

MERCHANTS' HUNT'S MAGAZINE. A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 28.

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CONTENTS.

THE CHRONICLE.		0
The Future of Our Four Per [Imports and Exports for	April,	tl
Cents	mercial	tl
ment	541	it
Organization of Business 539 News	542	
Life Insurance and the Legisla- ture		0
THE BANKERS' GAZETTE.	1	S
Money Market, U. S. Securities, General Quotations of Sloo	ks and	12
Rallway Stocks, Gold Market, Foreign Exchaoge, N. Y. City Banks, ctc	y and	iı
	552	
THE COMMERCIAL TIMES.	8.03	8
Commercial Epitome	561	n
Breadstuffs		p
		- 1

The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is issued on Saturday morning, with the latest news up to midnight of Friday.

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THE FUTURE OF OUR FOUR PER CENTS.

Four per cents at a premium appear to excite surprise in some quarters and opposition in others. We hear it said that they are only put up and held up by "a ring," and are sure to drop when the Syndicate has disposed of its supply. In fact, some claim that there are large amounts of these bonds held on margin which a downward turn would force on the market with serious effect. Even the London Times looks upon the advance as a speculation, with prices so inflated as no longer to tempt investors.

For the moment such criticisms and prophecies appear to find some confirmation in the course of our own market. In the place of the steady advance of past weeks we have had a relapse. Consequently the air is especially well filled with the cackling of these gratified scers. The general public, however, will not be misled either by an undue advance or a temporary decline; they will look a little closer at the known facts and draw their own conclusions. And in doing so it is to be

remembered that no market ever advanced continuously. In this case, when we consider the rapidity of hese issues, and their extent, the surprise should be hat there has not been a downward turn sooner. That t has come now, onght to have no influence whatever on one's judgment as to permanent value. We hear it said that the decline is encouraged by some of the argest holders of bonds so as to enable them to gather n the ten-dollar certificates at a lower price, and at the same time invite and secure a short interest in the four er cents on which to base a greater advance later on No special confidence, however, should be placed in this rumor; we only give it as one of the many floating on the street, and as indicating how little influence the present lower price should have upon our judgment with regard to values.

At least one fact may be taken as assured, and that is that there are very few of these bonds held in a speculative way. We have during the week inquired of some of our leading bank officers, who always loan largely on United States securities, and the evidence they all give is, that they are having very limited offerings of four per cents as security for loans. The banks are carrying the ten-dollar certificates in large amounts, and must continne to do so until July, when the calls mature and the certificates are convertible; but the bonds they are not carrying, and there are but few on the street. In a word, it is a remarkable circumstance of this very remarkable negotiation that the four per cents as issued have gone directly into the hands of investors; and in all the discussions with regard to the future standing of these securities, that, at least, will have to be admitted.

How and by whom they have been absorbed, is, perhaps, not so easy to indicate. These facts only are know ppin that simply to secure circulation, our present national banks need 350 millions of some description of United States bonds, and always have on hand at least 50 millions more of the same securities ; that savings banks everywhere, and insurance companies, life, fire, and marine,-which require to retain a considerable portion of their assets in easily convertible securities-must necessarily keep on hand large amounts, the disposition since the panic being to increase such holdings; while trust estates, in probably the majority of cases, have no option. All these classes are to be provided for, in addition to the army of private investors, large and small; so that, taken together, it does not seem an extravagant estimate to say that a very considerable proportion of the government debt of this country will find a permanent holding at home. With the revival of business we cannot fail also to have new banks of issue or-

We have a free banking law now, and to say ganized. there is to be no increase of banking capital and of bank notes is to assert that the result of similar conditions in previous active periods is not to be repeated. If banking business does not pay, taxes will be remitted until it does, for, as enterprise revives, the people must and will have the banks, though in times of depression they make them the chief sufferers under their ill-nature.

The foregoing statements appear to leave little room for differences of opinion. We have seen; first, that only a very few of the four per cents are being carried on margin; second, that as issued they have gone into the hauds of investors, and will remain off the market until the rates of interest rise as business improves; third, that there will be a very large permanent holding of the government debt in this country, which cannot be disturbed by any change in interest rates. The only questions that remain, therefore, are, what will be the extent of the offerings or sales by the present holders as enterprise revives, and what will be the new requirements for bonds at home and abroad. Of course, a fair amount of the present holdings are probably of a temporary nature, and as new enterpriscs present themselves promising larger returns, a change from the four per cents into these new securities will slowly take place. We do not attempt to measure that movement for re-investment; but notwithstanding the remark of the London Times, we incline to the belief that the whole amount thus thrown on the market will, even at a fair premium, be quickly replaced in Europe should the bonds not be wanted on this side. The London Times thinks that the rise in price will discourage investments. If the security is undoubted, we can see no difference to an investor, who is only getting 3 per cent or less, in the attractive power of a four per cent at 100 and 105. The whole question in his mind will turn on the credit of the issuer; if it is second class then 100 is too dear, but if it is satisfactory the higher price would be no check to his investing. We think there are substantial reasons why, in the future, our government bonds should be greatly sought after. Even now they are passing over to the continent, and have been all the time that England was turning them back to us. But there has been and is such deep distrust in England that no investment is considered very desir. able by Englishmen, and hence they are satisfied with one per cent. We were in a similar condition ourselves a short time since, but have passed the point now, and England will soon do the same.

ELEVATED RAILROAD ARRANGEMENT.

Considerable attention has been drawn to the arrangement, just completed, for a union of interests between the two elevated railroads of this city. In our news columns, last week, we gave a general outline of the arrangements as then understood, but the particulars of it appear to be, even now, somewhat in dispute, except as to the one fact that there is a combination of the two roads in a single management through the instrumentality of a lease. We do not care, however, to discuss the details of the plan at present, nor to take the position of approving or disapproving the plan itself, simply because the facts are not yet fully known. But the criticism which has alre.dy condemned, without waiting for full knowledge, may very fairly be itself criticised as hasty. That the two roads have been, as a whole, a decided public advantage, and that they have practically solved an old and increasingly difficult problem, must surface conveyance at five is open to everybody-

That they are well-equipped be conceded. and have been, on the whole, well managed, and have served the public well, will hardly be questioned by those who use them. Their trains are practically continuously passing, and their cars are so much in advance of anvthing hitherto known in the city, that to go to them from the old surface conveyances is a sort of surprise, which is none the less real because the public has quietly become accustomed to the change. The complaints about crowding at certain hours, about incivility of employees, about insufficiently-warmed cars, failure to stop at certain stations, too-short platforms at the stations, &c., must be reckoned transient, and as incidental to the beginnings of a new enterprise which found itself with a traffic it had not fully estimated. These matters are no more a permanent grievance, and no more to be taken as condemnatory of the roads, than the discomforts of travel to and from the Centennial proved the railroad system of the country to be inadequate and ill-managed. Time and patience will remedy these troubles:

As to the matter of fares, there is quite a general impression that five cents should be the uniform rate at all hours, and that the companies could earn liberal dividends therefrom. As to this, it is enough to state that the older of the two roads has only been in operation a year and it is too early yet for a safe judgment. This much can be said, that if the companies can fairly afford to carry for five cents they ought to do so, and they say they intend to do so. Some comparisons have been made, and others have been suggested, between the present rates and the local rates of the roads leading out of the city. We suppose it is true that rates to commuters on the out-of-town roads figure out a lower charge per mile than the ten-cent fare on the elevated roads. But two facts must not be overlooked : the commuters charge is a lumped one, from which no deduction is made if the commuter misses any trip to which he is entitled; and when any members of his family come to town they can find no lower rate than the "excursion" rate, the railroads holding that it would be impossible to run their trains without this local business at higher prices. On the elevated roads one person pays the same as another, and only for the trips actually made.

