, 6 20 30 Jan., 79, 6 20 90 Jan., 79, 6 20 90 Jan., 79, 6 20 90 Jan., 79, 6 20 15 Jan., 79, 5 20 15 Jan., 77, 5 20 15 Jan., 75 Jan	108 190 110 120
Tradeamen'a 100 1,000,00 Union 40 1,000,00 50 1,200,00	0 33,200 J. & J 0 249,500 J. & J 0 666,300 M. & N	9 759 Jan., 79. 8 10 May, 79.	8	People's. Phenix (Bkiyn Produce Exch. Relief.	60 1,000,000 100 200,000 50 200,000	731,322 20 59,449 10	10 10 Jan., '79, 5	122 128 65 80 90
	0 93,100 1. & J	8 8 Jan., 79.	4	Relief Rapublic Ridgewood Rutgers'	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	71,994 19 205,204 25	12 10 Jan., '79, 5	95
5 The figures in this column of data Mch. 15, 18:9, for the Gas and Cit	otate oonks.	itocks and Bond		Rutgers'. Saleguard St. Nicholas Standard	1 20 1 200,000	39,020 10 175 011 11 5	5 12 35 6 23 Jan , '79.6 23	75 80 123 124 110 117
		lee, Brokar, 24 Broad 8	-	Stars	25 200,000	49,231 10	10 10 Feh., 79, 5 18 14 Jan., 79, 5 20 10 Jan., 79, 5	105 1110
GAS COMPANIES.		unt. Period. A Date	Bid. Ask.	Westchester Williameb'g C.	25 250.000	231,331 18	107 107 Feb., 79, 5 16 14 Jan., 79, 5 20 10 Jan., 79, 5 16 12 Jan., 79, 5 16 12 Jan., 79, 5 16 10 Jan., 79, 5 10 10 Feb., 74, 5 20 20 Jan., 79.10	195 135 105 110 100
Brooklyn Gas Light Co Citizens' Gas Co (Bklyn) do bonds	25 2,000 20 1,200 1,000 \$15	.000 .Var. 5 May, .000 Var. 3 Jan., .000 A. & O. .000 A. & O. .000 A. & O. .000 F. & A. 3 Feb., .000 I. & J. 745 Jan., .000 I. & J. 5 Feb.,	79 13) 136g 79 65 70 95 101	1	1 1	ng re-insuran	ce, capital and scrip. †	10 svisus; al
Harlem. Jeresy City & Hoboken Manhattan.	00 1,850 20 750 60 4,000	000 A. & O	78 40 50 77 135 142 79 180 185			Dity Secur	ities. r, Broker, 40 Wall Street.	
Matropolitan do certificalee fintual, N. Y do bonds	100 2,500 V 7. 1,000 100 5,000	000 M. & S. 34 Feb.,	79 120 125 '79 100 102 '79 70 75 100 152		LACIONS DY DAN		ABRET. Bonds	PRIOS.
do scrip	Va . 700	000 F.& A. 000 Var 3 Jun., 000 M. & N. 35 May, 000 M. & N. 4 Vay, 000 J. & J. 35 Jau.,	100 102 79 03 70 79 97 91	New York:	•		nthe Payable. dua.	Bid. Ask
People's (Brnoklyp) do do bonde. do do certifica	100 4,000 10 1,000 1,000 325 Ates. Var. 300	OOO N BAT	79 x98 101 76 2 23 90 96%	do		5 Feb., M 6 d	iay Aug.& Nov. 1878-1890 o do 1878-1870 o do 1878-1870	1102 1103
Williameburg		000 F.& A. 3 Feb., 000 Quar, 2 Jan., 000 J. & J. 315 Jan., 000 M. & N. 218 Nov.	79 70 80 79 80 70 79 75 85	Croton Aqueo	101352-60. 1'ctstock.1865. and insine	6 0	o do 1883-1990	108 109 106 109 110 121
Metropolitan, Brooklyn Manicipal	100 [1.000	0000 J. & J. 355 Jan, 0000 F.& J. 355 Jan, 0000 F.& A. 3 Feb., 0000 Quar, 2 Jan, 0000 J. & J. 355 Jan, 0000 M. & J. 355 Jan, 0000 M. & S. 256 Nov., 0000 M. & S. 256 Nov.,	79 65 95 76 57 A1 79 115 120	Central Park	bonda. 1853-57.	6 Feb., A 5 d 6 d	& Novamber, May, Aug. & Nov. 0 d0 1907-191 0 d0 1977-189 & November. 1901 1838	1 107 109 3 101 103 5 100 101
[Quotations]	DY H. L. GRANT,	Broker, 145 Broadway.	.1	Market stock.	o1853-65. 	6 7 May	& November. 1894-189	118.118
Bleecker St. & Fulton Ferry- lst mortgage Broadway & Sevenih Ave-	-stk. 100 900 1,000 894 etk., 100 2,100	,000 J. & J. 114 Jan., ,000 J. & J. 7 J'ly 13 ,000 QJ. 2 Apr., ,000 J. & D. 7 June, ,000 J. & M. 7	79 10 20 400 85 90 79 60 65	do Consolidated	c.o1869. bondsvar.	7 di	o do 1879-1890 o do 1901	192 114 111 112 1025 105
let mortgage	etk. 100 2,100 1,000 1,500 10 2,000 1,000 300	000 J. & J. 134 Jan. 000 J. & J. 7 J]ya 000 J. J. 7 J]ya 000 J. J. Y Japr. 000 J. J. Y Japr. 000 J. K Japr. 000 J. K Japr. 000 J. K Nov., 000 A. S. Jor 000 J. S. Jor 000 J. S. Jor 000 J. S. Jor 000 J. S. Jor J. J. Japr Japr J. Japr Japr<	'79 60 65 '84 100 101 '79 180 140 '79 180 140	do do New Consoli	datedVar.	6 d 7 d 6 g. Jan	o do 1870-1883 nuary & Jaly. 1896	102 105 111 112 106 107
let mortgage. groadway (Brosklyn)-sto grooklyn & Hunter's Pt-st let mortgage bands	ck. 100 300 ck. 100 200 1,000 300	,000 Q-F. 3½ May, ,000 Q-J. 3 4 pr., ,000 A.&O. 3 Oct. ,000 J. & J. 7 1888	'80'102 110 '79'135 150 '76'90 100	Weetchester	Cobaty	7 a		1
Consolidated mortgage bo	atk. 100 1,800 atk. 100 1,800 bn a. 1,000 1,200	,000 J. & J. 7 1888 ,000 J. & J S Jan. ,000 J. & D. 7 Dec.19	8 100 102 85 92% 79 35 40	Brooklyn-Loc	ai impr'em't-j	1	Jr., Broker, 1 New st.]	101 1103
let mortgage, cons'd Eighth Avenue-stock	-etk. 100 1,200 500&c 900 100 1,000	,000 J. & D. 7 Dec.13 ,000 Q-F. 2 May, ,000 J. & D 7 Ju e, ,000 J. & J. 6 Jan.	85 921/2 '79 35 40 902 94 97 '79 85 88 '98 102 105 ''79 100 100	do Park bonds	onds		o 10 1881-1893 o 10 1915-1923	5 102 1111
2d St. & Grand St Ferry-	1,000 208 tock 100 748	0000 J. & J. S. J. S. J. S. 0000 J. & J. S. J. S. J. S. 0000 J. & J. S. J. S. J. S. 0000 J. & D. 7 Der. 11 0000 J. & D. 7 Ju e. 0000 J. & D. 7 Ju e. 0000 J. & J. 7 Ju r. 0000 J. & J. 7 Jar. 000 Jar.	78 190 140	Water loan.		7 di 6 qi	o do 1904 1915 o do 1839-1905	2 119 126 2 111 113 5 104 169
let mortgage Central Cross Town- stock let mortgage	100 600	000	004 95 100	Kinge Co. bo do d	uđs	7 May	& November 1880-1880	5 105 108 5 101 107
Second Anonuc-stock.	500 500 100 1,199 1,000 150	000 a. co N. c	10 20 '94 80 86 '76 30 82% '55 90 10	*All Brookly	n bonds tlat.	4	o do 1907-1910	111 113
Sd mortgage Cons. Convertible Extensios Sath Avenus: slock	1.000 1.050 200&c. 200 100 750	0000 M.&N. 7 May, 0000 A.&U. 7 Sept. 0000 M.&N. 5 May.	*76 \$0 \$24 *56 \$90 1(0 *88 7.1 75 *83 70 75 *77 75 85 *90 105 115 *79 113 190	Jersey Criu-			ontgomery St., Jersey Clt	[]
let mortgaga. Ihird Ave ine-stock ist mortgage I reals-third Nergel-stock.	1,000 415 100 2,000 1,000 ,000	0000 J. & J. 7 Ju'y. 0000 Q-F. 4 vry. 0000 J. & J. 7 July.	'90 105 115 '79 113 120 '90 97 100	Water loan, lo do Sewerage bon	ong	7 Jan	uary & July. 1895 1878	97 100
Instantia thra street stock. Ist mortza: e "Tuis column snows last	100 600 1,000 250	000 Q-F. 4 Vry, 000 J. & J. 7 July, 000 J. & J. 4 Feb. 000 ** 7 4 Feb.	79 113 120 90 97 100 79 95 100 93 100 103	Traseasment D	onds1870-71. bonds	7 J. &	J. an I J & D. 189' 94	$\begin{array}{c} 97 & 110 \\ 97 & 100 \\ 97 & 100 \end{array}$
Land Strain Bild We 1980	WE VILLOUID UNDOCA	of one cus nats of math	ing or conas.					

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Investments

STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT is published on the last Saturday The INVESTORS' SUPPLEMENT is published on the last Saturday of each month, and furnished to all regular subscribers of the CHRONICLE. No single copies of the SUPPLEMENT are sold at the office, as only a sufficient number is printed to supply regular subscribers. One number of the SUPPLEMENT, however, is bound up with THE FINANCIAL REVIEW (Annual), and can be purchased in that shape.

ANNUAL REPORTS.

Delaware & Hudson Canal Company.

(For the year ending December 31, 1878.)

(For the year enang December 31, 1878.) The report of the business of the company for the year 1878 shows a profit on the business of the company proper of \$440,971 and a loss on the leased lines of \$498,562, leaving a net deficit of \$57,591. This result, less favorable than was reason-ably anticipated, Mr. Dickson's report says, is chiefly due to the unsatisfactory manner in which the coal tonnage was managed by the second according of the companies and the unsatisfactory manner in which the coal tonnage was managed by the recent association of the coal companies under their arrangement of January, 1878. "The unprecedentedly low prices that ruled during the last six menths of 1877 induced dealers in coal to accumulate stocks far beyond their immediate wants, and this fact, coupled with the exceptionally mild winter of 1877-8, enforced a large curtailment of mining for the first six months of 1878. Meanwhile prices gradually advanced to a fairly remunerative rate, and the prospects were very flattering for a profitable fall and winter business. Dealers were satisfied with the action of the associated companies, and, confident that their terms of arrangement would be carried out, responded to the changed condition of affairs. At this time. confident that their terms of arrangement would be carried out, responded to the changed condition of affairs. At this time, some of the companies, mistaking, perhaps, the real cause of improvement, and feeling the restrictions imposed upon mining to be burdensome, called for and obtained an increase of the allotments agreed upon from time to time. The natural effects followed this action; prices for coal were again demoralized, and producers and consumers alike lost all faith in the main-tenance of the arrangement. Buying was again limited to immediate necessities, and a formal dissolution of the associa-tion followed on the 28th of December." "The finances of the company are in a satisfactory condition. The proceeds of the new mortgage loan have been applied as

"The finances of the company are in a satisfactory condition. The proceeds of the new mortgage loan have been applied as follows: five millions, by its terms, secures the loan of 1894; two millions four hundred and fifty thousand have been negotiated, and two millions five hundred and fifty thousand are still held by the company. This loan was created to retire maturing bonds, as well as to pay off the floating debt, and it is proper to state that the liabilities of the company have been increased to the extent of \$865,000 only since Dec. 31, 1876. The debit to general profit and loss account has been increased by losses and general profit and loss account has been increased by losses and shrinkages."

PROFIT AND LOSS ACCOUNT OF DELAWARE & HUDSON CANAL CO. FOR YEAR ENDING DECEMBER 31, 1878.

I	r. ·	•
Coal on hand, Dec. 31,	Harbor and yard exp'n's	\$79,033
1877 \$341,036	Taxes.	181,322
Mining coal 2,264,227	Salaries, reut and mis-	101,022
Transportation 618,251	· cellaneous law exp'n's	146,526
Freight of coal and	Interest	1,340,956
canal expenses 820,438	Loss on leased lines	498,562
Rondout expenses 131,494	LOSS OIL ICUSCU MICO	400,002
Freight paid other lines 397,037		\$3,818,887
		\$3,010,001
· ~ _ ' ' (Jr.	_
Sales of coal to Dec. 31.	Coal on hand, Dec. 31,	
Sales of coal to Dec. 31, 1878\$5,229,266	1878	\$672,784
Canal tolls	Balance	57,591
Net earnings Penn. RR. 398,218		
Interest on investments 341,780		\$6,818,887
Miscellaneous profits 80,146		
	SHEET, DEC. 31, 1878.	
Canal		\$6,339,210
Railroad and equipment		6,190,765
Real estate		8,643,783
Mine improvements		2,404,962
Mine fixtures and equipment		274,113
Boats, barges and steamboats		669,641
Coal yards and fixtures		208,142
Lackawanna & Susquehanna Railro	ad	1,022,293
Cherry Valley & Sharon Rallroad		305,991
New York & Canada Railroad		3,597,074
Lackawanna Palace Car Co		54,675
Telegraph lines		14,734
Supplies on hand		958,667
Coal on hand		672,784
Advances to leased lines		439,020
Miscellaneous assets, viz.:		
Boston Hartford & Erie bonds.		
1420 bonds. Less sinking fund. Jefferson RR, bonds (124).	\$1,254,268	
Less sinking fund	378,271-\$875,997	
Jefferson RR, bonds (124)	103,050	
Albany & Sus. cousols (362) D. & H. Canal Co., 1891 bonds (7-		
D. & H. Canal Co., 1891 bonds (7-	46) 746,000	
Sundry assets		2,473,294
Stocks as follows:		
9,000 shares Albany & Sus	\$900,000	
8.241 shares Reus, & Saratoga		
Sundry stocks	100.012-	1,822,150
Advances on coal royalties		617,246
Cash on hand	\$1.297,636	
Bilis and accounts receivable	1,016,631-	2,314,268
General profit and loss		587,185
-	-	

	Capital stock	\$20,000.000*
	Honda, 1884	
	" 1891 (0.482.000	
	1 1894	
	2.450.000-	- 17,299,000
	Гляв, 1880.	1,043,000
	Lono, 1880. Int. and divid., payable Jaunary, 1879	
1	Depositors	
I	Depositors. 215,435 Dividends and interest unclaimed	
	Notes payable	1,277,006
l		
		\$39,610,006
ł	PROFIT AND LOSS STATEMENT OF LEASED BAILROAD LINES, BE	ING "ALBANY
	& BUSQUEHANNA," "RENSSELAER & SARATOGA," "NEW	YOUK &
I	CANADA," AND THEIR BRANCHES.	
I	Expenses. Earnings	
1	Operating rallroads \$853,398 Passengers	\$1,079,978

Georgia H	ailroad &	Banking Company.	
	\$3,328,133		\$3,328,133
Rental. Interest, rentai and divi- dends on "leased lines."		Loss. Balanco charged to profit and loss account Delawaro & Hudson Canal Co	498,562
Maintaining railronds. Maintaining equipment	507,148 258,096	Freight	
I CALIFORNIA INTEL TOPPOLATION COMPANY	C (347+2++2)7/3	I TREACHKCER	2D J - 1 F / 37 - 37 / 7D

(For the year ending March 31, 1879.)

The annual report just issued is quite comprehensive in its information and statistics, and the President, Mr. E. P. Alexan-der, has shown his purpose to place before the stockholders a full and fair exhibit of the affairs of the company.

	INCOME STATEMENT.	
2	The income of the company from all sources was as	follows:
l	Net earnings of road	
	Net earnings of bank. Dividend on Atlanta & West Point Railroad stock	12,633
IJ	Dividend on Atlanta & West Point Railroad stock	
	Dividend on Rome Railroad stock.	8.936
3	Dividend on Nashville & Chattanooga Rallroad stock	4,500
	Miscellaneous sources, conpons and interest.	16.059
	•	
,	Total	\$420,022
	This income has been applied as follows:	
	Dividend No. 67, 3 per cent paid July 15th, 1878	\$126,000
,	Dividend No. 68, 3 per cent paid December 20th, 1878	126,000- 82,235-
3	Interest on bonds of this company Interest on bonds Macon & Augusta Railroad Company	51.777
2	Interest on bonds Western Railroad of Alabama \$93,080	
	Less paid by Western Railroad of Alabama	12,580
	Attorney's fees and costs Incidental expenses of company	14,735 5,558.
	Taxes.	3.011
	Balanco.	4,124
	Total	\$126,022
	OPERATIONS OF THE ROAD.	
	The following table exhibits the receipts and net ear	mings of
1	the road for the past year, and also for 1877-8:	
	STATEMENT OF EARNINGS AND EXPENSES FOR THE YEAR ENDING I	MARCH 31
	. 1877-8.	1878-9
	\$	*
	Local passengers	175,159- 24,744
	Through passengers	2'2, / '2'E
	Total passengers 191,896	199,904
	Up freight	168,735
1	Down freight	437,098
		120,478
	Total freight	731,312
	Mail. 28,664	29,630
	Express and miscellaneous	36,871
	Tota) earnings*	997.718
		659.325
	Total expenditures	000,020
	Net earnings 296.012	338.392

Net earnings..... • Earnings and oxpenses for 1879 include those of Macon & Augusta Railroad, 76 miles, for seven months.

Railroad, 76 miles, for seven months. The earnings and expenses of 1879 are both increased by the earnings and expenses of the Macon & Augusta Railroad since September 1st, 1878. On that date it was taken possession of by the trustee, under the mortgage, and has since been run as a branch of this road, under arrangement with the trustee. For the purpose of comparison, therefore, the earnings and expenses of 1878 should be increased by those of the Macon & Augusta Railroad between September 1st, 1877, and March 31st, 1878, which were—earnings, \$69,749; expenses, \$60,027. Adding these sums, therefore, to the figures given above for 1878, it will appear that the gross earnings of the whole property have decreased \$85,743, and the expenditures have decreased \$128,401. "The principal causes of the decrease in gross earnings have

decreased \$128,401. "The principal causes of the decrease in gross earnings have been a decrease of 22 per cent in the amount of fertilizers transported during the year, the loss of a large amount of Western produce for Augusta and the coast, which came in by way of Baltimore, Philadelphia and New York, during the war of the Trunk lines to those ports during the past summer, and a demoralization of rates from the East, which prevailed at Atlanta and points west thereof during February and March. Unfortunately, we cannot hope for entire exemption from such losses in the future, and can only prepare to meet them by placing our property in such condition that we can afford to work at still lower rates."

MACON & AUGUSTA RAILROAD.

617,246 2,314,268 587,185 \$39,610,006 Lt has long been apparent that the earnings of the Macon & Augusta Railroad were entirely inadequate to maintain the road and pay the interest upon its bonded debt of \$400,000 first \$39,610,006

The following statement shows a summary of its operations since December, 1866.

STATEMENT OF MACON & AUGUSTA RAILROAD OPERATIONS FROM DEC. 14, 1866, TO SEPT. 1, 1878.

Deficiency in not earnings, which amount the Georgia Railroad surrendered in the settlement of Nov. 1, 1872, so as to square the account between the two roads to that dato 102.032 Gross earnings from November 1, 1872, to September 1, 1878. Operating expenses for same period...... 640,901 576,666

Net earnings to Sept. 1, 1875, which amount has been earried to credit Macon & Augusta Railroad coupon account at Geor-gia Railroad Bank.....

64.234 month.

month. WESTERN RALROAD OF ALABAMA. The Western Railroad of Alabama is owned jointly by this Company and the Central Railroad & Banking Company, who are joint endorsers on its bonds. This road has, during the year ending March 31st, paid the interest for which they are liable as endorsers, except \$12,580, and in addition has paid \$13,500 on rent of rolling stock. The condition of this road is very good, and the prospects of its paying its interest in future, and gradually refunding what has previously been paid for it, are encouraging. The following statement exhibits the business of the seven months, from September 1, 1878, to March 31, 1879, as compared with the same months of the preceding fiscal year: 7 months ending

	7 1000	tus ending	k
	March 31,	March 31,	t
Receipts-	1579.	1878.	1
Passenger	\$98.021	\$112,729	t
Freight	284.608	258,886	ì
Express		5,022	1
Mall	9,571		0
Miner	. 774	1.034	7
			1
Total	. \$397,691	\$387,108	5
Operating expenses	\$213 193	\$218.250	1
Taxes.	28.752	19.756	
Rent rolling stock.		10,100	
Neut Ioning Stock			1
Total	\$262 916	\$238,007	1
			1
Net	. 8131.744	\$149,101	

The President gives the following statement of the interest to be paid upon obligations, and what portion of it they may expect to derive from ontside investments, during the current fiscal year, which gives a condensed view of the present situation :

Balance.....\$82,755

GENERAL INVESTMENT NEWS.

Atchison Topeka & Santa Fe-Denver & Rio Grande.-A press despatch from Denver, May 15, says: "In the suit between the Denver & Rio Grande and the Atchison Topeka &

Miles.

 Miles,
 Miles,

 From Canon City to Leadville and "Ten-mile" (through the Grand Canon of the Arkansas).
 150

 From Alamosa, westward, to the San Juan mines.
 210

 From Alamosa, eastward, to Abuquerque, N. Mex.
 205

.. 565

Chesapeake & Ohlo.—This railroad company's purchase money funding bonds, 6 per cent mortgage gold bonds and 6 per cent mortgage currency bonds, and first and second pre-ferred stock, have been placed on the Stock Exchange list.

ferred stock, have been placed on the Stock Exchange list. Chicago Milwaukee & St. Paul.—The Chicago Inter-Ocean publishes the following: "The Chicago Milwaukee & St. Paul Railroad Coupany will begin next week the laying of tracks on the important extension of the Prairie Du Chien Division. The present terminus is Pattersonville, twenty-three miles from the Great Sioux River, which is the boundary be-tween Iowa and Dakota. In this space the roadbed is already made. Only a brief stop will be made at the State boundary, for during this year the rails are to be laid far into Dakota, to a distance of 190 miles from the present terminus. The line of the road will run about sixty miles north of the Missonri River most of the way, and will cross that river at or near Brule City, where the onward march of the iron horse toward the Black Hills, its ultimate stamping grounds, will cease for this year." year.

Chicago Rock Island & Pacific.—The following is an offi-cial statement of the earnings of the Chicago Rock Island & Pacific Railroad Company for the fiscal year ending April 1, 1879:

Gress carnings	\$9,409,833
Gross earnings	5,079,872
	\$4,329,960
Fixed charges for interest on bonds	
Interest on U. & B. W. Donas	
Interest on K. & D. M. honds	
Rent P. & B. V. Railroad 125,000	
	1,133,580
	20.100.000
Net earnings	\$3,196,380
-About 15 23-100 per cent on the capital stock.	
Same for previous year ending April 1, 1878:	
	\$7 895 870
Gross earnings Operating expenses	1 984 514
Operating expenses	1,001,011
	\$3,511,356
Fixed charges for interest on bonds	40,022,000
Interest on C. & S. W. bonds	
P. & B. Valley rent. 125,000	
T. & D. Valley felt	1,127,325
Net earnings	\$2,384,031

Chicago St. Louis & New Orleans.—This Company's nessee lien" bonds, of which \$1,199,000 are to be issue Chicago St. Louis & New Orleans.—This Company's "Ten-nessee lien" bonds, of which \$1,199,000 are to be issued. have been placed on the Stock Board list; also first consolidated mortgage bonds, the total authorized issue being \$13,000,000; second mortgage bonds (interest for five years payable, if earned), of which the total authorized issue is \$8,000,000; and stock, the total authorized issue of which is \$10,000,000, although only \$8,663,650 have been issued. The road has a total length of 631 miles, and its bonded debt at present is \$17,621,500 \$17,621,500.

(hlcago St. Paul & Minneapolis .- The shares have been

admitted to dealings at the Stock Exchange. There are 40,000 admitted to dealings at the Stock Exchange. There are 40,000 shares of the common and 10,000 shares of the preferred stock. This road is a connecting link of the Chicago & Northwestern, and extends from Elroy, Wis., to St. Paul. The Chicago St. Paul & Minneapolis has two western terminl—St. Paul and Minneapolis. It is 198½ miles long, and with the exception of thirty miles, is laid with steel rails. It has 1,500,000 acres of land. There is no floating debt, and the company has a forty-years' contract with the Chicago & Northwestern for an exchange of business. of business.

Columbus Chicaga & Ind. Central.—A large meeting of the first consolidated mortgage bondholders was held May 15, in response to a call issued by the committee appointed after the default in 1875. The object of the meeting was to take meas-ures to conform to the terms of Judge Harlan's recent decision in favor of the Columbus Chicago & Indiana Central bond-holders, and for this purpose the committee presented, through their counsel, Mr. Charles F. Southmayd, of Brarts, Southmayd & Choate, a report which is substantially as follows:

uses to conform to the terms of Judge Harlan's recent decision in favor of the Columbus Chicago & Indian Central bondholders, and for this purpose the committee presented, through their coursel, Mr. Charles T. Southmayd, d'Echoate, a report which is substantially as follows:
Judge Harlan's decision, while deciring the lease valid, requires the bondholders to reduce their bonder fuelenge the lease valid, requires the committee is to be presented in the course of the Columbia their course the hard hefore Judge Harlan at Chicago on June 2 to determine the terms of payment of the Judge Harlan at Chicago on June 2 to determine the terms of payment of the Judge Harlan at Chicago on June 2 to determine the terms of payment of the Judge Harlan at Chicago on June 2 to determine the terms of payment of the Judge Harlan at Chicago on June 2 to determine the terms of payment of the Judge Harlan at Chicago on June 2 to determine the terms of payment of the Judge Harlan at Chicago on June 2 to determine the terms of payment of the Judge Harlan at Chicago on June 2 to determine the terms of payment of the Judge Harlan at Chicago on June 2 to determine the terms of payment of the Judge Harlan at Chicago on June 2 to determine the terms of payment of the Judge Harlan at Chicago on June 2 to determine the terms of payment is to be the determine the terms of the Judge Harlan at Chicago on June 2 to determine the terms of the Judge Harlan at Chicago on June 2 to determine the terms of payment is to be the Judge Harlan at Chicago on June 2 to determine the terms of payment at the second matter at the second matter at the terms of the Judge Harlan at Chicago on June 2 to determine the terms of payment at the term of the term of Judge Harlan 2 to Judge Harlan

After that the Pennsylvania Railroad Co. were compelled to pay the net earnings of the road monthly into court, but this-aggre-gating \$1,900,000—had fallen \$500,000 short of meeting the interest on the sectional bonds alone. The Eastern Division bondholders had had to suffer, the committee deenning that it was not their interest to foreclose. In conducting the fight with the Pennsylvania Railroad Company, the committee were sup-perted only by between \$4,000,000 and \$5,000,000 of bonds. This was unfair, and the working bondholders did not propose to submit to it any longer. They gave notice that hereafter

they would consider themselves entitled to accept any advantageous proposal, and those who hung back consequences of their inaction.

On motion it was unanimously resolved to approve the plan of the committee, who were requested to have the necessary documents prepared for the acceptance of the bondholders. The meeting then adjourned.

The meeting then adjourned. Delaware & Bound Brook—Philadelphia & Reading.— The Philadelphia & Reading has concluded arrangements for lensing the North Pennsylvania Railroad, which extends from Philadelphia to Bethlehem, a distance of 54 miles, and its laterals, comprising the Stony Creek road, the Northeast Pennsylvania, and the branch to Doylestown, and also the Dela-ware & Bound Brook road, from Philadelphia to Bound Brook, N. J., where it unites with the New Jersey Central. The N. Y. Times reports the lease for 990 years, being made for this term because the Bound Brook road's charter is for 999 years, and a few years of its existence have already passed. The conditions are that the Reading is to pay all Interest on the bonds of both the main roads and the laterals, and the interest on the floating indebtedness at 6 per cent until the bonds are converted. The Reading also binds itself to pay dividends on the stock of both roads quarterly, on the 1st of February, May, August, and November. For the first two years following, 7 per cent, and for all subsequent years 8 per cent, free of all taxes. The bonded indebtedness of the Bound Brook road is \$1,500,000, and the capital stock about \$1,500,000. The bonded indebted-ness of the North Pennsylvania is \$6,000,000, and the capital stock, \$4,500,000. stock. \$4.500,000.

stock, \$4,500,000. Frankfort & Kakomo.—This railroad company's bonds, amounting to \$200,000, and stock, amounting to \$600,000, have been placed on the Board list. The road is only twenty-six miles long, and runs from Frankfort, Clinton County, to Kokomo, Howard County, Ind., connecting the Chicago Division of the Pan Handle Road and the Indianapolis Peru & Chicago Road with the Lafayette Muncie & Bloomington Railroad, and the Logansport Crawfordsville & Southwestern Railroad.

the Logansport Crawfordsville & Southwestern Railroad. Kansas Pacific.—A decree for the foreclosure of the second land grant mortgage of the Kansas Pacific Railroad has been granted by the United States Court at Topeka, Kansas. This mortgage covered all the lands lying east of the 380th mile-post, and the first land grant mortgage covered the same lands. The amount of bonds issued under the second mortgage was \$1,500,000. No interest has been paid on these bonds since 1876. It is said that the foreclosure of this mortgage is in accordance with the original plan of the "pool" for the re-con-struction of the Kansas Pacific Company. A printed copy has just been issued of the new consolidated mortgage for \$30,000,000, into which the various classes of debt are ultimately to be funded. Concerning this the American Exchange says:

Exchange says :

mortigage for \$30,000,000, into which the various classes of debt are ultimately to be funded. Concerning this the American Exchange says:
 "Mr. Jay Gould and Mr. Russell Sage are named as trustees, and the anount of bonds anthorized to be issued is \$30,000,000. The mortgage covers all the company's raitroad, rolling stock and equipment, lands, land contracts and bills receivable, the sums payable by the United States to the company under the decision of the United States Supreme Court in the per cent' case, all extensions and branches of the raitroad 'as may now or hereafter be authorized by law, 'the bonds and slocks of other companies, and additional equipment, purchased or guaranteed, or whose roads shall be leased by the Company, and various securities new owned by the company, endbraching 29,956 shares of the stock of the Denver Pacific Railway & Telegraph Company, 520,000 bonds and \$72,0,000 stock of the Junction City & Fort Kearney Railway Company, 'as aready contracted with Messrs. Sidney Dilhon, Russell Sage and Henry Yillard for the conversion into \$3,400,000 considered mortgage bonds, \$67,000 econd land-grant bonds, \$2,611,-400 stamped income bonds and \$454,000 for moring \$2,601,-400, stamped income bonds and \$454,000,000,000 cores of land, and the 'artend' company." The conversion of the existing funded dot of the company, it is proposed to issue \$21,000,000 or solidated mortgage bonds, security of land, controlled or hereafter constructed roads, at a rate not exceeding \$15,000 for each mile east of the mortgage bonds in exceeding \$15,000 for containg \$2,000 bonds and the stock of the company it is rate following: " "For the Eastern and Middle Division and Denver Steension mortgage bonds, in exceeding \$15,000 for each mile east of the mortgage bonds in exceeding \$15,000 for each mile east of the mortgage bonds, in exceeding \$15,000 for each mile east of the mortgage bonds, in exceeding \$15,000 for each mile east of the mortgage of the company and \$16,000,000 for each mile e

receiver, continues in possession of the road.