Nor do we think sufficient allowance is made in these criticisms for the consideration to which the pioneers in so new an enterprise are entitled. These roads are altogether unique; they are a prolonged iron bridge-the first of the kind in the world. Rapid transit has been a necessity for twenty years past, and during the last ten the way has been open to everybody-that is, to everybody who possessed the ability to attract capital and overcome the difficulties. At last parties overcame them, and the roads were built ; the pioneers very reasonably ask that their position as such shall not be forgotten nor discredited. Something is due to those who break the way, particularly in untried directions; men will not go into experimental enterprises of this sort unless there is expectation of ample profits in case of success. They will decline to take the risks if their rates of charge are to be restricted in advance, or if the right to control them afterwards, within reasonable limits, is not left to themselves. Is not the question of what a reasonable charge really a question, after is all, of what the service rendered is fairly worth, rather than what the railroad's profits are? If the service is fairly worth ten cents,-and that it is so considered is proven by the extensive traffic, since the

should not the public be satisfied with getting the money's worth, without regard to the mooted question of what the roads make? At all events, is it not basty, even if rational, to quarrel with rapid transit almost as soon as we have secured it? That the leasing scheme ends all the disagreement about avoiding the joint use of any pieces of track, and therefore conduces to public safety, is quite clear—the clearest fact there is as yet. Beyond this, it is rather inconsistent, after feeling an almost unconditional liberality towards rapid transit while it was an inchoate experiment, to be severe with it now that it is a successfully accomplished fact.

THE PRODUCE EXCHANGE AND THE ORGANIZATION OF BUSINESS.

The annual meeting of the New York Produce Exchange, held on Tuesday of this week, was in all respects an occasion of great interest. When one stops to consider what this Exchange has really become, he can hardly believe that it is the growth of a single generation. It is now the representative and organ of the export trade of the United States and the Canadas in all branches of domestic products except cotton, tobacco, and the products of the forests; and as such its influence upon the vast interests involved in breadstuffs, meats, neat cattle, naval stores, petroleum, oils, seeds, &c., can hardly be estimated. By a liberal and wise policy it has thus grown from the most humble beginnings to embrace branches of trade that were believed to have little relation to each other, and to the benefit of all.

The question which now forces itself upon the mercantile community of New York, is, cannot this concentration of interests and growth of influence receive a new impulse. That something of the sort is necessary, must be admitted, even by those who take the most cursory view of the subject. New York is exposed to sharp rivalry on all sides. Efforts are made to the north and the south of us to divert our export trade to other channels, with some degree of success. These efforts are not likely to cease, and it is well in the interest of the commerce of the country that they should not; but at the same time it is not well for us to ignore them. Growth here to meet the requirements of the future will have to outstrip even the surprising results of the past.

A first step, and an important one as seems to us, if we would secure the full development of our advantages. is to perfect and extend the organization of our export interests, bringing them together as much as possible in mutual support. The building now occupied by the Produce Exchange, large and commodious as it was when built twenty years ago, long since became inadequate to the purposes required of it. It is so overcrowded that one feels a repugnance to visiting it during business hours. Furthermore we are not surprised to see that the Board of Health has utterly condemned the lower floor, as deleterious to health and repugnant to decency. Hence one of the most gratifying features of the annual meeting, above referred to, was the indication that the opposition to a new building had almost wholly disappeared.

We have, consequently, the question brought to the consideration of business men, Cannot the Produce Exchange, the Cotton Exchange, and the Maritime Exchange, be united under one roof, to their mutual advantage? Their separate organizations and special features need not be abandoned; and yet by such a union their efficiency may be promoted, and their pres-

tige and influence greatly increased. Of course, the new building must be located below Wall street, probably in Broad street, not far from either of the present Exchanges. There are a great variety of expenses, such as superintendence, general telegraphic news, newspapers, and circulars, that must be common to all; and bringing them together in one building would effect a great saving in these particulars. But a more important. consideration is the time now required in going between these centres of trade which would be saved; in the busy hours of the day this is a very important matter. Telegraphs and telephones cannot wholly remedy the waste of time. But more than all, the influence of the merchants of New York would be, in this way, greatly They would be more promptly and promoted. effectively felt in matters requiring legislation at Washington and at Albany. The pre-eminence of New York on the American Continent, would be more plainly demonstrated and more firmly maintained.

The great export interests of this port are now so scattered, they know so little of each other, there is so little to excite their sympathies and unite them in action, that their influence is, in a great measure, lost. This should be remedied; and it cannot be done so effectively as by drawing them towards one common centre—gathering them under one roof. Their distinctive features need not be, in any measure, lost in this process; in all essentials they may be maintained,—simply, however, giving and receiving strength from their association.

LIFE INSURANCE AND THE LEGISLATURE.

The Legislature having adjourned, it will be timely and interesting to note what action has been taken on the subject of insurance. Hitherto, what are known as "wife's" policies-that is, policies in which a wife is named as beneficiary-have been non-assignable, and not liable for debts of the husband, unless the premium rate thereon exceeded \$300. Policies issued in the hus-band's own name are under his control, and form part of his estate; the "wife's policy," on the other hand, has been by law so peculiarly hers that it was imalienable, with or without her consent, and the only way of converting such a policy into cash has been to allow it to lapse, after which the company was free to pay for it any sum, that being, legally speaking, a gratnity. A law has been passed (chapter 248) which makes such policies assignable by the wife, with the husband's consent-or, in case of her death, by the legal representative, on the same written consent-to any person ; or the policy may be surrendered to the company issuing it. The policy is thus placed under the joint control of the two parties concerned in it, and the law is made applicable to policies now existing. This retroactive feature certainly does alter existing contracts, and may perhaps lead to calling in question the validity of the law. One practical effect of the change will be to make all policies, instead of only a small proportion of them, available as security for loans. Another may be to favor somewhat the issue of policies, by removing the objection to paying money for what is absolutely beyond the reach of the person paying it. In some cases, where there is no issue, and it is not desirable to have the benefit follow the wife's heirs, in the event of the husband's surviving her, the change will be a convenience ; in other cases, it will result in the division, or in the pledging and loss of the wife's provision. The change is a radical departure, as far as it goes, from the theory of law hitherto held ; and whether it will not be more injurious than beneficial

Chapter 347, passed May 22, enacts into law a proposition which has been annually presented for several years past. It contains three sections, the last one naming January 1 as the date for taking effect. Section 1 provides that when any policy hereafter issued, after being in force three years, shall lapse, by nonpayment of any money due (unless the provisions of the act are expressly waived in the application, and notice of such waiver written or printed in red on the margin of the policy, when issued), the reserve then existing, plus dividend additions, shall be taken as a single preminm at yearly rates, and shall be applied, to continue the original policy for such term as it will pay for, or to buy a paid-up policy. If the choice of these methods was originally expressed, that should be followed; if not, the policy-holder may make his choice at the time of making demand for continuance, which demand must be made within six months after the lapse. The net value of the insurance so continued shall not be less than two-thirds the entire reserve, after deducting any indebtedness; but such insurance shall not participate in any profits. In case the reserve or any endowment, applied thus as a single premium of temporary insurance, is more than sufficient to continue the original insurance to the end of the endowment then originally named, and in case the insured survive that term, the excess shall be paid in cash at the end of such term, on the original conditions.