Western Union Railroad.—The motion for an injunction and the appointment of a receiver in the foreelosure suit has been set for hearing May 20, by the United States Circuit Court.

THE CHRONICLE.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, May 16, 1879.

We have seasonable weather at length and it gives a considerable impulse to some branches of trade. A "strike" of the stevedores employed by the European steamship lines has caused some embarrassment to exporters, except of grain, but it is believed that the trouble will be ended in the coming week. Commerce' and manufactures make steady progress towards an improvement, not faster, however, than the situation seems to warrant; and the general tone of mercantile circles is quite cheerful, satisfaction being expressed with the situation at present and the prospects of the future.

The provision market has shown many points of improvement during the week. The advices from Chicago have been the stimulating influence, based upon a revival of speculation. In the matter of business, however, this market has not responded. To-day, sharp advances took place early in the day, sponded. To-day, sharp advances took place early in the day, with a better business, followed by a dull and declining market. Pork on the spot \$9.12½@9.50 for old, and \$10.15@10.25 for new mess; June sold at \$10.10@10.15; August \$10.20, and Sep-tember \$10.30. Lard closed at 6.30c. for prime city on the spot, and 6.40c. for do. Western; do. for May 6.40c.; June sold at 6.37½c., July 6.52½@6.47½c.; closing at 6.42½c.; August at 6.55@6.50c., closing at 6.47½c.; refined for the Continent quoted at 6.80c. Bacon declined to 5c. for long and short clear, 5½c. for short clear, 5c. for long clear. Butter and cheese now mani-fest much steadiness; the demands have latterly improved and arrivals have become more moderate. Tallow dull at 6¼c. for prime.

Raw sugar has met with a good demand at a slight advance in prices, the quotations now being $6\frac{4}{2}$ @6 $\frac{4}{2}$ c. for fair to good refining Cuba. The strength of the raw market is mainly due to the activity and firmness of the refined product, which has also shown some advance. Crushed closes at $8\frac{5}{6}$ @ $8\frac{4}{2}$ c.

	Hhds.	Boxes.	Bags.	Melado.
Receipts since May 1, 1879	27,160	1,309	74,417	453
Sales since	25,965	2,664	14,850	342
Btock May 14, 1879	45,497	26,255	744,723	2,230
Stock May 15, 1878	39,944	13,521	125,754	594

this season.

this season. Tobacco has been less active in the past week; the only relief to absolute dulness in Kentucky stock has been a better de-mand for home consumption. The sales are 600 hhds., of which 100 for export and 500 for home consumption. Prices are un-changed; Jugs 364½c, and leaf 56012c. Seéd leaf has moved rather slowly, the sales for the week aggregating only 761 cases, as follows: 264 cases 1878 crop, New England, seconds and filers, private terms; 150 cases 1877 crop, New England, wrap-pers, 14c. to 21c.; 250 cases 1877 crop, Pennsylvania, 12c. to 20c.; and 97 cases 1878 crop, Wisconsin, on private terms. It will bed Spanish tobacco in fair request, and sales include 500 bales Havana at 85c.@\$1 05. Toeean freight room has received fair attention, both berth and charter descriptions; the latter have, perhaps, been rela-tively the steadier; but considering the influences exerted by lib-strike of the longshoremen, rates can be considered as satis-factory. Late engagements and charters include : Grain to liverpool, by steam, 5¼d., 60 lbs.; provisions, 25632s. 6d.; oton, by sail, 5-32d.; grain to Glasgow, by steam, 6d., 60 lbs.; do. to Bristol, by steam, 7d., 60 lbs.; do. by sail, 4s. 6d. port in United Kingdom, 4s. 4½d.; do. to Oporto, 16½c. per bashel; refined petroleum to Bremen, 2s. 9d. per bbl.; do. to the Baltic, 4s.@4s. 1½d. To-day, business was limited, but rates unchanged; grain to Bristol, by steam, 7d.; do. by sail, 4s. 6d. per qr.; grain to Bordeaux, 4s. 8d. per qr.; do. to Naples, 4s. 6d. per qr.; grain to Bordeaux, 4s. 8d. per qr.; do. to Naples, 4s. 6d. do to Antwerp, 4s. 3d.; do. to Rouen, 4s. 6d. Refined perfort made has been done, particularly in rosins, but the market closes quiet at \$130 for common to good strained, and 28½@29c. for spirits turpentine. Petroleum, while remaining quiet, is nevertheless steadily quoted at 8%c. for refined in bls. Lead has advanced to 3½c. for common domestic. Oils have been more active: Linseed, 60061c.; 460 bbls. crud Tobacco has been less active in the past week; the only relief to absolute dulness in Kentucky stock has been a better de-mand for home consumption. The sales are 600 hhds., of which

OOTTON. FRIDAY, P. M., May 16, 1879.

FRIDAY, P. M., May 16, 1879. THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (May 16), the total receipts have reached 19,897 bales, against 19,031 bales last week, 22,283 bales the previous week, and 36,183 bales three weeks since; making the total receipts since the 1st of September, 1878, 4,355,935 bales, against 4,158,152 bales for the same period of 1877-8, showing an increase since September 1, 1878, of 197,783 bales. The details of the receipts for this week (as per telegraph) and for the corresponding weeks of four previous years are as follows:

Receipts this w'k at	1879.	1878.	1877.	1876.	1875.
New Orleans	3,500	4,833	7,188	6,635	5,439
Mobile	1,187	1,555	547	1,420	647
Charieston	1,412	034	1,658	1,986	1,868
Port Royal, &c	11	192	53	397	
Savannah	2,634	2,093	1,123	1,276	2,332
Galveston	3,208	1,626	602	2,456	1,654
Indianela, &o	49	15	2	93	67
Tennessee, &o	4,593	5,085	2,306	2,488	3,759
Florida	28	17	1	21	6
North Carolina	225	622	614	433	289
Norfolk	2,699	2,604	2,076	2,637	2,187
City Point, &c	351	521	88	133	124
Total this week	19,897	20,097	16,288	19,995	18,372
Total since Sept. 1.	4,355,935	4,158,152	3,873,227	3,987,774	3,379,335

The exports for the week ending this evening reach a total of 49,717 bales, of which 38,974 were to Great Britain, 5,508 to France, and 4,235 to rest of the Continent, while the stocks as made up this evening are now 294,545 bales. Below are the stocks and exports for the week, and also for the corresponding week of last season:

Week	EXP	ORTED TO	<u> </u>	Total	Same	STOCK.			
ending May 16.	Great Britain.	France.	France. Continent.		Week 1878.	1879.	1878.		
N. Orl'ns	24,936	4,937	4,235	34,108	29,384	68,033	100,786		
Mohile					1,400	6,928	14,526		
Charl't'n						8,017	4,515		
Savan'h.	5,017			5,017	4,176	5,526	6,321		
Galv't'n-					3,351	6,338	13,415		
N. York.	5,662	75		5,737	8,469	165,169	160,687		
Norfolk					7,963	10,534			
Other*	3,359	496		3,855	2,843	24,000	28,000		
Tot. this							240		
week	38,974	5,508	4,235	48,717	57,586	294,545	332,592		
Tot since									

Sept. 1. 1920,827 404,717 916,011 3241,555 3137,707

• The exports this week under the head of "other ports" include, from Balti-more, 172 bales to Liverpool, and 466 bales to France ; from Boston, 2,004 bales to Liverpool ; from Philadeiphia, 583 bales to Liverpool.

From the foregoing statement it will be seen that, compared

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is a *decrease* in the exports this week of 8,869 bales, while the stocks to-night are 38,047 bales *less* than they were at this time a year ago. In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add also similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver street :

	On						
MAY 16, AT-	Liver- pool. France		Other Fereign	Coast- wise.	Total.	Leaving Stock.	
New Orleans Mohile Charleston Savannah Galveston New York Other ports	$15,000 \\ 2,000 \\ 1,717 \\ 4,000 \\ 4,198 \\ 1,500 \\ 4,000$	2,250 None. None. None. None. None. None	200 None. 1,000 None. None. None. None.	200 750 550 161 None. 1,000	17,650 2,750 3,267 4,500 4,359 *2,150 5,000	50,500 4,178 4,750 1,026 1,979 163,019 29,534	
metel.	00.415	0.050	1.000	2 1 6 1	90 676	254 096	

Total...... 32,415 2,250 1,200 3,161 * Included in this amount there are 650 bales at presses for foreign ports, the destination of which we cannot learn.

The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to May 9, the latest mail dates:

		S SINCE	EXPOR				
PORTS.	SEP.	r. 1,	Great	1-	Other		Stock.
	1878.	1877.	Britain.	France.	Foreign	Total.	
N.Orlns	1156,668	1344,696	617,083	206,672	344,073	1167,828	95,96
Mohile.	357,667	404,313	56,000	35,583	29,677	121,260	7,75
Char'n*	510,323	452,038	145,029	57,140	176,143	378,312	6,92
Sav'h	694,517	575,989	195,573	23,646	232,677	451,896	10,06
Galv.* .	545,797	434,382	219,320	59,478	64,010	342,808	7,47
N. York	143,942	133.369	213.011	11,960	24,355	249,326	172,68
Florida	56,193	14,177	13,756	1,967	135	15,858	
N. Car.	133,627	135,838	44,472	2,050	18,589	65,111	1,00
Norf'k*	546,029	487,896	184,225	713	5,098	190,039	9,72
Other	191,275	152,357	193,381		17,019	210.400	24,00
This yr.	4336,038		1881,853	399,209	911,776	3192,833	335,59
Last yr.		4138.055	1957.240	473.324	649.557	3080,121	386.95

* Under the heid of Charleston is included Port Royal, &c.; under the head of Gaineston is included Indianoia, &c.; under the head of Noryolk is included City Point, &c.

THE CHRONICLE.

The market for cotton on the spot has been more active, and prices have advanced. On Tuesday afternoon there was a large business for home consumption, which was reported on Wednesday, and quotations were advanced 1-16c.; and on Wednesday afternoon 3,000 bales were sold for export, followed on Thursday, when reported, by a further advance of §c., to 12§c. for middling uplands, and at the same time the principal Southern markets were advanced §@§c., with activity at New Orleans, where, alone, beside New York, is any considerable stock offered. To-day, there was a further advance of §@5-16c., with middling uplands 12§c. The speculative movement in futures was comparatively modorate for the first half of the week, and prices variable, with a feverish, unsettled tone prevailing. Some of the "outside parties" to the recent speculation for a rise sold out and closed their accounts. The market was thus deprived of much of its support, and greatly improved crop accounts were added to the depressing influences. But on Wednesday, the advices from Liverpool and Manchester were unexpoctedly strong and reassuring, causing an active renewal of speculation for the rise, which continued to near the close on Thursday, August advancing to 13·10, but there was some weakness at the close. To-day, there was a further advance of 12@15 points, part of which was afterwards lost.

which was afterwards lost. The total sales for forward delivery for the week are 731,700 bules, including — free on board. For immediate delivery the total sales foot up this week 9,522 bales, including 3 000 for export, 5,850 for consumption, 478 for speculation, and 194 in transit. Of the above, — bales were to arrive. The following tables show the official quotations and sales for each day of the past week:

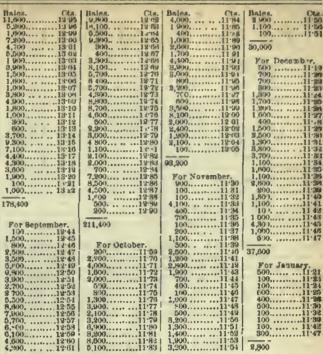
May 10 to UPLANDS.			NEW ORLEANS.			TEXAS.			
May 16.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. PD	101516	101510	101516	11116	11116	11116	11116	11116	11116
Striet Ord	11516	11516	11516 111116	11716	11716	11716	117 ₁₆ 1113 ₁₆	117 ₁₆ 1113 ₁₆	11716
Str. G'd Ord	1115	111610	111510	12110	12116	12116	12116	12116	12116
Low Midd'g	124	124	1248	124	124	124	124	124	124
Str. L'w Mid	12516	12616	12616	12718	12716	12716	12716	12716	12718
Middling	12716	12716	12718	12916 1270	12916 1276	$\frac{129}{10}$ 127_{6}	12916 1276	12916 1276	129_{16}^{10} 127_{6}^{10}
Good Mid Str: G'd Mid		123	$\frac{123}{13}$	1318		134	134	134	134
Midd'g Falr	131110	13:110	131110	131316	131316	131316	131316	131316	131316
Fsir	141118	141116	141116	141316	141316	141316	141316	141316	141316
	Wed	Th.	Frt.	Wed	Th.	Fri.	Wed	Th.	Fri.
						110		114	
Ordin'y. # D Striot Ord.		114	11716	114	11 ¹ 4 11 ⁵ 8	119 ₁₈ 1115 ₁₆	114	1158	119 ₁₆ 11 ¹⁵ 16
Good Ord.		117a	1113_{16} 123_{16}	1174	12	12610	1178	12	125.4
Str. G'd Ord	12	124	12716	1248	124	12916	124	124	12916
Low Midd'g	12316	12516	12918	12516	12710	121116	12616	12'18	121116
Str.L'w Mid		1219	123	124	1258	$\frac{127_{0}}{13}$	1249 1258	1259 1234	1270 13
Middling Good Mid		125	$127_{8} \\ 133_{16}$	1258 121316	123_{10} 131_{16}	13516	121516		13616
Str. O'd Mid	13114	13316	13716	13316	13516	13918	13316	13516	13916
Midd'g Fair	133	1370	14%	1376	14	144	1378	14	144
Fair	1434	14%	154	1478	15	154	1478	15	154
8'	STAINED.					Tues	Wed	Th.	Fri.
Good Ordin	AFV		39 TD.	11310	11316	11316	114	1138	1158
Strict Good	Ordina	FY		11916	11916	11910	1158	1134	12
Low Middlin	17			1170	1178	1178	111518	12116	12616
Middling				124	1248	124	12314	12018	12916

MARKET AND SALES.

								-	
		SALL	SALES OF SPOT AND TRANSIT. FUTURE						
•	SPOT MARKET CLOSED.	Ex- port.			Tran- alt.	Total.	Sales.	Deliv- eries.	
Mon .	Quiet.		190 299	100		190 399	82,100	300	
Tues. Wed. Thurs	Firm. Steady, ¹ 16 adv Firm, ¹ 9 adv	3,000	286 2,196 791	51 106	194	2,441 3,897	$\begin{array}{r} 102,400 \\ 149,800 \\ 153,000 \end{array}$	600 200	
Fri.	Firm, higher	 3.000	2,088		194		$\frac{165,500}{731,700}$		

For forward delivery the sales have reached during the week 731,700 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices :

following is a si	tatement of the a	ales and prices :	
_	Bales. Cts.	Bales. Cts. 2,000,	Bales. Cts.
For May. Bales. Cts.	1,900	2.000	1.200
Bales. Cts.	2.400	51,900	1.800 12.94
100 +. p. 1. th12:26	600	51,900	1.100
1500 a.n. 12th 12 94	1.500		3 100
309	300	For July.	2,300
300 s n.1 th19.91	1.100	80017.63	800
200 s.n. (th1:32	400	2.*0012.84	1.800
100 s.n 14th12'33	500	5.80012.65	3.000
100 s.u. 15th12 33	1.200 12:53	2,700	1.300
300 12.33	2,5001256	1.600 12.67	1,700,
100 s.n. 13th12.34	400 12:57	3.300	1.300
400 12:36	800, 12:58	4,900	1,000
20013.97	1.000	1.100	1,100
100 19:33	2,100	200	
100 12:39	300	3,700	114,800
100 s.n. 15th19-41	1.7111	8,700	
100 a.n. 1.1h12.41	3,500 12.64	5,800,	For August.
100	8,100	3,100 12.75	700
100	1.300 12.64	2.200	1,700
400	500	9,100 22'77	4 700
100,	400	2 100	-3 400
200 12.49	10013.73	1,200 12 79	8,000 12.75
100 s.n. 15th 12.60	1,100	3,100	3.200
100 A.D. 161.12-50	1,400	2.700 12.81	4,700
20012.52	10012.77	5.800	8.100
. 600	600	5.80012.83	1.200
200 s.n. 19.h12 60	1,300	4,500	3,000
800	1,60012.80	500 12.85	3.50012.84
200 s.n. 19th12-68	1,800	1,800	5 100
100 s.n.19th12 70	1,500	2.400	0.100
200	1.0	1.300	3.500 12.87
30012-83	100	9,000	2 100
	600 12 86	1,800 12.91 1,00012.92	7.700 12.89
6,700	900 12:-7	1,000	10 800
	1,600	800 12.93	30012.91
For June.	400	400	100
800	1,500	1,100, 12-95	4,500
9.00	coo 12-91	3,100	6,500



The following exchanges have been made during the week:

15 pd. to exch. 300 May for June. | 18 pd. to exch. 100 Ju e for Ju'y.

The following will show the range of prices paid for futures, and the closing bid and asked, at 3 o'clock P. M., on each day in the past week.

	i n i		1		Tuesday.			
Futures	Sature	lay.	Mond	ay.	Tueso	lay.		
Market.	Irregu	lar.	Varia	ble.	Variat	ole.		
	Fer Day.	Closing.	For Day.	Closing.	For Day.	Closing.		
	High. Low.	Bid. Ank	High. Low. 12:42-12:36	Bid. Ask	High. Low.	Bid. Ask		
	$12 \cdot 39 \cdot 12 \cdot 30$ $12 \cdot 32 - 12 \cdot 26$		12.34-12.30	12.43 45	12 49 12 40	12.49 44		
June	12.54-12.45	12.33 54	12.56-12.48		12.81-12.36			
July	12.72-12.63			12.74 75	12.80-12.71 12.91-12.84	12.71 72		
			$12 \cdot 86 \cdot 12 \cdot 78$ $12 \cdot 57 \cdot 12 \cdot 49$	12:30 57				
October	11.77-11.69	11.73 76	11.80-11.72	11.79 80	11.83-11.71	11.7071		
	11.37-11.30			11.40 41	11.42-11.32	11.32 33		
Dee'ber Jan'ry	11.27-11.19		11.27-11.22	11.29 30	11.32-11.22	11.21 23		
Tr. ord.	12.4		12.4		12.4	5		
Closed.	Stead	у.	Firn).	Weak.			
Futures	Wednesday.		[Winda	· Friday.		
T tretter co	a ouno	suay.	Thurs	aay.	· F.LIU	my.		
Market.	Firm		Firme		Exolt			
			Firm		Exolt			
Market.	Firm For Day.	er. Closing. Bid. Ask	Firm For Day. High. Low.	er. Closing. Bid. Ask	Exelt For Day.*	ed. Closing. Bid. Ast		
Market.	Firm For Day. 12:54-12:32 12:50-12:50	er. Closing. Bid. Ask 12:54 55	Firm For Day. High. Low. 12:72-12:64 12:70-12:60	er. Closing. Bid. Ask 12.64 66	Exolt For Day.* High. Low. 12:83-12:83	ed. Closing. <i>Bid. Ast</i> 12:81 83		
Market. May "a.n. June	Firm For Day. <u>Figs. Low.</u> 12:54-12:32 12:50-12:50 12:67-12:63	er. Closing. Bid. Ask 12.54 55 12.66 67	Firm For Day. High. Low. 12:72-12:64 12:70-12:60 12:82-12:70	er. Closing. Bid. Ask 12.64 66 12.73 74	Exolt For Day.* High. Low. 12:83-12:83 12:92-12:84	ed. Closing. Rtd. Ask 12:81 83 12:89 -		
Market. "a.n. June July	Firm For Day. Hgt. Low. 12:54-12:52 12:50-12:50 12:67-12:63 12:85-12:80	er. <u>Closing.</u> <u>Bid. Ask</u> 12.54 55 12.66 67 12.84	Firm. For Day. High. Low. 12:72-12:64 12:70-12:60 12:82:12:70 12:99-12:87	er. Closing. Bid. Ask 12.64 66 12.73 74 12.89 90	Exelt For Day.* High. Low. 12:93-12:93 12:92-12:84 13:10-12:95	ed. Closing. Rtd. Ask 12:81 83 12:89		
Market. May "a.n. June July August.	Firm For Day. 12:54:12:32 12:50:12:50 12:67:12:60 12:96:12:80 12:96:12:90	er. <u>Closing.</u> <u>Bid. Ask</u> 12.54 55 12.66 67 12.84	Firm. For Day. High. Low. 12:72-12:64 12:70-12:60 12:92-12:67 12:99-12:87 13:10-12:99	er. Closing. Bid. Ask 12.64 66 12.73 74 12.59 90 13.01 —	Exolt For Day.* High. Low. 12:83-12:83 12:92-12:84 13:10-12:95 13:22-13:08	ed. Closing. R4. Ast 12.81 83 12.89 - 13.06 - 13.18 19		
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Market. "an. June July Angust. Sept'b'r Ootober Nov'ber Dec'ber	Firm For bay. 254.1234 12554.1232 1250.1250 1267.1263 1296.1250 1296.1260 1266.1261 1195.1181 11:45-11:40	er. Closing. Bid. Ask 12:54 65 12:66 67 12:98 - 12:98 - 12:98 6 11:43 44 11:33 34 11:34 36 5	Firm For Day. High. Low. 12:72-12:64 12:70-12:60 12:99-12:87 13:10-12:99 12:78-12:67 11:98-11:88 11:43-11:35	er. Closing. Bd. Ask 12.64 66 12.73 74 12.59 90 13.01 - 12.70 71 11.35 36 11.37 38 0	Exolt For Day.* High. Low. 12:33-12:83 12:92-12:84 13:10-12:93 13:22-13:08 12:90-12:76 12:05-11:98 11:47:11:42	ed. Closing. Rtd. Ask 12:81 83 12:89 - 13:06 - 13:18 19 12:86 89 12:00 01 11:55 56 11:45 46 11:48 49 5		

* To 2 P. M.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening: hence, to make the totals the complete figures for to-night (May 16), we add the item of exports from the United States, including in it the exports of Friday only:

ì		1879.	1878.	1877.	1876.
	Stock at Liverpool	566,000	883,000	1,189,000	1,001.000
7	Stock at London	45,250	9,500	42,500	57,000
				1011 500	1.059.007
•	Total Great Britain atock .	611,250		1,211,500	
1	Stock at Havre	148 250	230,750	215,500	187,250
	Stock at Marseilles	3,250	6.500	4,750 66,000	90.750
ļ	Stock at Barcelona	46 000	42,500 7.500	15.500	14.250
١.	Stock at Hamburg	$3000 \\ 24250$	47,750	65,500	51.750
į	Stock at Bremen	44 750	49.000	65.000	57.000
	Stock at Amsterdam	3,000	12.500	11,750	15.730
	Stock at Rotterdam Stock at Antworp	1.750	7.500		19,750
)	Stock at other conti'ulal ports.	7.750	21.250	20,000	18,250
	Stock at other could attact portor				
	Total continental ports	282,000	425,250	472,000	462,000
È.	-				
	Total European stocks	893,230	1,317,750		1.520.000
	India cotton affoat for Europe.	235,000	180,000	370,000	319,000
-	Amer'n cotton afloat for Eur'pe	381.000	495,000	261,000	365,000 51,000
9	Egypt, Brazil, &c., afit for E'r'pe	14.000	22,000	38,000 497,170	458.325
2	Stock in United States ports	294,515	·332,592 35.617	51,225	60,954
8	Stock in U.S. interior ports	38,029	1,000	5.000	5,000
	United States exports to-day	6,000	1,000	0,000	0,000

Total visible aupply......1,864,824 2,383,939 2,895,895 2,779,279

505

Of the above, the totals of	American	and other	descriptio	ns are as
follows:				
Amorican-	1879.	1878.	_1877.	1876.
Liverpool stock		661,000	748,000	598,000
Continental stocks	241,000	366,500	398,000	311,000
American afloat for Europe	384,000	495,000	261,000	365,000
United States stock	294,545	332,592	487,170	458,325
United States interior stocks	38,029	35,617	51,225	60,954
United States exports to-day	6,000	1,000	5,000	5,000
Total American East Indian, Brazil, &c.—	1,463,574	1,891,709	1,950,395	1,798,279
Liverpool stock	*66.000	222,000	421,000	403,000
London stock				57.000
Continental stocks			74.000	151,000
India afloat for Europe		180,000	370,000	319,000
Egypt, Brazil, &c., afloat		22,000	38,000	51,000
Total East India, &o	401.250	492.250	945.500	981.000
		1.891.709		1.798.279

71.81. 6đ. 5131ed. Price Mid. Upl., Liverpool 61ed.

* F We do not think these figures can be correct. The Liverpool stock last week was 485,000 bales American and 114,000 bales other descriptions.

These figures indicate a *decrease* in the cotton in sight to-night of 519,135 bales as compared with the same date of 1878, a *de*of 101,100 bits as compared with the corresponding date of 1877, and a decrease of 914,455 bales as compared with 1876.

AT THE INTERIOR PORTS the movement-that is the receipts and shipments for the week, and stocks to-night, and for the corresponding week of 187S—is set out in detail in the following statement:

	Week en	ding May	16, '79.	Week ending May 17, '78.			
-	Receipts	Shipm'ts	Stock.	Recetpts	Shipm'ts	Stock.	
Angusta, Ga Columbus, Ga	$\begin{array}{c} 282\\ 214 \end{array}$	$1,161 \\ 366$	3,784 3,342	$\begin{array}{c} 555\\227\end{array}$	1,051 1,606	6,505 2,200	
Macon, Ga Montgomery, Ala	95 378	220 511	837 2,768	$\begin{array}{r} 64 \\ 469 \\ 1.65 \end{array}$	$165 \\ 1,331$	2,107 4,832	
Selma, Ala Memphis, Tenn Nashville, Tenn	$ \begin{array}{r} 109 \\ 1,376 \\ 92 \end{array} $	$\begin{array}{r} 611\\6,781\\89\end{array}$	$553 \\ 24,235 \\ 2,510$	$ \begin{array}{r} 165 \\ 2,744 \\ 198 \end{array} $	$ \begin{array}{r} 244 \\ 5,072 \\ 675 \end{array} $	1,742 16,846 1,385	
Total, old ports.	2,546	9,739	38,029	4,422	10,144	35,617	
Dallas, Texas Jefferson, Tex	30 60	46 180	44 292	30 57	109 235	93 360	
Shreveport, La Vicksburg, Miss .	601 296	$1,304 \\ 344$	$930 \\ 554$	122 479	1,258 645	$\frac{588}{607}$	
Columbus, Miss Eufaula, Aia	9		$ 244 \\ 294 \\ 182 $	56 119	20 337	240 872	
Griffin, Ga Atlanta, Ga Rome, Ga		1,095	1,494 604	133 204	18 184 99	$ \begin{array}{r} 400 \\ 2,612 \\ 748 \end{array} $	
Chariotte, N. C St. Louis, Mo	3,729	$192 \\ 5,556$	674 10,582	404 1,865	407 3,607	$\frac{384}{7,622}$	
Cincinnatt, O Total, new p'rts		2,714	5,276	4,320	4,485	6,290 20,816	
Total, all		21.964	59.249	12,211	21.548	56,433	

The above totals show that the old interior stocks have decreased during the week 7,193 bales, and are to-night 2,412 bales more than at the same period last year. The receipts at the same towns have been 1,876 bales less than, the same week last year.

RECEIPTS FROM THE PLANTATIONS .- The following table is receipts FROM THE FLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the out ports are some-times misleading, as they are made up more largely one year than another, at the expense of the interior stocks. We reach, therefore, a safer conclusion through a comparative statement like the following:

RECEIPTS FROM PLANTATIONS.

Week ending-		Receipt	ts at the	Ports.	Stock a	t Inter'	r Ports	Rec'pts from Plant'ns		
		1877.	1878.	1879.	1877.	1878.	1879.	1877.	1878.	1879.
Jan.	3	115,268	165,755	143,155	249,005	253,239	281,634	108,770	157,118	130,508
	10	101,132	142,099	121,091	223,007	230,203	253,647	74,234	125,153	03,104
66	17	115.015	153,727	113,013	214,057	237,380	233,230	108,065	154,814	93,202
83	24	109,447	164,059	148,640	195,082	242,013	218,585	90,472	168.692	133,997
	31	138,374	159,186	167,097	182,240	244,404	220,935	125,532	161,607	169,447
Feb.	7		137,138							
46	14	120,720	120,090	150,841	174,977	233,103	190,705			
85	21		109,736						103,318	125,809
44	28	68,615	. 94,340						78,599	08,239
Mar.	. 7	50,742	90,947	83,266	160,291	192,465	165,619	46,855	72,477	78,447
	14						159,418			
8.2	21				1		141,612			
	28,				1		131,463			
Apr	. 4						116,879			
	11			F .			107,005		6	1
95	18				128,411					
5.2	25				117,074					
May		10,560			107,534					
66	9,				97,696				1	1
86	16	16,288	3 20,097	1 19,897	86,370	50,433	59,249	4,958	10,760	7,600

The above statement shows-

1. That the total receipts from the plantations since Sept. 1 in 1878-9 were 4,409,532 bales; in 1877-8 were 4,193,103 bales; in 1876-7 were 3,921,877 bales.

 That although the receipts at the out ports the past week were 19,897 bales, the actual movement from plantations was only 7,600 bales, the balance being drawn from stocks at the interior ports. Last year the receipts from the plantations for the plantations of the plantations of the plantations for the plantations of the plantations. same week were 10,760 bales, and for 1877 they were 4,968 bales.

WEATHER REPORTS BY TELEGRAPH. - The past week has been fairly favorable for the development of cotton, though in some sections there are complaints. In the coast counties of Texas. they are needing rain badly, and in portions of other States, especially Georgia, there has been too much rain, and the temperature too low. But in general we think the condition is improving.

Galveston, Texas .- The weather during the week has been warm and dry throughout the State, and the coast belt is beginning to need rain badly. Peaches and other early fruits are ripening. The thermometer has averaged 77, the extreme range having been 71 to 88.

Indianola, Texas .- There has been no raiafall during theweek, and we are needing it badly. Average thermometer 80, highest 91, and lowest 69.

Corsicana, Texas .- We have had warm, dry weather the past week. The wheat harvest and other farm-work are active. The thermometer has averaged 73, the highest being 88, and the lowest 55.