An important bill is chapter 161, passed April 15, amendatory of existing law in regard to the course to be followed in case of impairment. An examination by the Insurance Superintendent, whenever he sees fit to make oue, is provided for as before, and whenever such examination shows that a life company, if a stock (i. e., a "mixed") company, is impaired to the extent of 50 per cent of its capital, the Superintendent shall revoke its certificate of authority to do business within the State, in case the company is an outside one, and within four weeks from the publication of notice to such effect its agents must cease issuing policies. If the company is located within the State, the Superintendent shall direct its officers to require the stockholders to make good the deficiency in cash within ninety days; or, in lien of so doing, a majority of the directors, at a special meeting called for the purpose, may reduce the capital to an amount not less than \$100,000, and they are empowered to issue new certificates to the stockholders for the amount of the reduced capital and require the surrender of all previously issued. In case of failure to comply with the notice by doing one or the other of these things, the Superintendent shall report the facts to the Attorney-General, who shall thereupon move in the Supreme Court for a dissolution; if that court, on examination, is satisfied "that the assets and funds of the company are not sufficient to justify the further continuance of the business," it shall decree dissolution and order a distribution of assets. Whenever the Superintendent shall be satisfied that the assets of any company other than stock companies are insufficient to reinsure ontstanding risks, the matter, in the same course of procedure as just stated, shall be brought before the court, which shall decree dissolution, if it is satisfied that the charge of impairment of reserve is correct. After rendering a decree of dissolution, the court may order the distribution, by the Superintendent, of the guaranty deposit in his hands. Nothing shall be counted as assets, in making examinations, except such items as are anthorized by law; in liabilities, capital stock and all ontstanding indebtedness shall be included with reserve

at the legal rate. The act shall not impair or affect any pending proceedings.

Of the 12 companies having stock now remaining in the State, 9 fall within the possible application of either of these provisions by having more than \$100,000 stock, and to one of these-the Homcopathic--the law has already been applied. Rather curiously, however, while the payment of more cash is necessarily optional with the stockholders, the alternative course of reducing stock is left exclusively to the directors. In case the deficit is not removed by one or both of these methods, the matter comes before the Supreme Court, and the Connecticut practice is again followed by leaving the question of dissolution in the power of the court. If the deficit, however, is less than 50 per cent of the capital, the conclusion seems to be that the Superintendent is not required to take action at all. The intent of the law is to include stock in the liabilities of mixed companies, and to permit a stock impairment (which does not extend to the reserve) to be made good, or in the event of its not being made good, to permit it to be condoned, in the discretion of the court. But the change is also severe upon such companies, in that they may be dissolved if the impairment (which in no wise affects the policy holder) is not made good. Furthermore, although the presumption is that an impairment which extended to the reserve would cause a dissolution to be decreed as a matter of course, the law does not say in terms that, even in that case, the court may not decide the assets are sufficient to justify continuance; on the other hand, the mutual company, as before, is condemned to execution without grace or delay if its reserve becomes technically impaired to the extent of a penny. The Connecticut plan of recognizing some impairment of reserve as a misfortune which may be removed, and, therefore, of leaving to the authorities the discretionary power to allow time for recuperation, is still absent from the laws of this State. No matter what the degree of impairment, the character of assets and risks, the ability of management, the reputation and prospects of the company, and the other particulars in which companies differ, the old rigid, merciless rule of slaughtering is not changed.

IMPORTS AND EXPORTS FOR APRIL, 1879.

Statement, by customs districts, showing the values of merchandise imported into and exported from the United States during the month of April, 1879:

Customs Districts.	Imports.	Exports.		mports. Exports.	rts.
Customs Districts.	Importor	Domestic.	Foreign.		
Baltimore, Md	\$629,412	\$4,338,650	\$4,015		
Boston, Mass	5,145,237	11,047,511	115,198		
Brazos, Texas	107,220	88,771	74,470		
Buffalo Creek, N. Y.	182,407	15,333			
Cape Vincent, N. Y	5,747	5,173			
Champlain, N. Y.	84,099	67,650			
Charleston, S. C	713				
Corpus Christi, Texas	28,182	63,169	5,190		
Detroit, Mieh	70,707	1,813	4,578		
Galveston, Toxas	117,387	574,883			
Huron, Mieh	152,905	475,347			
Key West, Fla	55,335	75,359	571		
Minnesota, Minn	13,709				
Mobile, Ala	60,144	889,546			
New Bedford, Mass	17,094				
New Orleans, La	907,117	6,738,628	6,784		
New York, N. Y	28,606,455	26,245,210	630,193		
Niagara, N. Y	152,692	14	23,003		
Norfolk, Va		293,629			
Oswegatehie, N. Y	34,092	15.112	400		
Paso del Norte (Tex.) & New Mexico	17,269				
Passamaquoddy, Me	39,635	31,499	19		
Pensacola, Fla	2,444	73,698			
Philadelphia, Pa	2,935,622	3,834,570	2,912		
Portland, etc., Me	125,339		2,785		
Puget's Sound, Wash. Ter	472				
Richmond, Va	6,578				
Saluria, Texas	7,836	65,992	1,916		
San Francisco, Cal	2,182,653	2,414,063	42,307		
Savannah, Ga	11,227	805,500			
Vermont, Vt	204,399				
Wilmington, N. C.	1,035				
All other districts	248,710	708,978	314		
Total	\$42,173,923	\$53,431,267	\$914,655		

Comparative statement of the imports and exports of the United States for the month ending April 30, 1879, and for the ten and twelve months ending the same, compared with like data for the corresponding periods of the year lmmediately preceding.

[Corrected to May 26, 1879.]

. MERCHANDIBE.					
Exports and Imports.	For the month of April.		For the 12 months end- ed April 30.		
1879Exports-Domestic Foreign	\$53,431,267 914,655	\$602,677,481 10,315,499	\$701,754,154 12,740,318		
Total Imports	42,173,923	\$612,002,980 371,549,357	442,273,702		
Excess of exports over imparts Excess of imports over exports	\$12,171,999	\$241,443,623	\$272,215,770		
1878Exports-Domestio Foreign	\$58,975,252 1,160,481	\$581,632,595 11,731,679	\$667,568,495 13,573,210		
Total Imports		\$393,364,274 366,322,187	\$681,141,705 459,461,692		
Excess of exports over imports Excess of imports over exports	\$23,927,886	\$227,942,087	\$221,680,013		
GOLD AND SILV	ER (COIN ANI	BULLION).			
1879Exports-Domestie Foreign	\$2,333,370 1,235,137	\$12,955,111 6,505,977	\$18,207,983 7,008,416		
Total Imports	\$3,568.507 1,117,876	\$19,461,088 17,106,552	\$26,116,399 20,847,776		
Excess of exports over imports Excess of imports over exports	\$2,450,631	\$2,354,536	\$5,268,623		
1878Exports-Domestie Foreign	\$2,927,597 1,084,225	\$21,809,013 5,275,801	\$38,787,184 9,066,155		
Total Imports	\$4,011,822 6,266,847	\$27,084,814 26,080,090	\$17,833,339 28,521,803		
Excess of exports over imports Excess of imports over exports	\$2,255,025	\$1,004,724	\$19,331,536		
TOTAL MERC	HANDISE AND	SPECIE.			
1879Exports-Domestie Foreign			\$719,962,137 20,648,734		
Imports	\$57,914,429 43,291,799	\$632,454,068 388,655,909	\$740,610,871 463,126,478		
Excess of exports over imports Excess of imports over exports	\$14,622,630	\$243,798,159	\$277,484,393		
1878Exports-Domestie Foreign	\$61,902,849 2.244,706	\$603,441,608 17,007,480			
		$\frac{17,007,480}{620,449,088}$ 392,402,277	$\begin{array}{r} 22,639,365\\ \hline \\ \$728,995,044\\ 487,983,495\end{array}$		
Excess of exports over imports Excess of imports over exports	\$21,672,361	and the second division of the second divisio	\$241,011,549		