Dallas, Texas .- It has not rained here the past week. The thermometer has ranged from 55 to 88, averaging 73. Continnous dry weather is wanted, for, while all crops are doing well, wheat is now being harvested. The wheat is turning out short. in quantity, although excellent in quality. The increased cotton acreage is 25 to 35 per cent in North Texas, east of Brazos River.

Brenham, Texas.-The weather has been warm and dry-

Brennam, Texas.—The weather has been warm and dry-throughout the week, just such as was desired. Crops are doing as well as possible, and fruits are moving to market. Average-thermometer 78, highest 88, and lowest 72. New Orleans, Louisiana.—There has been no rainfall the past week. The thermometer has averaged 74. Shreveport, Louisiana.—The weather during the past week has been dry, and roads are in good condition. The thermometer has-averaged 74, the highest being 87 and the lowest 61. The rain-fall has reached two hundredths of an inch. River twenty-one-feet. The cotton crop at Minden was damaged by a hail storm The cotton crop at Minden was damaged by a hail storm feet. on the fourteenth.

on the fourteenth. Vicksburg, Mississippi.—Crop prospects are promising. Columbus, Mississippi.—The weather has been warm and dry throughout the week, the thermometer ranging from 75 to 83. Little Rock, Arkansas.—Of the past week Tuesday and Thurs-day were cloudy, with light falls of rain, but the remainder of the week has been clear. The thermometer has averaged 71, ranging from 60 to 36, and the rainfall has reached thirty-six hundredths of an inch

ranging from 60 to S6, and the rainfall has reached thirty-six hundredths of an inch. Nashville, Tennessee.-We have had rain on three days the past week, the rainfall reaching one inch and fifty-nine hun-dredths, and it was greatly needed. The thermometer has aver-aged 70, the highest being 86 and the lowest 47. Memphis, Tennessee.-There has been rain on three days the past week, mostly local, the rainfall reaching two inches and sixty-one hundredths. Considerable damage by cutworms is urged, hut think no serious damage has been done, and but slight replanting will be necessary. The weather is too cold yet, but we have secured a good stand of cotton, and but little injury has been done. Average thermometer 72, highest 85 and lowest 51. Mobile, Alabama.-It has rained on two days this week,

lowest 51.
Mobile, Alabama.—It has rained on two days this week, but the rainfall was too light to measure. Crop accounts are more favorable. The crop is developing promisingly. Average thermometer 73, highest 57 and lowest 57.
Montgomery, Alabama.—The earlier part of the past week was clear and pleasant, but during the last four days we have had a rainfall of two inches and one hundredth. We are having too much rain. The thermometer has averaged 72, the highest 55

Was creat and protons, we have a series of the se

The thermometer has averaged 75.

Savannah, Georgia. --It has been eloudy, with rain, every day of the past week, the rainfall reaching one inch and eighty-three hundredths. The thermometer has ranged from 53 to 87, averaging 70.

Augusta, Georgia.—During the earlier part of the week we had a rainfall of thirty-six hundredths of an inch. rain having fallen lightly on three days, but the latter portion has been clear and pleasant. Crop accounts are less favorable, the wet weather

of April having to a considerable extent made replaning neces-sary. Average thermometer 70, highest 82 and lowest .4. *Charleston, South Carolina.*—It has rained on four days the past week, light showers. Average thermometer 70, highest 81 four days theand lowest 55.

MAY 17, 1879.]

THE CHRONICLE.

1818

COMPARATIVE PORT IERCHIPTS AND DAILY CHOP MOVEMENT.— A comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact rolative movement for the years named. First we give the receipts at ouch port each day of the week ending to-night.

D'ya of we'k New Or-Wil-ming-ton. Gal-Char-Savan Nor-folk. All Total. bile. leston. nah. vest'n. leaus. Sat 219 161 201 173 389 1.953 173 627 Mon 1,591 319 29 1,011 379 229 408 3,998 Tues 163 43 180 59 t 1,251 552 1,418 4,211 4 813 Wed 120 512 536 521 333 10 313 3,161 Thur 141 89 100 155 300 506 16 465 1.771 Fri. 571 426 419 134 577 690 1,969 17 4,803 Tot.. 3.500 1,187 1,412 2,631 3,208 2.699 57 5.200 19,897

PORT RECEIPTS FROM SATURDAY, MAY 10, '79, TO FRIDAY, MAT 16, '79, 7

The movement each month since Sept. 1 has been as follows:

Monthly		Year	Beginnin	g Septemb	er 1.						
Receipts.	1978.	1877.	1876.	1875.	1874.	1873.					
Sept'mb'r	283,845	93,491	236,868	169,077	134,376	115,255					
October	689,264	578,533	675,260	610,316	536,969	355,323					
Novemb'r	779,237	822,493	201,392	740,116	676,295	576,103					
Decomb'r	893,664	900,119	787,769	821,177	759,036	811,668					
January .	618,727	689,610	500,680	637,067	444,032	702,168					
February.	566,824	472,054	449,686	479,801	383,324	482,688					
March	303,955	340,525	182,937	300,128	251,433	332,703					
April	167,459	197,965	100,191	163,593	133,598	173,986					
	1.007.070	1.000 700	0.004 500	0.001.077	0.010.000						
Tot.Ap.30	4,301,318	1,039,790	3,334,180	3,921,275	3,319,082	3,549,894					
Pere'tage	of tot. port										
receipts	April 30.	04.34	94.96	93.56	94.91	93.31					

This statement shows that up to April 30 the receipts at the ports this year were 203,133 bales more than in 1877 and 473,192 bales more than at the same time in 1876. By adding to the above totals to April 30 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

	1878-79.	1877-78.	1876-77.	1875-76.	1874-75.	1873-74.
T'l Apr.30	4,307,978	4,099,790	3,834,796	3,921,275	3,319,082	3,549,894
May 1	2,575					
·· ?	6,454	2,707	3,561	3,551	8.	4,976
46 3	2,455	7,161	1,675	4,906	7,347	8.
4	S .	2,032	4,512	3,098	5,874	6,694
" 5	4,851		2,032	4,761	2,117	5,570
« G	3,936			4,694	2,584	2,918
· · · · · · · · ·	2,726			1.4.1	2,948	3,298
-44 8	2,439		4,187	7,008	2,275	5,915
** 9	2,621	4.257			8.	2,971
" 10	1,953	4,886	1,794	· 4,642	5,161	8.
** 11	S.	2,925	3,575	3,478	2,945	9,842
** 12	3,993	8.	2,489	3,594	3,371	3,378
" 13	4,211	4,324	S. 1	2,882	3,415	4,274
« 14	. 3,161	3,390	4,167	8.	3,693	3,741
" 15	1,771	3,619	2,614	6,189	4,465	• 4,311
, " 16	4,803	3,232	2,075	2,786	8.	3,824
Total	4,355,935	4,155,545	3,877,188	3.978.445	3.367.768	3.616.005
Percentage						-,,000
	a Mar 18	05-00	00.01	01.00	00.00	00*

pt.rec'pts May 16. 95.62 96.01 94.92 96.30 95.05

This statement shows that the receipts since Sept. 1 up to to-night are now 200,300 bales more than they were to the same day of the month in 1878, and 478,747 bales more than they were to the same day of the month in 1877. We add to the last table the percentages of total port receipts which had been received May 16 in each of the years named.

TEXAS FIRST COTTON BLOOM.--Mr. Mills, Secretary of the Galveston Cotton Exchange, kindly sends as the following letter with its enclosure.

GALVESTON, HARRISBURG AND SAN ANTONIO RAILWAY. SCHULENBURG STATION, May 7, 1879.

Mr. Mills, Sec. Cotton Ex.: DEAR SIR:--I herewith hand you the first cotton bloom of the season, same being from the farm of Mr. L. McKinnou, of Lavaca County. The benvy rains have somewhat retarded farming, but on return of good weather all are jubilant. Schulenburg to date has shipped fourieen thonsand bales, and possibly by August 1st increase shipments to 500 more. Total, 14,500 bales. Very truly yours,

M. W. YOUNG, Agt.

. FACTS ABOUT LIVERPOOL AND MANCHESTER.—Our friends will find an article on this subject in our editorial columns which may be of interest to them.

BOMBAY SHIPMENTS.—According to our cable dispatch received to-day, there have been no bales shipped from Bombay to Great Britain the past week and 12,000 bales to the Continent: while the receipts at Bombay during this week have been 50,000

bales. The movement since the 1st of January is as follows. These figures are brought down to Thursday, May 15.

	Shipmonts titls week			Shipm	ents sinc	Receipts.		
	Great lirit'n.	Conti- nent.	Total.	Groat Britain.	Conti- nent.	Total.	This Week.	Binco Jan. 1.
879 878 877	15,000	18,000	31,000	123,000 221,000 281,000	290,000	511,000	30,000	543,000 631,000 804,000

From the foregoing it would appear that, compared with last year, there has been a *decrease* of 21,000 bales in the week's shipments from Bombay to Europe, and that the total movement since January 1 shows a *decrease* in shipments of 180,000 bales, compared with the corresponding period of 1878.

GUNNY BAGS, BAGGING, &C.—Bagging has been in better demand since our last, and a firmer feeling is to be noted on the part of holders, who are not disposed to sell at less than fuil figures. There have been sales of 1,500 to 2,000 rolls, but the particulars are kept quiet. Quotations are 9@10c¹/₄. according to quality. Butts are not in very large demand, and only about 1,200 bales are reported placed, and for these $2\frac{1}{4}$ @27-16c. were the figures paid. There is no change at the close, holders quoting $2\frac{1}{4}$ @2 $\frac{1}{4}$ c. for ordinary, while for good bagging quality $2\frac{1}{4}$ @ 27-16c. is demanded.

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 5,787 bales, against 854 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1878, and in the last column the total for the same period of the previous year

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1878.

		Week e	nding-		Total to	Samo
Exported to—	April 23.	April 30.	May 7.	May 14.		period previ'us year.
Liverpool Other British ports	5,764	2,759	854	5,662	$213,861 \\ 4,812$	
TOTAL TO GREAT BRITAIN	5,764	2,759	854	5,662	218,673	294,137
Havre. Other French ports		-715		. 75	11,935 100	
TOTAL FRENCH		715		75	12,035	5,468
Bremen and Hanover Hamburg Other ports					$13,708 \\ 2,202 \\ 2,935$	
TOTAL TO NORTH. EUROPE					18,745	33,347
Spain, Op'rto, Gibralt'r, &o All other	•••••				5,610	2,398
TOTAL SPAIN, &C					5,610	2,398
GRAND TOTAL	5,764	3,474	854	5,737	255,063	335,350

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1878:

-								
Reccipta	New	York.	Bo	ston.	Philadelphia.		Baltimore.	
from-	This week.	Sinco Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept.1.		Since Sept. 1.
N. Orl'ans		133,295		7,337				*******
Texas		115,192		11,727				
Savannah Mobile		135,389	913	$ \begin{array}{r} 34,121 \\ 1.100 \end{array} $		22,157	65	44,988
Florida		19,919						
S.Carolina							433	
N.Car'lina Virginia	388		2,299	$100 \\ 53,391$			406	13,219 51,949
North.p'ts	2	6,508	2,595	118,050				27
Tenn., &e.		146,041	1,391	92,695	756	55,191		27,300
Foreign	10	6,443	•••••	7				
This year.	12,187	833,683	7,198	318,528	890	81,273	911	156,493
Last year.	14,660	854,115	3,164	312,094	,491	65,176	573	136.023

SHIPPING NEWS.--The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 49,531 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE, last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week.

Tota	d bales.
NEW YORK-To Liverpool, per steamers Abyssinia, 479 Tho	
Queen, 1,002 and 71 Sea Islandper ships Philomena,	
1 000 Darad Alexandria 1 779 Ton Structure in the internet	
1.826Royal Alexandria, 1,773Lord Strathnairn, 511	5,062
To Havre, per steamer Canada, 75.	75
NEW ORLEANS-To Liverpool, per steamers Commandor, 1,832	
Jamaican, 3,189per ships Ardenlea, 3,634Clip of	
Brooklyn, 6,192Southern Rights, 1,508per bark	
	20,170
To Havre, per ships France, 1,244 Thomas Lord, 3,693	4.937
To Bremen, per steamer Nurnberg, 988	988
To Dremen, per steamer Aumberg, 955	
CHARLESTON-To Cronstadt, per bark Gutenberg, 2,475 Upland.	2,475
SAVANNAH-To Liverpool, per ship City of Montreal, 3,749	-
Upland and 9 Sea Island	3,758
TEXAS-To Livorpooi, per barks Sarah Douglass, 1,706 Kal-	
ema, 2,945laveresk, 2,680per brig Magdaia, 834	8.165
BALTIMORE-To Liverpool, per steamer Nova Sectian, 400 and	.,
191 bags Sea Island	591
To Bremen, per steamer Strassburg, 4	UUL
	- 36
BOSTON-To Liverpool, per steamers Linhope, 100 Massa-	0.400
chusetts, 294Bavarian, 1,468Minnesota, 544	2,406
PHILADELPHIA-To Liverpool, per steamer British Empire, 300	300
Total	49.53L

The particulars of these shipments, arranged in our usual form,

410 40 IVII0 101					
	Liver-		Bre-	Cron-	
	pool.	Havre.	men.	stadt.	Total.
New York	5,662	75	1111		5,737
New Orleans	20,170	4,937	988		26,095
Charleston				2,475	2,475
Savannah	3,758				3,758
Texas	8,165				8,165
Baltimore	591		4		2,406
Bosten	$2,406 \\ 300$				300
Philadelphia	300				300
Tetal	41,052	5,012	992	2,475	49,531

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

Below ws give all news received to date of disasters to vessels carrying cotton from United States ports, etc.:
GANGES, steamer (Br.), Baker, from New Orleans via Key West for Liverpool, which put into Norfolk May 5, had broken her condenser.
ROBINA (Br.) With reference to the statement as to the supposed stranding, near Reval, of the steamship Robina (Br.), from New Orleans, the master (Jones) wired his owners, under date of April 23d: "Robina not been aground as reported. Ship discharged. Commenced loading." Captain Jones attributes the report to the salvage men belonging to Nargen, the Robina having steered close to the north end of the island to obtain a pilot.
CHINA, ship, Barker, from New Orleans for Reval, struck the bottom at Lyngbye, Denmark. Assistance ind heen sent to her on May 7. ConsentAtA, ship (Br.), Cameron, for Liverpool, hefore reported on fire at New Orleans for Reval, struck the bottom at Lyngbye, Denmark. Assistance in the new of the row of the approximate of the carding for repairs April 24 leaky, was towed up the river to a doek yard for repairs April 29.
WENTERIORN, bark, from Galveston for Liverpool, had finished reloading her cargo at Rermuda May 7, and would be ready for sea in three or four days.
HERA (Ger.) On morning May 3 some fifty odd additional bules were gotten out of the hold of brig Hera (Ger.) ashore on Bird Island, Texas, and the hold of brig Hera (Ger.) ashore on Bird Island, Texas, and the hold were back to Galveston, leaving a force of men aboard the Hera to keep the rotary punp in motion. Later in the uight these mean sent up signals of distress and were rescued from their perilous situation by the lifeboat from the ightboat in the to work and a considerable volume of water ejected from her until the increasing roughness of the sea eaused a suspension of operations. uspension of operations.