Monetary Commercial English News

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

EXCHANGE AT LONDON- MAY 16.			EXCH	ANGE	ON LONDON.
	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam . Anisterdam .	Short. 3 mos.	12.012@12.112	May 15	Short.	12.06
Antwerp	68	$12.23_{4}@12.34_{4}$ 25.35 @25.40	May 15		25.20
Paris Paris		25.17_{2} 025.27_{2} 25.35 025.40	May 15	Cheq's.	25.18
Hamburg Berlin	65 66	$ \begin{array}{ccccccccccccccccccccccccccccccccccc$	May 15	Short.	20.4212
Frankfort	55	20.56 @20.60	May 15 May 15	- 44	20.421_{2} 20.421_{3}
St. l'etersb'rg Vienna	44	$22^{1_{9}}@22^{3_{1}}$ $11.92^{1_{2}}@11.97^{1_{9}}$	May 12 May 15	15	231 ₁₀ 117:40
Madrid	84 25	4718@4738 4714@4719	May 12	45	48.00
Milan Genoa	44	$27.871_2 @ 27.921_2 \\ 27.871_2 @ 27.921_2 $	May 15 May 15	3 mos.	27.47 27.47
Naples	H OO dawa	27.8712@27.9212	May 15		27.47
Alexandria .	90days	5178@52	May 12	3 mos.	9738
Constan'ple New York			May 12 May 15	60 days	$110.12 \\ 4.88$
Bomhay Calcutta	60 days	18. 7d. 18. 7d.	May 14 May 14	6 mos.	18. 7 ³ 8d. 18. 7 ³ 8d.
Hong Kong . Shanghni			May 14	H	38. 8 ¹ 8d.
onenghilt			May 14		58. 0 ³ 8d.

[From our own correspondent.]

LONDON, Saturday, May 17, 1879.

There has been a fair demand for money during the week, and the rates of discount have shown a hardening tendency; but the Bank return does not indicate that any increased inquiry has been experienced. There is, in fact, a falling off of £261,719 in the total of "other securities," and it is anticipated, therefore, that the prevailing firmness is altogether temporary. The supply of mercantile bills is still very limited, and at the present time of the year any addition to it is improbable. The recent improvement in trade is, however, fairly maintained, and the reports regarding the progress of the wool sales are still satisfactory. The increased demand for money appears to have been in connection with the new loans which have lately been introduced to public notice, and which have been very largely subscribed. These loans have been either for home or Colonial undertakings, and the largeness of the applications leads to the been officially stated, but they are reported to be as much as conclusion that there is ample capital available for productive

enterprise. Compared with the worst periods of the year, there is certainly some improvement; but strikes and fallures continue to take place, and these are opposed to any great revival. It is worth noticing, however, that the tendency is in the right direction. The present quotations for money are as follows:

l'er cent. 2 d'months' bank bills.... 15,213 6 months' bank bills.... 12,22 4 & 6 months' trade bills.... 12,22

The rates of interest allowed by the joint-stock banks and discount houses for deposits are as follows:

Per cent. Joint-stock banks. Discount houses at call. do ______with 7 and 14 days' notice of withdrawal......

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of Middling Upland cotton, 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	£	£	L	2
bank post bills	29,651,516	28,019,777	28,812,530	28,213,477
Public deposits	7,217,630	6,726,485	6,657,403	7,174,782
Other deposits	29,498,741	21,417,030	21,203,571	20,271,240
Governm't securities.	14,675,257	15,556,488	15,364,004	14,545,365
Other securitles	20,972,066	10,914.371	19,365,162	17,223,912
Res'vo of notes & coin	19,046,477	10,627,832	11,514,653	13,662,419
Coin and bullion in				
both departments	33,414,852	23,358,427	21,993,663	26,583,340
Proportion of reservo				
to liabilities	51.47	37.39	4014	49.22
Bank rate	2 p. c.	3 p. c.	3 p. c.	2 p. e.
Consols	9834	9614	9378	9638
Eng. wheat, av. price.	40s. 9d.	528. 4d.	65s. 7d.	458.1d.
Mid. Upland cotton	7d.	6d.	534d.	618d.
No. 40 mule twist	914	912d.	95gd.	1114d.
Clearing-House return	81.262.000	86.829.000	108.773.000	105.272.000

The German Government has sold a considerable quantity of silver of late, and some gold has been taken out of the Bank in The week's arrivals of gold have, however, consequence. amounted to £270,200, the bulk of which is from Australia and India. The silver market, owing to a falling off in the Indian demand, is weaker, but Mexican dollars have been in good demand at a slight advance in price. The following quotations for bullion are from Messrs. Pixley & Abell's circular:

	GOLD,	A. d. s. d.
Bar gold, fine	per oz. standard.	77 9120
Bar gold, refinable		
Spanish doubtoons		73 9 @
South American doubloons		73 8127
United States gold coin		76 3340
German gold cola		76 340
	SILVER.	d. d.
Bar silver, fine	per oz. standard, nea:	rest.50118 @
Bar silver, contain'g 5 grs. go	ld., per oz. standard, '	50718 @
Mexican dollars		494 @
Chilian dollars	per oz., none h	ero@
Quicksilver, £6	2s. 6d. Discount, 3 pe	r cent.

Tenders were received at the Bank of England, on Wednesday, for £250,000 in Council bills on India, £205,200 being allotted to Calcutta and £44,800 to Bombay. Tenders on both Presidencies at 1s. 7%d. the rupee received about 41 per cent, and above that price in full. The average rates obtained were: on Calcutta, 1s. 7.125d.; and on Bombay, 1s. 7.153d.

The following are the current rates of discount at the princinal foreign markets :

Ciper torolon million				
Ba	uuk Open	1	Bank	Open
ra	te. market.	1	rate.	market.
Pr.			r. et.	Pr. ct.
Paris	3 2420234	Vienna & Trieste.	419	4 @414
Brussels		St. Petersburg	5	34234
Amsterdam	312 314@312	Madrid, Cadiz &		
Berlin	3 2 @24	Barcelona	4	4 25
Hamburg	3 2 224	Lisbon & Oporto.	5	5 76
Frankfort	3 24024	New York		3 2.1
Leipzig	3 248 2238	Calcutta	6	
Genoa	4 3	Copenhagen 4	@412	4 442
Geneva	4 3 3 3			-

Tenders were received at the Bank of England, on Thursday, for £2,150,000 Metropolitan Board of Works 3½ per cent consolidated stock, and the applications amounted to as much as £5,950,900. Tenders at £101 6s. 6d. for £100 stock received only 7 per cent, and above in full.

The difficulties in the iron trade continue, and at Middlesborough several failures have taken place; the suspensions being those of Messrs. Hopkins, Gilkes & Co. (Limited), and Messrs. Lloyd & Co. The last-mentioned firm is composed of the representatives of the late Mr. Robert Lloyd-Mr. Isaac Wilson, M. P. for Middlesborough; Mr. W. R. J. Hopkins and Mr. Edgar Gilkes, of Middlesborough; and Mr. Haytor, of London. The Lackenby Works were acquired only about nine months ago. It is stated that the protracted depression in trade is the cause of the failure. The liabilities have not yet. £400,000. The bills of Messrs. Hopkins, Gilkes & Co. (Limited)

blast furnace owners, finished-iron manufacturers, and engineers, have been returned, and it is feared that failure will be the result. Mr. Isaac Wilson, M. P., is the chairman of this company, and Mr. Hopkins and Mr. Gilkes, both of Lloyd's Works, are directors. There are 45,000 shares of £15 each, and £3 per share yet remains to be paid np. For the past few years Messrs. Hopkins, Gilkes & Co. have made a specialty of producing a better class of iron by the Danks' process, but they have failed to turn it to commercial advantage, and in consequence of the protracted depression their iron works have been irregularly occupied. They have four blast furnaces, only two of which are in operation. They employ a large number of hands. According to the last annual balance-sheet the year's trading resulted in a loss of £49,000.