LIVERPOOL .- By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port

1				
	April 25.	May 2.	May 9.	May 16.
Bales of the week bales.	56,000	74.000	83.000	63,000
Forwarded	6,000	11,000	8,000	9,000
Bales American	42,000	59,000	60,000	
Of which exporters took		4,000	3,000	
Of which speculators took	7,000	10,000	14,000	
Total stock	606,000	635,000	599,000	
Of which American	477,000		485,000	
Total import of the week	100,000	104,000		
Of which American			28,000	
Actual export	6,000		4,000	
Amount afloat	313,000		282,000	
Of which American	216,000	142,000	155,000	180,000

The tone of the Liverpool market for spots and futures, each day of the week ending May 10, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturd'y.	Monday.	Tuesday.	Wedn'sdy	Thursd'y	Friday.
Market, 12:30 P.M.	Mod. inq. freely supplied.	Quiet.	Firm.	Strong.	Buoyant.	Firmi.
Mid. Upl'ds Mid. Orl'ns.	678	613 ₁₅ 678	678 678	77	71 ₁₈ 71 ₈	718 7316
Market, 5 P. M.						
Sales. Spec. & exp.	7,000 1,000	8,000 1,000	7,000 1,000	$15,000 \\ 2,000$	20,000 3,000	$12,000 \\ 2,000$
Futurcs. Market, 5 P. M.	Firm.	Firm.	Firm.	Strong.		Quiet.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.						
				318@1364		
Havre, steam c.	@12*	@12*	@*1g	@12*	@:2*	@1g*
do sailc.						
Bremen, steamc.	@12*	@12*	@12*	@29*	@12*	@1g*
do sailc.			@718	@718	@716	@718
Hamburg, steam.c.						
				@12		
Amst'd'm. steam c.						
						@
Baltic, steamd.						
do saild.						

* Compressed.

The actual sales of futures at Liverpool, for the same week, are given below. These sales are on the basis of Uplands, Low Middling clause unless otherwise stated.

- 1	SATURDAY.	
Delivery. d. May-June678@2732 June July678	Delivery. d.	Delivery. d.
May-June 678@2732	AugScpt 61516@3132	AngSept 61518
June July678	@1518	SeptOct63132
July-Aug 62932@1518 @2932	SeptOct	Snipment.
@ ²⁹ 32	Jane-July	Sept. Oet., n.cp., 8161118

MONDAY.

Delivery.

TUESDAY.

Delivery.

Delivery. Oct.-Nov...... May.....

May. June-July

 $\begin{array}{c} Delivery.\\ \text{Sept.-Oct.} & .71_{32}\\ \text{Oct.-Nov.} & & 62_{32}\\ \text{May-June} & & 61_{61_6}\\ \text{June-July.} & & 631_{32}\\ \text{Aug.-Sept.} & & .71_{32}\\ \end{array}$

.71₃₂ .71₁₆

61114

WEDNESDAY. Delivery. Aug.-Sept...... Sept.-Oct..... Oct.-Nov.... May-June..... June-July.... Aug.-Sept.... Sept.-Oct... Oct.-Nov...... Delivery. 7332

Aug..... THURSDAY.

FRIDAY.

7332 62532

71₃₂ 718 718 $7^{18}_{627_{32}}_{7^3_{32}}$

 $\begin{array}{c|c} Delivery. \\ May \dots 6^{29}s_2^{-15}l_6^{-31}s_2 \\ May^-June \dots 6^{15}l_6^{-31}s_2^{-7} \\ June \dots July 6^{15}l_6^{-31}s_2^{-7} \\ July.-Aug. \dots 6^{31}s_2^{-37} \\ May.-Sept. \dots 7^{1}s_2^{-31}l_6 \\ Aug.-Sept. \dots 7^{1}s_2^{-31}l_6 \\ Sept.-Oct. \dots 7^{1}s_2^{-31}l_6 \\ Sept. -0et. \dots 7^{1}s_2^{-31}l_6 \\ May.-\dots 7 \\ July-Aug. \dots 7^{1}s_2^{-31}l_6 \\ July \\ July$

Delivery.

Delirery. $\begin{array}{c} Detarery.\\ May.....75_{32} \\ \text{May-June}.....75_{32} \\ \\ \text{June-July}.75_{32} \\ \\ \text{June-July}.75_{32} \\ \\ \text{July-Aug}....77_{32} \\ \\ \\ \text{July-Aug}....7_{4} \\ \end{array}$

Aug.-Sept....

BREADSTUFFS.

FRIDAY, P. M., May 16, 1879. There has been an upward tendency to prices of flour, and yet no further advance of moment can be quoted. This may be owing in some measure to the fact that assortments are much broken, and buyers have little encouragement in the nature of the offerings to make bids. It is evident that stocks have been run down pretty low, in anticipation of warm weather, and parties wishing desirable lines must give their orders for the same to the millers. To-day, there was a good shipping

ping extras. The wheat market has been feverish and variable, and yet some advance has been made on the prices of last Saturday, notwithstanding the more favorable crop accounts from the Northwest, and the near approach of supplies through the Erie Canal. The export and milling demands have been good, but the chief strength has been speculative, based on the rapid reduction of the visible supply. Yesterday, No. 2 spring sold at \$1 05@\$1 08½ on the spot, the latter figure for choice, and \$1 06½@\$1 07 for June; No. 2 amber, \$1 17@\$1 17½ on the spot; No. 2 red, \$1 17@\$1 18 for June; and No. 1 white, \$1 15@\$1 1534 for May and June, and \$1 15 for July. To-day, the market was dull, and winter wheats fully ½c. lower.

demand at \$3.65@4.15@\$5 for inferior to good and choice ship-

Indian corn has been variable, showing in the aggregate some decline for the leading grades of mixed, while yellow and white have been not plenty, and sold at full prices for both Western and Southern. The weather has latterly been much more favorable for the crop in middle latitudes. The sales yesterday embraced No. 2 mixed Western, 45¼@45½c. of the spot, 45@45%c. for May, 44%@44%c. for June, and 45%c. for July; steamer mixed, 45c. on the spot, 433/4c. for early arrival, and 43c. for June. To-day, there was no essential change.

Rye was active and very firm early in the week, but latterly was quiet, and somewhat nominal. Barley has sold to some extent at 86%c. for No. 1 Canada, and 75c. for No. 2 do. Oats have not been active, but with supplies quite moderate, both present and prospective, there is latterly a stronger market, especially for the medium grades. To-day, the market was steady, with No. 2 graded quoted at 35 1/4c. for mixed, and 39c. for white; No. 2 mixed Chicago in store sold at 34¹/₄c. The following are closing quotations:

The following are closing quotations.								
FLOUR.		1	GRAIN.					
No. 2 😵 bbl.	\$2 500	3 20	Wheat-					
Superfine State and	P		No.3 spring, 2 bu. \$	094 2097				
Western	3400	3 50	No. 2 spring					
Extra State. &c	3850	4 00	Rejected spring					
Western spring wheat			Red winter, No. 2					
extras	3800	4 05		1 12 @1 18				
do XX and XXX	4250	6 00	No. 1 white	1 15 @				
Western winter shlp-			Corn-West. mixed	44 @ 46				
plug extras	4100	4 40	Western No. 2	45120				
do XX and XXX	4 500	6 00	Yellow Southern.	47 @ 49				
Miunesota patents	5 500	8 25	White do	48 @ 52				
City shipping extras.	4 000	515	Rye-Western	60 @ 6212				
Southern bakers' and			State and Canada	63 @ 65				
famlly brands	5 250	6 25	Oats-Mixed	33 @ 36				
South'n ship'g extras.	4 250	5 00	White	35 @ 41				
Rye flour, superfine	3100	3 40	Barley-Canada W.	@				
Corn meal-			State, 4-rowed	@				
Western, &c	2100	2 30	State, 2-rowed	@				
Brandywine, &e	2 50@	2 55	Peas-Can'da,b.&f.	75 @ 92				

Delivery.

THE CHRONICLE

	-
Receipts of flour and grain at Western lake and river ports	
for the week ending May 10: Flour, Wheat, Corn, Oats, Barley, Rye,	Tol
bhla, bush, bush, bush, bush, bush, bush,	Det
At- (196 Iba.) (60 Iba.) (56 Iba.) (32 Iba.) (48 Iba.) (56 Iba.) Chicago	Bt. Hor
Milwaukee 46,499 444,384 15,966 60,600 5,522 11,950 Toledo 172 54,880 208,292 22,036 1,476	To: Mo
Detroit	Phi Pec
St. Louia	Ind
Duluth 8,013 16,907	Bal
Total 116,956 1,072,484 1,876,850 497,364 58,029 Same week '78 121,774 1,613,707 2,000,751 570,103 73,049 82,025 do '77 97,546 373,886 1,878,151 500,743 09,534 31,592	Lal
	Ou
Total receipts at same ports from Jan. 1 to May 10, inclusive,	Ma
for four years: 1879. 1878. 1877. 1876.	Ap
Flourbbls. 2,323,545 2,162,141 1,545,106 1,896,680	Ma Ma
Wheatbush. 19,881,942 21,680,722 6,232,362 12,114,475 Coru27,608,216 27,600,533 21,628,432 21,865,151	
Onts	
Itarley 2,029,988 2,431,110 1,944,458 2,479,504 Ryo 1,048,926 1,407,462 744,802 423,572	
Total grain 58,856,079 60,729,424 39,049,709 43,662,956	
Total receipts (crop movement) at the same ports from Aug. 1	I
to May 10, inclusive, for four years: 1878-9. 1877-8. 1876-7. 1873-6.	sat
Hourbbls. 1878-9. 1877-8. 1876-7. 1875-6. Fiourbbls. 5,070,101 4,934,535 4,198,703 4,112,583	in
Wheatbush. 75,980,703 65,186,013 35,625,347 51,957,171 Corn	ord
Onts	fat
Barley 9,070,634 8,009,970 8,010,108 7,166,162 Ryo 4,005,269 3,384,279 2,602,346 1,163,422	jea
Total grain 180,973,339 160,171,565 126,161,579 124,582,399	wo
Comparative shipments of flour and grain from the same	ind
ports from Jan. 1 to May 10, inclusive, for four years: 1879. 1878. 1877. 1876.	sta
Flourbbls. 2,447,275 2,145,229 1,531,281 1,966,390	yet by
Wheat bush. 14,513,607 19,500,948 5,350,295 11,004,853	am
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1
Barloy. 1,741,623 1,387,714 1,423,324 1,077,870 Rye. 830,286 1,113,480 506,826 379,271	for
Total grain 43,213,611 48,117,252 28,908,973 36,040,627	to
* Rail and lake shipments from same ports for the last four	ga
weeks:	Af Ea
Week Flour, Wheat, Corn, Oats, Barley, Rye, ending— bbis, bush, bush, bush, bush, bush, bush, bush,	wa
May 10144,822 1,470,411 1,970,554 536,103 70,001 128,236 May 3121,238 1,565,368 2,459,693 387,448 60,467 85,384	ble
April 26 119,623 860,394 1,695,031 303,955 114,639 43,946 April 19 138,800 1,315,644 1,386,384 374,669 104,084 74,818	a
Total, 4 w'ks. 524,483 5,211,817 7,511,662 1,602,175 349,194 332,384	exe
Cor.4 wks'78 474,779 5,694,918 8,427,493 1,487,298 156,198 301,531	tin sto
Receipts of flour and grain at seaboard ports for the week ended May 10:	cot
Flour, Wheat, Corn, Oats, Barley, Rye,	of
At- bbls. bush. bush. bush. bush. bush. New York 84,400 523,350 502,526 83,503 13,000 34,974	Pri
Boston	642
Portland 1,200 1,500 1,600 1,600 Montreal 7,164 230,327 2,305 17,323 Philadelphia 14,470 431,400 575,500 93,800 6,000 11,500	Pr
Baltimore 15,672 350,450 751,300 44,500 2,000	gin jac
	Jac
Previous week 173,277 1,290,793 2,340,797 318,089 21,490 52,059	go
Cor. week '78 163,378 2,436,487 2,538,064 517,105 47,895 164,724 Cor. week '77 141,502 91,100 1,918,516 553,502 74,866 44,100	fla
And from Jan. 1 to May 10, inclusive, for four years:	we
1879. 1878. 1877. 1876. Flonrbbls. 3,604,058 3,066,577 2,440,113 3,171,654	wo
	me
$\begin{array}{llllllllllllllllllllllllllllllllllll$	sha
Outs	lea
Total	cor
Exports from United States seaboard ports and from Montreal,	for
for week ending May 10:	and pri
Flour, Wheat, Corn, Oata, Rye, Peas, From— bbls. busb. bush. bush. bush. bush.	the
New York 50,344 700,236 454,525 43,566 115,434 2,595 Boston 22,772 70,981 358,393	wa
Portland 8,257 37,852 50 52 45,766	mo
Pullinger 2,743 250,518 270,246 D0 74,928	
	Wo
Total for wik 93,983 1 309 999 1 965 567 49 660 100 960 40 961	Sh
Total for w'k 93,983 1.399,288 1.865,567 43,668 190,362 48,361 Previous week 106,052 1.406,235 2.441,729 40,894 8,200 1.210	Sh un
Total for w'k 93,983 1.399,288 1.865,567 43,668 190,362 48,361 Previous week. 106,052 1.406,233 2,441,729 40,894 8,200 1,210 Two weeks ago 10,357 1,812,890 2,523,767 3,150 62,087 2,144 Same time '78. 64,366 1,605,620 1,623,203 190,076 71,430 2,496	Sh un l
Previous week. 106,052 1,406,235 2,411,729 40,894 8,200 1,210 Two weeks ago 110,357 1,812,899 2,523,767 3,150 62,087 2,144 Same time '78. 64,366 1,605,620 1,623,203 190,076 71,430 2,496 The visible supply of grain, comprising the stocks in granary	Sh un
Previous week 106,052 1,406,233 2,41,729 40,894 8,200 1,210 Two weeks ago 110,357 1,912,899 2,523,767 3,150 62,887 2,144 Same time '78. 64,366 1,605,620 1,623,203 190,076 71,430 2,496 The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard	Sh un J firs
Previous week 106,052 1,406,235 2,41,729 40,894 8,200 1,210 Two weeks ago 110,357 1,912,899 2,523,767 3,150 62,887 2,144 Same time '78. 64,366 1,605,620 1,623,203 190,076 71,430 2,496 The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail, May 10, was as follows: Wheat, Corn, Oais, Barley, Rye,	Sh un firs of mi sill
Previous week $106,052$ $1,406,233$ $2,411,729$ $40,894$ $8,200$ $1,210$ Two weeks ago $110,357$ $1,812,899$ $2,523,767$ $3,150$ $62,087$ $2,144$ Same time '78. 64,366 $1,605,620$ $1,923,203$ $190,076$ $71,430$ $2,496$ The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail, May 10, was as follows:	Sh un l firs of mi

ports, and in th	ransit by ran,	May 10,	was as to	llows:		S
In Store at-	Wheat, bush.	Corn, bush.	Oate, bush.	Barley, bush.	Rya.	0
New York Albany	600	857,137 27,000	358,900 67,500	$181,933 \\ 58,700$	$314,501 \\ 48,000$	r
Buffalo Chicago	6,011,715	331,714 3,751,486	6,433 307,594	50,720 204,047	8,203 122,818	11 g
Milwaukee Duluth (3d)	2,234,218 373,302	21,934 117,335	145,364	203,167	122.818 76,704	d

	Wheat, bush.	Corn. bush.	Oals, bush.	liarley, bush.	Ryc. bush.
Toledo	466,102	349.623	21.500		2,223
Detroit	230,811	3,330	8.457	1.570	
Oswego	99,000		*******	175,000	15,000
Bt. Louis	172,992		89,023	10,487	39,294
Hoalon	3,039		88,439	3,310	400
Toronto	175,980		15,205	29,059	
Montreal (3d)	98,327		25,519	81,366	869
Philadelphia	654,136		04.005	*******	7,833
Peoria Indianapolia	3,239 5,895		24,895	1,446	40,338
Kansas City	174.331	52,492	14,863 1,429	*******	3,975
Ballimore	438,535			*******	1,779
Rail shiputa, w'k.	537.399		365,333	09.546	87.930
Lakeshipmis,w'k.	933.012		170,770		40.300
On Canal	364.085		45,113	36,855	67.089
					01,000
Total	15,109,416	10,626,900	1.759.133	1.176.664	877.174
		11,844,496			952.300
April 26, '79					972.603
April 19, '79					
May 11, '78					600.453
May 12, '77		9,386,307			686,406

THE DRY GOODS TRADE.