The failure is also announced of the Skerne Iron Company (Limited) of Darlington. The works of this company consist chiefly of plate mills and appliances for bridge-building, taken by a limited company from Messrs. Pease, Hutchinson & Co. about eight years ago. The capital of the company is £200,000, fully paid up. Several smaller failures are also reported in the Yorkshire iron and steel trades.

In addition to the failures which have taken place in this country, some important suspensions are reported from Rotterdam. One is the Aprikaanische Handelsvereinzing and the other the Commanditairs Bank Vereeniging. The former is an old-established undertaking, but appears to have departed from its traditional course of business and embarked in building operations, though chiefly in the construction of docks. The liabilities are believed to be considerable, and one failure—that of Messrs. Baner & Co., of Mincing lane—has already taken place. These failures naturally produce an unfavorable impression and check a return of that confidence without which healthy activity in business is impossible.

The public sales of Colonial wool are progressing with considerable spirit, and since the opening of the present series cross-bred wools have risen in value about 1d. per lb. Wool being very low in price, this is a very satisfactory feature; but, unfortunately, it is the chief of the favorable symptoms which present themselves. After working with great caution for some months, Yorkshire manufacturers find themselves very short of the raw material, and it also appears that the heavy stocks of goods have been considerably reduced. The present activity at the wool sales is chiefly due to the fact that home buyers are making largely increased purchases. There is also a fair demand for wool for export to Germany, but, owing to the slackness of trade in France, French buyers are operating to a very moderate extent.

Strikes can hardly pay. This week, the strike amongst the operatives in the engineering trade of London has been brought to a close by a vote of the men. The number who voted for returning to work on the masters' terms was 319; and against, 281. This strike has extended over fourteen weeks, and must have entailed great suffering.

The strike amongst the Durham colliers has also terminated, the dispute having been submitted to arbitration. Mr. T. Bradshaw, judge of the Northumberland County Court, has decided the question by pronouncing that there be an absolute reduction of wages of 8% per cent on underground and of 6% per cent on surface labor, to take immediate effect, and that the question whether any and what further reduction should be made be left to further arbitration. The majority of the colliers have returned to work.

Owing to the depressed state of the agricultural industries, the landlords of this country are reducing their rents. The Prince of Wales has made a reduction of 20 per cent on the rents due by his tenantry in Cornwall, and several noblemen and gentlemen have made reductions of ten per cent. This course had become imperatively necessary. There are already many farms to let, and obviously the landowners did not want to see an increase in it, or be reduced to the necessity of cultivating their own land. Three bad seasons and low prices have nearly extinguished farming profits, and speedy action had therefore become necessary. One land-owner in Scotland has as many as three sheep-farms on his hands.

The weather has become more genial, and hopes are now entertained that the progress of vegetation will be satisfactory. The principal adverse feature is that the crops are backward; but if the prophets are correct, and we are to have a hot summer, harvest may not be late after all. The trade for wheat during the week has been firm, and the better qualities of produce have realized an improvement of about 1s. per quarter.

During the week ended May 10, the sales of English wheat in the 150 principal markets of England and Wales amounted to 57,477 quarters, against 44,730 quarters last year; while it is estimated that they were in the whole kingdom 230,000 quarters, against 179,000 quarters in 1878. Since harvest the sales in the 150 principal markets have been 1,975,278 quarters, against 1,547,920 quarters; and it is computed that in the whole kingdom they have been 7,901,120 quarters, against 6,199,680 quarters in the corresponding period of last season. Without reckoning the supplies of produce 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.ewt.34,005,965 Imports of flour 6,208,007	$40,275,793 \\ 6,254,125$	$27,381.004 \\ 4.581.840$	$38,739,231 \\ 4,738,892$
Sales of heme-grown		, - ,	
produce34,238,150	26,865,280	29,037,200	28,781,000
Total74,452,122	73,395,198	60,900,044	72,259,105
Deduct exports of wheat aud flour 1,329,040	1,400,499	718,465	311.069
Result	71,994,699	60,181,519	71,948,036
Av'ge price of English wheat for the season. 40s. 5d.	52s. 7d.	50s. 6d.	45s. 5d.

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.					
	1878-9.	1877-8.	1876-7.	1875-6.	
Wheatcw	t.34,005,965	40,275,793	27,381,004	38,739,213	
Barley	8,372,941	10,087,760	10,314,806	6,698,683	
Oats	7,365,855	7,899,786	6,819,666	7,721,938	
Peas		1,256,748	913,022	1,079,539	
Beans		2,453,328	3,310,679	2,608,642	
Indian corn		22,628,499	23,173,667	16,481,941	
Flour	6,208,007	6,254,125	4,581,840	4,738,392	
	EX	PORTS.			
	1878-9.	1877-8.	1876-7.	1875-6.	
Wheatcw	t. 1.231,401	1,347,614	687,898	293,796	
Barley		40,985	43,785	21,554	
Oats		59,773	82,393	244,259	
Peas		16,953	20,952	29,694	
Beans		16,967	24,773	6,599	
Indiau coru		180,227	377,651	34,227	
Flour	97.639	52.885	30.587	17.273	

Everywhere the season seems to be backward. As far east as China the spring is reported to be cold, and from sunny Italy there are serions complaints about the backwardness of the season and the scarcity of mulberry leaves. Unless there be a speedy change the Italian silk crop will be a poor one.

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 increased £95,000 during the week.

of England has increased	299,000	during-	the wee	n,	
Sat	. Mon.	Tues.	Wed.	Thurs.	Fri.
	24. May 26		May 28.		May 30.
Silver, per ozd. 503		51	51	514	514
Consols for money	9815				99316
Consols for account	98151	8 9878	931516	99318	99316
TT O ELOF 1001	1053	10578	10558	10558	10558
U. S. 38 01 1881	10578	10834	10858	10858	10858
U. S. 4 ¹ ₂ s of 1891	105.8				
U. 8. 4s of 1907 Ξ	10512	10512	10518	10518	105 ¹ 8
U. S. 4 ¹ 28 of 1891 E U. S. 4s of 1907 Erie, common stock O Ulluois Central	2858	2378	2812	2818	
		8842	89	89	
Pennsylvania	3712	3814	3812	3812	****
Philadelphia& Reading. :	1918	2042			
Liverpool Cotton Marke	tSee si	pecial re	eport on	cotton	
Liverpool Breadstuffs M			-		
		(T)	317 - 3	(The same	77-1
Sat.		Tues.	Wed.	Thurs.	Frl.
	l. s. d.	s. d.	s. d.	s. d.	s. d.
	0 24 0	23 6	23 6	23 6	23 6
	6 8 6	8 5	8 5	8 5	8 5
	6 7 6	7 5	7 5	7 5	7 5
	3 9 3	9 3	9 3	9 3	9 3
	6 9 6	9 6	9 6	9 6	9 6
Av. Cal. white " 810		8 9	8 9	8 9	8 9
California club. " 9	3 9 3	9 3	9 3	9 3	9 3
	6 4 6	4 5	4 5	4 5	4 5
Prime, new " 4	312 4 31	3 4 3	$4 2^{1}2$	4 212	$4 2^{1}_{2}$
Liverpool Provisions Me	arlot				-
-		-	777 - 3	(There a	17-1
Sat.		Tues.	Wed.	Thurs.	Fri.
	l. s. d.	s. d.	s. d.	8. d.	8. d.
	0 47 0	46 0	46 0	46 0	46 0
	6 25 6	25 6	25 6	25 6	25 6
	0 26 0	26 0	26 0	26 0	26 0
	0 75 0	76 0	76 0	76 0	76 0
	3 32 6	32 6	32 3	32 3	32 3
Cheese, Am. choico. " 41	0 41 0	41 0	41 0	41 0	41 0
London Petroleum Man	rket -				
		-			-
Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
d.	<i>d</i> .	d.	. d.	d.	d.
Pet'leum, ref. P gal @	73807127	407387	40	. @	@
Pet'leum, spirits " 634@734	7 @7127	@734 .	. @	@	@
(X TAY!				

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 \$5,443,829, against \$5,647,466 the pre-ceding week and \$6,135,228 two weeks previous. The exports for the week ended May 27 amounted to \$5,572,627, against \$5,697,932 last week and \$5,908,390 the previous week. The following are the imports at New York for the week ending (for dry goods) May 22 and for the week ending (for general merchandise) May 23:

Dry Goods General mdse	1876. \$967,152 4.273,270	1877. \$744,260 6.038,421	1878. \$\$46,949 3,413,583	1879. \$1,010,354 4,424,475
Total week	\$5,240,422	\$6,782,681	\$1,260,532	\$5,443,829
	129,037,123	128,529,614	112,722,137	120,847,902

Tot. s'ee Jan. 1.. \$133,277,545 \$135,612,325 \$116,082,069 \$126,291,731

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 27:

KXI	PORTS FROM	NEW TORK FOR	THE WEEK.	
	1876.	1877.	1878.	1879.
For the week	\$5,262,023	\$4,827,590	\$6,665,896	\$5,372,027
Prev. reported	91,482,538	101,872,011	133,702,070	121,124,235

Tut. s'ce Jan. 1.. \$96,744,561 \$106,699,601 \$140,367,966 \$126,496,862 The following will show the exports of specie from the port of New York for the week ending May 24, 1879, and also a comparison of the total since January 1, 1879, with the corresponding totals for several previous years: Max

20-Str. Nevada	ndon	Am. silv. bars.	\$160,000
		fex. silv. dols.	24,700
20-Str. St. LaurentII	avre	Am. silv. dols.	1,000
	1	Am. sliv. bars	
		(eon'g \$600 g.)	5,500
22-Sir. CanlmaII			6,326
22-Str. Wieland Lo	adon	Am. sliv. bars.	77,900
	I	fex. silv. dols.	17,800
23-Str. RepublicLi	verpoolI	lex. silv. dols.	61.641
24-Str. RheinLo	nd'n & S'hamp'tn.I	Mex. silv. bars.	$\begin{array}{c} 20,047\\ 92,000 \end{array}$
	- 1	m. silv. bars.	92.000

Tot. since Jan. 1, '79 (\$7,949,272 silver, and \$255,996 gold) ... \$8,205,268

Buine time m-	same time in-	same ume in-
1878 \$7,818,450	1874 \$21,517,985	8ame time in- 1870 \$13,452,669
1877 15,268,782	1873 21,146,737	1869 13,116.354
1876 24,095,017	1872 26,717,264	1868 37.159.712
1875 31,695,087	1871 34,395,861	1867 17,255,788
The imports of spe	cie at this port for th	e same periods have

been as follows: May.

19-Sehr. L. Hammond. Mayaguez. Am. silver	\$800
Am. gold	4,918
19-Sir. City of Vera Cruz. Vera Cruz An. silver	18,987
Foreign silver.	65.457
Am. gold	4,305
Foreign gold	1.749
Silver bars	
to Can Alma Anniamali Aller Mars	8,800
19-Str. Alps Aspinwall Am. silver	2,470
Am. gold	1,544
Foreign gold	130
Gold dust	2,928
Gold bars	1.651
20-Str. GalliaLiverpoolAm. silver	60.831
22-Str. Canima	3.522
22-Str. Saratoga Havana	1.050
23-Sehr. Azelda & Laura. MayaguezAm. silver	5,131
Am. gold 24—Str. NeekarBremenAm. silver	1,000
St. Accant. BronellAm. Shver	35,000
Total for the week (\$202.048 silver, and \$18,225 gold)	\$220,273

Previously reported (\$3,383,966 silver, and \$578,144 gold) .. 3,962,110

Tot. since Jan. 1, '79 (\$3	3,586,014 silver, and \$59	6,369 gold) \$4,182,383
Same time in—	Same time in-	Same time in-
1878 \$11,541,317		
	1873 1,787,481	1869 8.807.883
	1872 706,535	1868 3,241,313
1875 6,299,916		1867 1,056,579

next instaliment of interest, and the bank might foreclose and take possession if it chose. In pamphlets containing the annual reports of the Chicago Milwankee & St. Paul road for 1676 and 1877, a report of the affairs of the Western Union Railroad Com-pany for each of those years is given, which shows the net earnings of the latter road to be over \$248,000 for 1876 and over \$326,000 for 1877, and in the reports of the company for several years preceding, the net earnings have been much more than the \$245,000 required to pay the annual interest on the first mortgage bonds. The net earnings of the Western Union road for 1878, as shown by the anditor's office, were over \$300,000. The officers of the Chicago Milwankee & St. Paul road, who are also, by virtue of its ownership of a bare majority of the stock of the Western Union road, practically in full control of the latter road and elect its board of directors, have, it is alleged, purposely withheld the net earnings of the latter company and refused to apply the same to the payment of interest, so as to

latter road and elect its board of directors, have, it is alleged, purposely withheld the net earnings of the latter company and refused to apply the same to the payment of interest, so as to depreciate the value of the bonds, and, as is claimed, force the Glasgow Bank to sell at a sacrifice. An affidavit was also filed by John S. Barnes, member of the banking firm of J. S. Kennedy & Co., of New York, the agents of the Glasgow Bank. He states that he has seen certain let-ters and contracts between Alexander Mitcheli and Charles S. Laresche, attorney for a committee in London of bond and stock holders of the Western Union Raliroad, from which it appears that Mitchell purchased from the bank a majority of the stock of the road, giving him control. The amount agreed to be paid was \$325,000. Mitchell afterwards sold the stock to the Chicago Milwankee & St. Paul Raliroad, receiving in exchange common stock of the latter road of the par value of \$1,500,750, and worth on the market \$1,148,073, so that, had Mitchell then sold he would have made \$713.073 profit. The cost of the Western Union stock was charged up as \$1,500,750, as appeared from the report for 1877 of the Chicago Milwankee & St. Paul Poad. Barnes claims that the \$325,000 was never paid to Laresche, but was agreed to be applied toward reducing the floating debt of the Western Union Road; but as a matter of fact this indebted-ness was paid off out of the income of the road after the St. Paul Commany, cot societal of it.

the Western Union Road; but as a matter of fact this indebted-ness was paid off out of the income of the road after the St. Paul Company got control of it. The affidavit of Patrick Tyrrell sets out that he is, and has been since July, 1869, the Auditor of the Western Union Rail-road Company, and of course is familiar with the road. The following is a statement of the earnings and expenses since the establishment of the company :

	Gross		Net
Year.	earnings.	Ехреплев.	earnings.
1869, 6 months	\$450.082	\$353.669	\$66.412
1870		617,982	148.955
1871		638,373	203.796
1872		702.960	144.151
1873		871.241	259.302
1874		768.164	354.943
1875		830,287	330,142
1876		799,369	248,545
1877	1,025,058	699.019	326,039
1878		753.775	307,955
1879, 4 months		219.149	78.202
Total.	\$9.759.530	\$7.290.992	\$2 468 535

Besides these operating expenses, there have been paid for taxes and interest on bonds, \$1,786,997, and to the Racine Ware-house & Doek Company on its contract, \$161,527, leaving a balance to the credit of the income account, April 30, 1879, of \$474.142. The building of the road and branches, right of way, engines, and cars, &c., was \$8,082,297, of which \$582,297 were provided from the earnings. The remainder was paid by the issue of \$4,000,000 of stock and \$3,500,000 of bonds.