FRIDAY, P. M., May 16, 1879.

In volume the business of the past week has been fairly satisfactory for the time of year. There was a large movement in cotton goods (from agents' hands) on account of former orders, and the upward tendency of the great staples—wool and cotton—was reflected in a materially improved demand for fabrics composed wholly or in part of wool, flannels, Kentncky jeans, shirts and drawers; and some makes of men's-wear woolens were taken with such freedom by package buyers as to indicate the gradual development of speculation in the most staple goods. The jobbing trade has been devoid of animation, yet there was a steady demand for staple and department goods by near-by retailers, and orders to a considerable aggregate amount were received from distributors in the interior.

DOMESTIC COTTON GOODS .- There was a well-sustained demand r cotton goods by exporters, and the shipments from this port foreign markets during the week ending May 13 aggreted 3,840 packages, viz., 1,641 to Great Britain, 1,000 to frica, 539 to Brazil, 321 to U. S. of Colombia, 103 to Dutch ast Indies, 48 to Hayti, 48 to British West Indies, &c. There as a steady inquiry for light re-assortments of brown, eached and colored cottons by local and interior jobbers, and large distribution of such fabrics was made by agents in ecution of previous orders. The tone of the market connues very strong with a tendency to still higher prices, and ocks are unprecedentedly light for the time of year. Bleached ttons are in meagre supply and very firm, as are many makes brown and colored cottons, cotton flannels, silesias, &c. rint cloths were less active, but firm at 4 1-16c.@41/3c. cash for x64s and 3½c. cash to 3½c less 1 per cent cash for 56x60s. rints ruled very quiet and there was a sluggish demand for nghams and cotton dress goods; but printed lawns, corded conets, &c., continued in steady request.

DOMESTIC WOOLEN GOODS .- The main feature of the woolen oods market was a brisk and partly speculative demand for nnels and Kentucky jeans, in which very liberal transactions ere reported. There was also an increased demand for heavy colens by the clothing trade, and low and medium fancy cassieres and cheviot suitings were disposed of by agents to an portant aggregate amount. Worsted coatings received a fair are of attention, and considerable orders were placed for ading makes. Rough-faced and plaid-back overcoatings ntinued in steady request, and there was a moderate inquiry r Moscow beavers and cotton-warp beavers. For black cloths d doeskins there was only a hand-to-mouth demand, but ices ruled steady. Kentucky jeans met with liberal sales, and ere was a fair movement in satinets. As above stated, there as a spirited demand for flannels, and stocks of some of the ore popular makes were almost entirely closed out by agents. orsted dress goods were in fair request, as were lace and netland shawls, but worsted shawls remained dull and settled.

FOREION DRY GOODS.—Imported goods were generally quiet in first hands, and selections were mostly confined to small parcels of the most staple fabrics, and specialties in dress goods, silks, millinery goods, &c. There was a continued pressure to sell silks, and recourse was had to the auction rooms as a means of outlet with poor results. French buntings continued in fair request, but grenadines moved slowly, and there was only a moderate movement in cashmeres and beiges. Linen and white goods, embroideries, laces and holsery, were severally in fair demand and steady in price, but by no means active.

[VOL. XXVIII.

Receipts of Leading Articles of Domestic Produce.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending May 15, 1879, and for the corresponding weeks of 1878 and 1877, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING MAY 15, 1879.						
	1	877.	1	878.	1	879.
A DESCRIPTION OF THE OWNER OWNER OF THE OWNER OWNER OF THE OWNER	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of- Wool	194 660 330 671 433	\$ 71,979 181,987 226,658 133,619 76,387	234 531 429 771 215	$\begin{array}{r} \$\\ 84,768\\ 149,508\\ 268,212\\ 135,169\\ 36,844\end{array}$	369 928 714 855 474	$\begin{array}{r} 136,612\\ 214,159\\ 462,627\\ 168,111\\ 104,105 \end{array}$
Total	2,288	690,621	2,180	674,501	3,340	1,105,614
WITHDRAWN FROM	WAREH IN	OUSE AND G THE SAM	THROW E PERI	'N INTO TI OD.	IE MAR	KET DUR-
Manufactures of— Wool. Cetton Silk. Flax. Miscellaneous	$253 \\ 168 \\ 88 \\ 246 \\ 953$	93,070 48,948 81,278 59,122 20,627	$182 \\ 122 \\ 60 \\ 253 \\ 2,691$	69,366 29,002 42,355 54,752 20,911	230 112 71 273 3,212	$\begin{array}{c} 86,062\\ 26,064\\ 62,874\\ 47,975\\ 35,518 \end{array}$
Total Ent'd for corsu upt.	1,708 2,288	303,045 690,621	3,308 2,180	216,386 674,501	3,898 3,840	258,493 1,105,614
Total on market	3,996	993,666	5,488	\$90,887	7,238	1,364,107
ENTEREI	FOR W	AREHOUSI	E DURIN	G SAME P	ERIOD.	
Mannfactures of- Wool	121 236 67 320 21	$\begin{array}{r} 43,816\\ 60,897\\ 54,184\\ 59,161\\ 3,709 \end{array}$	$166 \\ 118 \\ 52 \\ 148 \\ 158 $	64,719 25,417 34,035 27,594 23,794	$177 \\ 160 \\ 87 \\ 246 \\ 2,686$	
Total Ent'd for consumpt.	765 2,288	$221,767 \\ 690,621$	$\begin{array}{r} 642 \\ 2,\!180 \end{array}$	175,559 674,501	3,340	1,105,614
Total at the port	3,053	912,398	2,822	850.060	6,696	1,368.753

Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port since January 1, 1879, and for the same period in 1878:

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

The quantity is given in packages when not other axe opecation,								
	1879.	1878.		1879.	1878.			
China fre			Metals, &e-					
China, &c	4,196	4,433	Lead, pigs .	3,942	3,835			
China		14,457	Spolter His	673,176	510,659			
Earthenw .	13,829		Spelter, lbs	26,191	16,623			
Glass	86,993	82,747	Steel					
Glassware.	9,773	7.683	Tin, boxes.	441,476	369,154			
Glass plate.	1,859	2,271	Tin albs., lbs	4,949,230	4,748,235			
Buttons	4,291	3,671	Paper Stock.	44,223	54,129			
Coal, tous.	11,200	23,669	Sugar, hhds,	013 513	1 20 0 20			
Coeoa, bags.	11,618	8,142	tes., & bbls.	241,541	173,259			
Coffee, bags.	857,617	567,643	Sugar, boxes		000 110			
Cotton, bales	5,498	1,445	and bags	744,112	833,440			
Drugs, &c-		10.011	Tea	371,852	470,658			
Bark, Peru.	15,663	10,260	Tobacco	23,634				
Blea. powd.	6,671	10,616	Waste	217	226			
Cochineal	1,475	817	Wines, &c					
Gambier	28,471	5,976	Champ'gno					
Gum, Arab.	1,966	1,357	baskets	29,021	28,547			
Indigo	2,375	3,564	Wines	51,538	47,272			
Madder, &e	1,356	1,181	Wool, bales.	15,778	11,847			
Oil, Olive	14,294	15,326	Reported by					
Opium	393	331	ratue.	\$	\$			
Soda, bi-cb.	7,215	8,151	Cigars	504,727	542,099			
Soda, sal	24,074	19,843	Corks	22,720	16,849			
Soda, ash	24,207	25.545	Faney goods	296,714	288,856			
Flax	1.060	1,512	Fish	145,577	147,428			
Furs	2,791	2,069	Fruits, &e					
Gunny cloth	500	356	Lemons	337,697	357,725			
Hair	1,609	1,699		1,033,656				
Hemp, bales		88,293		297,547	309,405			
Hides, &c	Cojarte	20,200	Raisins	330,079	246,690			
Bristles	499	599		4,137,946				
Hides,dr'sd			Rice	56,153				
India rubber		18.222	Spices, &c	00,100				
lyory	426	589		154.828	100.038			
Jewelry, &c-,	240	000	Ginger	61,349				
Jewelry	1,008	967	Pepper	256,093				
Watches	239	214		149,028				
Linseed	224,727	135.726	Woods-	120,040				
Molasses	25.894		Cork	195,513	192,128			
	20,004	20,020	Fustie	64,501				
Metals, &c-	1,854	1 600	Logwood	318,991	319,083			
Cutlery Hardware .	1,854	1,00%	Mabogany.					
Haraware.	100	420	a manbogany .	00,202				

Exports of Provisions. The following are the exports of provisions from New York, Boston, Baltimore, Philadelphia, Montreal, Portland, and New Orleans, for the week ending May 10, 1879, and their distribution:

Crictito, Lor			-0	,		
To-	Perk, bbls.	Beef, bbls.	Lard, lbs.	Bacon, lbs.	Cheese, lbs.	Tallow, lbs.
Liverpool	551	847	1,179,682	6,022,959	1,239,120	
London Glasgow	1,104 40	$158 \\ 97$	$19,600 \\ 24,000$		93,060 139,200	
Bristol W. Hartlepool		•••••			23,376	140,000
Rotterdam	32	156	156,700			272,500
Bremen Hamburg	L	$\begin{array}{r} 140 \\ 160 \end{array}$	2,864,040 1,126,700	134,625	1,800	128,700
Antwerp	170	30	$16,000 \\ 490,662$	363,850 1.678,178		233,149
Cont'l ports S.&C.America	299	116	1,557,700 327,189	23,750		178,400 30,103
West Indies	1,482	705	642,213	59,291	22,273	
Br. N. A. Col. Oth'r countr's	1,070 1,023	$\frac{31}{210}$	4,250 10,700	13,610	2,550	
Total week	5,772	2,650	8,419,436	10,175,101	1,528,654	2,376,662
Previous w'k	6,357	3,836	9.522.427	10,675,661	1.282.276	1.552.161
A STADIO WA	0,001	0,000	0,000,101		1,202,210	2,000,202

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending with Tuesday last (corresponding with the week for exports); also the receipts from January 1, 1879, to that day, and for the eorresponding period in 1878:

	Week ending May 13.	Since Jan. 1, 1879.	Same time last year.
Ashes	139	2,660	1,741
Beansbbls.	1,558	30,123	32.040
Breadstuffs-	1,000	00,120	01,010
Flour, wheatbbls.	05 367	1,884,177	1,521,181
Clow mool hule	95,367 2,259	64,594	69,901
Coru mealbuls.	457,603	13,983,297	16,623,702
Wheatbush.	45,890	487,636	1,190,003
Ryebush.	410,850	10,250,144	9.354.050
Cornbush.	145.765	3,041,959	2,713.318
Oatsbush. Bariey and maltbush.	29.322	1,435,068	1,970,247
Barley and mait bush	3,904	147,516	360,409
Peasbush.	7,761	367,678	402,558
Cotton bales. Cotton seed oilbbls.	13	11,179	100,000
Flow good hoge	10	3,223	
Flax seedbags. Grass seedbags.	864	90,612	114.970
IlidesNo.	2,158	80,587	72,212
Hidesbales.	2.048	60,308	51,437
Hopsbales.	1,256	24,856	42,292
Leathersides.		1,529,892	1.581.878
Leadpigs.	1.931	401,346	
Molasseshhds.	1,001	4,941	
Molassesbbls.		75,059	104,796
Naval Stores-		10,000	
Turpentine, erude bbls.	42	599	1,585
Turpeutine, spirits bbls.	1,401	20.098	20,875
Rosin	3,829	96,536	116,672
Tarbbls.	520	11,479	9,983
Pitehbbls.	50	1,056	756.
Oil cakepkgs.	8,651	194,221	182,715
Oil, lardbbls.	31	8,570	5,991
Oil, whalegalls.			
Peanutsbush.	3,602	51,495	31,930
Provisions-			100.000
Porkpkgs.	1,041	122,522	136,609
Beefpkgs.	664	18,747	27,852
Cutmeatspkgs.	23,775	755,351	552,722
Butterpkgs.	20,359	402.124	320,918
Cheesepkgs.	13,680	339,721	292,277 236,945
Eggsbbls.	14.215	206,638	389,159
Lardtes. & bbls.	4,924	314,791	16,103
Lardkegs.	2,075	$21,696 \\ 49,869$	19,807
Hogs, dressedNo.	444	17,063	11,237
Ricepkgs.		44,580	11,01
Spelterslabs.		13,299	10,095
Stearine		1,006	465
Sugarbbls.	420	26,851	9.882
Tallew	2,500	47,155	32,851
Tobacco boxes & cases.		49,721	52,948
Tobacco		18,479	30,986
Whiskeybbls		132,739	72,226
Woolbales.	530	16,398	16,099
1 001			

Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports from the 1st of January, 1879, to the same day, and for the corresponding period in 1878:

	Week ending May 13.	Sinee Jan. 1, 1879.	Same time last year.
Ashes, potsbbls.	20	766	666
Ashes, pearlsbhls.		48	135
Beeswaxlbs.	3,488	16,508	85,075
Breadstuffs-			
Flour, wheatbbls.	54,368	1,110,539	950,249
Flour, rye	- 30	2,996	1,861
Corn mealbbls.	2,592	63,580	79,502
Wheatbush.	790,052	15,250,336	16,258,774 1,411,261
Ryebush.	50,328	1,205,137 219,760	406,723
Oatsbush.	43,372	86,290	1,392,438
Barleybush.	1,690	151,845	214.487
Peasbush.	505,889	10,443,153	7,321,651
Cornbush.	367	24,213	17.086
Candlespkgs. Coaltons.	2,265	33,981	24.277
Cottonbales.	3.432	102,875	195,292
Domesticspkgs.	3,840	52,626	35,952
Hayhales.		23,730	25,748
Hopsbales.	417	11,550	32,641
Naval Stores-			
Crude turpentine bbls.		100	135-
Spirits turpentine bbls.	60	3,471	5,251
Rosinbbls.	7,374 -	75,547	90,773
Tarbhls.	23	2,743	2,712 3.018
Pitchbbls.	30	2,175	1,032,725
Oil cakeewt.	7,506	670,571	1,004,740
Oils-		75,482	137,744
Whalegals.	156	35,906	235,595
Spermgals.	22,072	394,851	474,934
Lardgals. Linseedgals.	80	3,851	3,378
Petroleumgals.		62.845.882	53,194,279
Provisions-)	,,	
Porkbbls.	3,635	98,182	104,097
Beefbbls.	1,421	18,891	18,347
Beeftlerees.	836	24,308	29,998:
Cutmeatslbs.	7,270,040	267,298,997	230,424,486
Butterlbs.	589,408	10,739,536	4,220,725
CheeseIbs.	1,522,516	32,487,069	21,080,380
Lardlbs.	6,101,334	111,752,689	136,114,079
Ricebbls.	518	6,462	8,601 28,886,288
Tallowlbs.	1,293,725	28,296,770 19,012	20,553
Tobacco, leafhhds.	464	9.789	21,320
Tobaccobales and cases.		2,656.571	2,514,568
Tobacco, manufactured. lbs.		21,278	65,627
Whalebone Ihs.	1,000	21,210	01,547
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PRICES OURKENT	
Pot, Erst scil	1
Groton Gommon Bard, adoat # M 2 31 6	
Croton	
Lime-Rockland common bol. 73	
Lumber-Pine,g'd to cz.dry ¥ M 1t. 10 00 6 60 00 Pine, ahloplax, boz 19 90 6 22 00	
Ling-Rockland common	
Black walaut,	
Maple	
Clinch 1k to dia. & longer \$73 @ 150	
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Image: Angle and American and Amer	
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Liverpool gas cannel	
achvery:	- 1
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SL. & W. quotat.ons are for Wilkesbarre coal.	
Bio, ord. car do wold to 19 a	
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Laguarre	
Costa Rica	
COPPER-	
Bolts	
Braziers (over 16 oz.)	
Sheathing, new (over 12 oz) 22 Braziers'(over 16 oz.)	
Sheathing, new (over 12 oz)	
Sheathing, new (over12 oz)	
Breathing, new (over12 oz)	
Sheathing, new (over12 oz)	
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THE CHRONICLE