UNITED STATES TREASURY CIRCULARS.-To Holders of Called Bonds.-Wasuington, May 26.-The following circular was issued this afternoon:

DOADS.-WASHINGTON, MAY 20.-THE TENEWING CITCULAR WAS issued this afternoon: TREASURT DEPARTMENT, OFFICE OF THE SECRETARY, WASHINGTON, D. C. May 26, 1879 The holders of called bonds which mature before the first day of July mext are requested to send them to the department for payment during the month of June. In this way the holders of such bonds will receive payment for them, with interest to maturity, before the bonds mature. The very large payments of called bonds to be made in July will fully oecupy the different offices of the department in that menth, and prefer-than to bonds past due, the holders of which have failed to present them for payment. All United States bonds forwarded for redemption should be addressed to the "Loan Division, Secretary's Office." and all registered bonds should be assigned to "The Secretary of the Treasury for Redemption." Where parties desire checks in payment for registered bonds, drawn to the order of any one but the payee, they should assign them to the Secretary of the Treasury for redemption on account of the owner or owners, giving the name or names thereof. As it is impossible to notify directly the holders of such adde bonds, the press of the contry is respecifully requested to give publicity to this notice, that there may be no delay in the payment of the bonds and that an accumulation of money in the Treasaury may be avoided. JOIN SILERMAN, Secretary. SALES OF REFUNDING CERTIFICATES STOPPED,-WASHINGTON,

SALES OF REFUNDING CERTIFICATES STOPPED .-- WASHINGTON, May 27.- The following circular was issued by the Treasury Department to-day:

After to day no more certificates will be sold by the Treasurer of the United States over his connter, nor will any be furnished by him to public officers for sale in this city or Boston, New York, Philadelphia or Baltimore. The Secretary desires that the rest of the certificates unsold be distributed as far as practicable among postmasters bonded for their sale at places other than those above mentioned.

-Attention is called to the 5 per cent gold dollar and ster-ling bonds of the Province of Quebee, due 1908. The principal and interest is payable in New York or London. These bonds are now offered by Messrs. Blake Bros. & Co., 54 Wall street, and will be found to pay better than a 4 per cent or 4½ per cent United States Government bond due in 1891 or 1907, as the rate of interest is 1 per cent better and the time to run longer.

VOL. XXVIIL

The Bankers' Gazette.

No National Banks organized during the past week.

ALC: NOT THE OWNER.	. 1	JIV	IDENJ	0 8 .
The following	distidand.	a horro	minometer hos	- honouroad .

The following dividends have recently been announced.					
Name of Company.	Per Ceut.	When Payable.	Books Closed. (Days inclusive.)		
Rallroad. Connecticut River Iowa Falls & Sioux City Kentucky Central, Com Kentucky Central, Pref. Northern (N. H.) Miscellaneons. Spring Mountain Coal	$1 \\ 1 \\ 3 \\ $2 50$	June 2. May 27. May 27. June 2.	May 20 to May 28. May 20 to May 28.		

FRIDAY, MAX 30, 1879-5 P. M.

present week terminated, for business purposes, with the close of Thursday, as Friday (Decoration Day) is a legal or "bank" holiday.

There has been a trifle less of buoyancy in the financial markets, owing partly to the decline in government bonds which took place in the middle of the week, and put a check, for the moment, on the activity in that department of business. The decline is attributed mainly to the accumulation of the funding certificates which have been taken so freely in the large cities, and in good part on speculative account, for the purpose of realizing the premium on 4 per cent bonds into which they are fundable. Secretary Sherman stopped the further sale of these certificates in large cities, and the Syndicate virtually withdrew from the market as sellers of 4 per cents, so that there was a sharp recovery in prices on Thursday, when bonds closed at 1031 bid, against 1025 on Wednesday. The called bonds yet outstanding and the dates when they mature are as follows:

1867	Five-t	wentles	-91st	call	\$10,000,000	June 4
44		66	92d	44	10,000,000	June 12
4.8	84	44	93d	46	10,000,000	June 29
**	5.5	8.6	94th	44	10,000,000	July 3
64	4.6	46	95th	46	22,066,150	July 4
1868		44	96th	44	37,436,600 *	July 4
					10,000,000	July 9
68		98th			160,000,000	July 18
66	11	99th			24,566,300	July 21
58 of	1858-	-100th	**		260,000	July 23

Grand total......\$294,330,050

Of this amount the bankers here estimate, after careful inquiry, that about \$100,000,000 are already held by members of the syndicate and others, ready for exchange, leaving about \$194,000,000 bonds yet to come in. Under this view of the situation the syndicate bankers claim that they feel quite confident of firm prices for the 4 per cents in the immediate future.

The money market was somewhat unsettled and rates advanced sharply to 6@7 per cent on stock collaterals, which was attributed mainly to the large amount of greenbacks temporarily with-drawn from circulation by the large purchases of ten-dollar funding certificates. On Thursday rates were easier and call loans were quoted at 2@4 per cent on governments and 3@5 on miscellaneous collaterals. Prime commercial paper is quoted at

4@5 per cent. The Bank of England weekly statement on Thursday showed an increase in specie for the week of £95,000, and the percentage increase in specie for the week of £95,000, and the percentage of reserve to liabilities was 53 per cent, against 514 the previous week. The discount rate remains at 2 per cent. The Bank of France gained 10,850,000 francs in the week. The last statement of the New York City Clearing-House banks, issued May 24, showed a decrease of \$5,057,725 in the excess above their 25 per cent legal reserve, the whole of such excess being \$5,250,900, against \$10,308,625 the previous week. The following table shows the changes from the previous week and a comparison with the two preceding years

and a comparison with the two preceding years.

		Differ'nces fr'in previous week.		1877. May 26.
Loans and dis. Specie Circulation			19,827,100	21,348,700
Net deposits . Legal tenders.	227,345,600	Dec. 3,079,100 Dec. 5,866,000	198,985,300	225,432,600

United States Bonds .-... The market for Government bonds is described above, as to the salient points of the week, and the details of prices from day to day as shown in the table below will indicate the fluctuations in tone. The syndicate bankers concluded to sell nothing, and let other parties supply all the demand for the time being, as they feel confident of n speedy recovery in prices and they find that the market is quite bare of other bonds than fours, such as the 5s and 6s of 1891, or the $4\frac{1}{2}$ per cents.