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	OUNNIES See report under Cotton		
	North River shinning	45 0	20
	HEMP AND JUTE-		
	American dressed	115 (0) 115 (0) 110 (0)	****
	Russia olean	250 00 A	
	Italiaa	6% 3 4% 68	64 4 X
l	Jute	15.0	454
	HIDES- Dry-Baenos Ayres, selected, PDgol Montevideo, do	ld :9 0	20 56
	Gorrienten, Go	1934 D 15 4	11X
	Klo Grande, do	14 0	19
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l		9 0	16 9% 7
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	Calcatta kipa, dead greea " Calcatta, boffalo	@	812
	IRON		
	Pig, American, No.1	18 50 6 19 17/0 6 17	50
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	Bar, Swedes ordinary sizes ¥ lb. Bir refined, Eng. and Amer.per ton. Sheet, sturstr, Sta 11 gold was Sheet, single, dowlie & trible, com. Ralis, American, Stilde-water Front size and second study water.	15 60 @ 15	0J 13
l	Sheet, single, doeble & treble, com.		
	Steel rails, American, a. tide-water	36 U, @ 37 @ 45	00
Ì	T C A T 11 10 D	19 @	21
	Hemlock, Buen, A'res, h., m.& l. Wh. California, h., m. & l common hide, h., m. & l	18 @	:0
-	roagneersseesseesseesseesseessees	13 62	2021
	Slaughter crop Oak, roagh	26%	25
1	TOTALASSES_	25 2	26
	Cuba, clayed	19 0	20
	Cuba, clayed	2:16 2	25
I		Nomin	21 al.
	Demerara Porto Rice, old and new	25 6	111
	NAVAL STORES- Tar, Washington	1 10	
	Tar, Wilmiagtoa		6234
I	Tar, Wilmington Fitch. city Spirite tarpentine	151/ 3	29
	Roain, strained to good strd. W bbl.	15733 2 18733 2 1876 1 800 4 4 421 6 4	5214
	" low No. 2 to good No 2 "	1 31 @ 1 3 01 £ 4	45
	" law pala to extra p ilc " " window glass" OAKUM-Navy,U.S. Navy & best #D.	4 2J @ 4	50
	OILS-	8%@	10¥
	Cotton ecod, crade	84 Ø 101 @ 1	36 10
	Liaseed, casks and bble "	6) @	11
	Menhaden, crade Sanad " Neataioot, No. 1 to extra " Whale, bleached winter	55 Ø	18 75
	W Dale, Crude Morthern	83 6	45 £9
	Sperm, bleached wiater	85 @	18
	CATE OIL CATE	40 @	43
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	Western, this oblong (Dom Jone 1	27 50	••••
	- COMPANY AND TANKA	27 50 8	
	PETROLEUM- Crade, in shipping order 9 gal. Casee	7 9 10% 3	136 1252
	PETROLEUM- Crade, in shipping order # gnl. Casce	7 9 10% 3	
	PETROLEUM- Crade, in shipping order, % gal. Casce	7 9 10% a 736 3	12% 12% 5%
	PETROLEUM- Crade, in shipping order, % gal. Casce	7 0 10% 4 7% 3 	12% 12% 5% 5
	PETHOLKUM- Crade, in shipping order ¥ gal. Refined Naphtia, City, bbis Ph(V)1910N8- Pork, new meas, apot Pork, extra prime, new	7 0 10% 4 73% 3 	12% 12% 5% 5
	PETHOLKUM- Crade, in shipping order ¥ gal. Refined Naphtia, City, bbis Ph(V)1910N8- Pork, new meas, apot Pork, extra prime, new	7 0 10% 3 7% 3 2 10 2 9 75 @ :0	1236 1236 5% 5 50 50
	PETHOLKUM- Crade, in shipping order ¥ gal. Refined Naphtia, City, bbis Ph(V)1910N8- Pork, new meas, apot Pork, extra prime, new	7 9 10% 3 7% 3 2 10 2 10 	12% 12% 5 5 50 50
	PETHOLKUM- Crade, in shipping order, * gal. Gasce Nenhtia, City, bbla PhUV1810N8- Pork, sour meas, apot * bbl. Pork, sour meas, apot * bbl. Pork, sour meas, west Beel, sura meas. Beef hans, Western Bacon, West. long clear * B Hans, smaked Lard, City steam	7 0 10% 3 7% 3 2 10 2 9 75 @ :0	1236 1236 5% 5 50 50
	PETHOLEUM- Crade, in shipping order, ¥ gal. Casce Refined	7 0 10% a 7% 3 7% 3 7 10 9 75 6 :0 11 50 6 11 15 (0 6 4.93 6 6% 6 5.35 a	12% 5% 50 50 50
	PETHOLEUM- Crade, in shipping order, ¥ gal. Casce Refined	7 0 10% 4 7% 3 2 10 2 10 	12% 5% 50 50 50
	PETHOLEUM- Crade, in shipping order, ? gal. Crade, in shipping order, ? gal. Refined	7 0 10% 3 7% 3 	12% 12% 50 50 50 50
	PETHOLKUM- Crade, in shipping order, * gal. Gaace Naphtia, City, bbla Proverse and the second second second Pork, sev mesa, spot, * bbl. Pork, stra prime, sew Pork, prime mess. Beef, extra mess. Beef hE:na, Western Bacon, West. long clear * B Hana.amaked Lard. City steam RiCE- Carolina, fair to prime S'GAR- Inferier to common refining	7 0 10% 3 7% 3 	12% 12% 50 50 50 50
	PETHOLKUM- Crade, in shipping order, * gal. Gaace Naphtia, City, bbla Proverse and the second second second Pork, sev mesa, spot, * bbl. Pork, stra prime, sew Pork, prime mess. Beef, extra mess. Beef hE:na, Western Bacon, West. long clear * B Hana.amaked Lard. City steam RiCE- Carolina, fair to prime S'GAR- Inferier to common refining	7 0 10% 3 7% 3 7% 3 10% 3 7% 3 10% 3	12% 12% 50 50 50 50
	PETHOLKUM- Crade, in shipping order, ? gal. Crade, in shipping order, ? gal. Refined	7 0 10% 3 7% 3 7% 3 10% 3 7% 3 10% 3	12% 500 59% 54% 54% 54% 54% 54% 54% 54% 54% 54%
	PETHOLKUM- Crade, in shipping order, ? gal. Crade, in shipping order, ? gal. Refined	7 0 10% 3 7% 3 7% 3 10% 3 7% 3 10% 3	1245 1245 1550 1550 1550 1550 1550 1550 1550 15
	PETHOLEUM- Crade, in shipping order, * gal. Gaace Refined Naphtia, City, bbls Profe, acw mess, apot Pork, acw mess, apot Fork, prime mess, West, and Bord, prime mess, West, and Becon, Vest, long clear Becon, West, long clear Becon, Mest, long clear Becon, Ja hond,, # 100 b STOAR- Inferior to common refining Fair Forto lice, refin .fair to prime Notes, clayed, Nos. 106212 Contrilugal, Nos. 7613 Melado Melado	7 0 10% 3 7% 3 7% 3 10% 3 7% 3 10% 3	1245 25
	PETHOLEUM- Crade, in shipping order, & gal. Crade, in shipping order, & gal. Refined,	7 0 10% 3 7% 3 	······································
	PETHOLEUM- Crade, in shipping order, & gal. Crade, in shipping order, & gal. Refined,	7 0 10% 3 7% 3 	124% 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
	PETHOLEUM- Crade, in shipping order, & gal. Crade, in shipping order, & gal. Refined,	7 0 10% 3 7% 3 	1214 5 550 59 XXXX & XXXX XXX
	PETHOLEUM- Crade, in shipping order, & gal. Crade, in shipping order, & gal. Refined,	7 0 10% 3 7% 3 	1214 5 550 59 XXXX & XXXX XXX
	PETHOLEUM- Crade, in shipping order, * gal. Gaace Refined	7 0 10% a 7% a 10% a 10% a 10% a 10% a 100 0 11% a 10% a 10% a 11% a 10% a	12245 5 100 5 % XXX & XX
	PETHOLKUM- Crade.in shipping order % gal. Crade.in shipping order % gal. Refined	7 0 10% a 7% a 7% a 10% a	1214 5 550 59 XXXX & XXXX XXX
	PETHOLEUM- Crade, in shipping order, * gal. Gaace Refined	7 0 10% a .7% a .7% a 10% a 10% a 10% a 10 9 1750 6 11 5 95 6 85 5 % a 5	12245 5 100 5 % XXX & XX
	PETHOLEUM- Crade, in shipping order, * gal. Gaace Refined	7 0 10% a .7% a .7% a 10% a 10% a 10% a 10 9 1750 6 11 5 95 6 85 5 % a 5	**************************************
	PETHOLEUM- Crade, in shipping order, * gal. Gaace Refined	7 0 10% a .7% a .7% a 10% a 10% a 10% a 10 9 1750 6 11 5 95 6 85 5 % a 5	······································
	PETHOLEUM- Crade, in shipping order, * gal. Gaace Refined	7 0 10% a .7% a .7% a 10% a 10% a 10% a 10 9 1750 6 11 5 95 6 85 5 % a 5	124-b 15 1200 59 175 8 5 5 127 5 6 7 6 1 1 177 6 6 551
	PETHOLEUM- Crade, in shipping order, * gal. Gaace Refined	7 0 10% a 756 3 156 3 156 3 150 6 150 6 100 6 115 6 150 6 100 6 150 6 150 6 100 6 100 6 150 6 150 6 150 6 150 6 100 6 1000	**************************************
	PETHOLKUM- Crade. in shipping order ? gal. Crade. in shipping order ? gal. Refined	7 0 10% 4 10% 4	······································
	PETROLEUM- Crade, in shipping order, * gal. Gaace Refined	7 0 10% 4 10% 4	······································
	PETROLEUM- Crade, in shipping order, * gal. Gaace Refined	7 0 10% 4 10% 4	······································
	PETROLEUM- Crade, in shipping order, * gal. Gaace Refined	7 0 10% 4 10% 4	······································
	PETROLEUM- Crade, in a hipping order, * gal. Gaace Naphtia, City, bbla Phitovia, City, bbla Prork, actra prime, new. Pork, actra prime, new. Boci, catra prime, new. Beel, catra meas. Beef hans, Western Bacon, West, long Clear Bacon, Mest, long Clear Bacon, long Clear Bacon, long Clear Bacon, long String Clear Bacon, String Clear Ba	7 0 3 10% 3 7 6 3 10% 3 10	······································
	PETROLEUM- Crade, in shipping order, * gal. Crade, in shipping order, * gal. Refined	7 0 10% a 7% a 10% a 11% a 10% a	······································
	PETROLEUM- Crade, in shipping order, * gal. Crade, in shipping order, * gal. Refined	7 0 3 10% 3 7 6 3 10% 3 10	······································
	PETROLEUM- Crade, in shipping order, * gril. Crade, in shipping order, * gril. Crade, in shipping order, * gril. Refined	7 0 10% a 10% a 756 3 10 91'50 6 10 91'50 6 11 15 93 6 3 6 35 6 5 5 5 7 6 5 6 7 5 7 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1245 5
	PETROLEUM- Crade, in shipping order, * gril. Crade, in shipping order, * gril. Crade, in shipping order, * gril. Refined	7 0 10% a 10% a 756 3 10 91'50 6 10 91'50 6 11 15 93 6 3 6 35 6 5 5 5 7 6 5 6 7 5 7 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	······································
	PETROLEUM- Crade, in shipping order, * gal. Crade, in shipping order, * gal. Refined	7 0 10% a 10% a 756 3 10 91'50 6 10 91'50 6 11 15 93 6 3 6 35 6 5 5 5 7 6 5 6 7 5 7 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	11245 5

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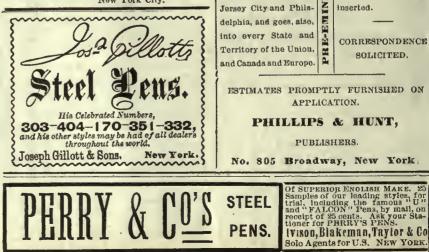
UNITED STATES CIRCUIT COUR P, SOUTHERN DISTRICT OF NEW YORK.— In equity.—Between JOHN G, STEVENS and others, complainants, and the NEW YORK & OS-WEGO MIDLANU RAILROAD COMPANY and others, defendants.

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THE CHRONICLE

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of Angust one honsand sight hundred and sev-the and new held and possessed by him. And ato excepting certain links in the village of Mid-dictown Len iofore conveyed by the said rainroad company to the defendant. Mathias Donohue, and now held and possessed by him. And also except-ing all those several loss, dicces and parcies of Minisink, connty of Orange and State of New York, described as follows:- The first of which said lots is described in a conveyance made sud executed by Marcus S. Hayne and wife to the New York & Oswego Mid and Rainroad Company, and recorded in Orange County Records for Deeds, in Liber No. (29, on page 273, &c. The scoon of which said executed by Lewis Tuthill and wife to the New York & Oswego Midland Rainroad Company, and recorded in Orange County Records for Deeds, in Liber No. 238, on page 273, &c. The third of which said lots is described in a deed of coursey-ance made and executed by Lawson Dunn and wife to the liter Xork & Oswego Midland Philroad Orangany, and recorded in Orange County Records for Deeds, in Liber No. 239, on page 200, determine the said lots is described in a deed of conveyance made and executed by Dennis Clark and wife to the New York & Oswego Midland Rail-road Company, and recorded in Orange County Records for Deeds, in Liber No. 210, on page 200, during County Records for Deeds, in Liber No. 200, during the said lots is described in a deed of conveyance made and executed by William W. Tuhill and wife to the New York & Oswego Midland Railcod Company, and recorded in Orange County Records for Deeds, in Liber No. 237, on page 84, deed of conveyance mede and executed by Bridget Donorsen to the New York & Oswego Midland Railcod Company, and recorded in Orange County Records for Deeds, in Liber No. 230, on page 254, de. The eighth of which said lots is described in a sceled to Euvernace made and executed by Bridget Donorsen to the New York & Oswego Mid-dand Rail-oad Company, and recorded in Orange County Records for Deeds, in Liber No. 230, on page 254, de. The e



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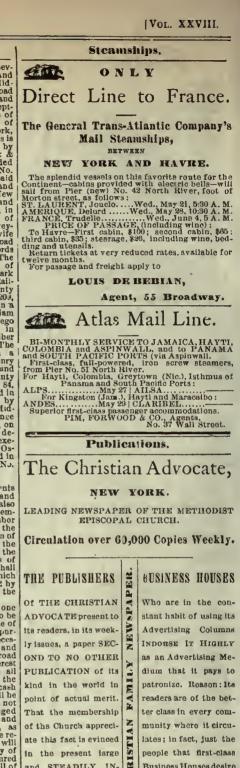
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