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

	May May		May	Range since	Jan. 1, 1879.
	16.	23.	30.	Lowest.	Highest.
U. S. 5s of 1981					
U. S. 4 ¹ ₂ s of 1891 U. S. 4s of 1907				106 ¹ ₂ Meh. 24 101 Meh. 26	

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

	Interest Period.	May 24.	May 26	May 27.	May 28.	May 29.	May 30.
6s, 1880reg. 6s, 1880comp. 6s, 1881reg. 6s, 1881reg. 5s, fund., 1881reg. 5s, fund., 1891reg. 4'2s, 1891reg. 4'2s, 1891reg. 6s, 1907reg. 4s, 1907reg. 6s, 1907reg. 6s, cur'cy, 1895reg.	J. & J. J. & J. J. & J. J. & J. QFeb. QHeb. QMar. QMar. QJan. J. & J.	*1067e *10676 *10738 10712 *10378 *10376 *10658 *10776 10312 10312 *125	$\begin{array}{r} *1067_8 \\ *1067_8 \\ 1073_8 \\ 1073_4 \\ 1037_8 \\ 104 \\ 1065_8 \\ 1073_4 \\ 1031_2 \\ 1031_2 \\ *125 \end{array}$	*10634 *10634 107 1074 10334 10358 10638 10638 10742 10348 10348 *124	$\begin{array}{r} 106^{5}8 \\ *106^{5}8 \\ *107^{1}8 \\ *107 \\ 103^{1}2 \\ *103^{5}8 \\ 106^{1}2 \\ *107^{1}2 \\ 102^{7}8 \\ 102^{3}4 \\ *124^{3}4 \end{array}$	10658 10658 1074 10758 *10358 1034 1064 10752 *10258 193 *12453	ecoration Day
6s, cur'cy, 1896rcg. 6s, cur'cy, 1897reg. 6s, cur'cy, 1898reg. 6s, cur'cy, 1899reg. 6s, cur'cy, 1899reg.	J. & J. J. & J.	125 ¹ 2 126 ¹ 2	*125 ¹ 2 *125 ¹ 2	*1254 *1234	$^{*1251_{2}}_{*1251_{2}}$	$^{*125}_{*125_{2}}$	

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

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

	Range since	Jan. 1, 1879.	Amount M	ay 1,1879.
	Lowest.	Highest.	Registered.	Coupon.
ds, 1880-1ep. 6s, 5-20s, '67.ep. 6s, 5-20s, '68.ep. 5s, 10-40sep. 5s, fund., '81.ep.	x03 ¹ 2 May 1	107 ¹ ₂ Jan. 15	$\begin{array}{r} 53,723,200\\ 14,911,600\\ 143,054,700\\ 258,307,950\end{array}$	$\begin{array}{r} 20,612,800\\ 49,777,100\\ 250,132,400 \end{array}$
4 ¹ 28, 1891cp. 48, 1907cp. 68, cur'ncy.reg.	x99 Apr. 1	108 May 21 103 ¹ ₂ May 21 125 ¹ ₂ May 22	334,259,200	219,104,500

State and Railroad Bonds .- The advices from New Orleans are quite discouraging as to the Louisiana debt question, but possibly the convention may fail to agree upon the injurious

possibly the convention may fail to agree upon the injurious measures proposed. Railroad bonds have been active and strong as usual, there being some exceptions as to steadiness of price in those bonds which are sold heavily on speculation, and which vary in price according to the temper of the market. The following securities were sold at the Exchange Sales-

room:

Shares,	1	
20 Hoffman Firo Ins	9242	40 Pc
20 Greenwich Fire Ins2	98	\$17 Be
16 Hope Fire Ins.	60	RR
16 Hope Fire Ins. 1 Tompkins Lyceum stock.	\$1	for.
1212 Retary Steam Nav. Co.	\$2	
150 Nat. Citizens' Bank1	00	\$7,000
10 Leather Manuf. Bank 1	37	bor
168 Jersey City Gaslight Co 1	44	1,000
20 Mech. & Trad. Nat. B'k.	7610	bor
18 Safeguard Fire los1	10 1	1.000
10 Jersey City Fire Ins	75	bou
8 Morris Canal & Banking		1.000
Co prof	3310	78,
Co., pref	521	25,00
1,354 Hampshiro & Baltimoro		Ind
Coal Co. stock, per share.	\$1	191
13 Bleecker St. & Fulton	W.	20.00
Ferry RR.	121	for
50 Couey Island & Br. RR	3311	RR
24 Mech, & Trad. Nat. B'k	75 1	\$5
40 Tradesmen's Ins1	053	Bai
160 St. Nicholas Fire Ins	773	for
18 Metrop. Gaslight Co1	9714	eac
37 New York Gaslight Co	98	6,000
300 Ceut. Am. Transit Co	118	RR
20 Boston & N. Y. Air Line	~ 0	23,00
DD pwof	4231	mo
RR., pref. 22 Boston & N. Y. Air Lino		187
DD com	21 i	3.000
RR., com. 75 Butchers' & Drovors' B'k.	1 4196	RR
50 Fulton Bank1	364	Oct
Closing prices of leading	State	bonds
the range since Jan. 1, 1879	have	houn
the range since san. 1, 1019	, maye	0000
1		
STATES.	May	May

Shares.
40 People's Bank114
\$17 Bestou & N. Y. Air Liue
RR., scrip for com. stock
for \$2
Bonds.
\$7,000 Jersey City 7s, impr.
bonds, due 1893 9812
1,000 Jersey City 7s, impr.
bonds, due 18941004
1,000 Town of Bergen 7s,
bounty bond, due 1889 9512
1,000 Bayonne first assented

due 1887..... 00 Jeffersonv. Mad. & 1. RR. 2d mort. 7s, due 9510

- 1034
- 13¹4
- 3214
- 0 Peoria & Springfold R. 1st mort. bouds 16 00 Iowa & Nob. RR. 1st ort. 7s, due 1910, Dec., 173, coupons 0u 32 0 N. Y. Bost. & Montreal R. 2d mort. 7s, due 1903; ct., 1874, coupon on, for \$21

for two weeks past, and as follows:

STATES.	May 23.	May 29.	Range since Lowest.	Jan. 1, 1879. Highest.
Louisiana consols Missouri 6s, '89 or '90 North Carolina 6s, old Teunessce 6s, old	*107 *23 ¹ 2 *35 ¹ 2	243_4 * 353_4		107 ¹ ₂ May 15 24 ³ ₂ May 29
Virginia 6s, consol do do 2d series Dist. of Columbia, 3-65s	*4119		4134 Apr. 29 7912 Jan. 3	44 Mch. 28 8858 May 23

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

Railroad and Miscellaneous Stocks.-The stock market has been fairly active, without any particular feature of special or unusual interest. The market is awaiting further develop-ments as to the low-priced Western stocks, the coal stocks, the trunk lines, and so on throughout each class or group of stocks which rise or fall together, as affected by the same influences. The very high priced stocks are held with firmness, and as fast The very high priced stocks are held with firmness, and as fast as any stock becomes settled as a dividend-paying security with a good prospect of remaining such, it may be expected to pass out of the speculative class into the hands of permauent holders. The possibility of a coal combination seems now to be better, and the advance of 25 cents per ton by some of the anthracite companies, in their schedules for Jane, is regarded as a hopeful circumstance. It is hardly possible to take a very favorable view of the present aspects of truak line business, and with the establishment of Wabash on the basis of a new route for through establishment of Wabash on the basis of a new route for through traffic, it seems probable that low rates will continue, greatly to the advautage of the country at large, but not to that of the railroads.

10	Total sales of the week in leading stocks were as follows,										
		Cont. of N. J.	8t. Paul.			Del. L. & West.		Lako Shore.			
May	24	10,630									
68	27 28	11,705	22,500	8,450	5,200	16,120	12,545	57,070			
44	29	10,767	7,850	3,200	7,510	39,500	10,500				
	30							100 414			

Total... | 63,730 | 81,443 | 47,660 | 23,490 | 132,520 | 61,525 | 136,755 Whole stock. 175,400 154,042 | 149,888 350,849 | 524,000 | 771,077 | 494,665 The total number of shares of stock outstanding is given in the

last line for the purpose of comparison. The daily highest and lowest prices have been as follows:

Tuesday. May 27. Saturday, Monday. May 24 May 20. Wednes., Thursd'y, Friday, May 28. May 20. May 30.
 Canada South.
 Sing 36,
 Sing 36,

do pref.	044	9434	1 9136	11054	1 9174	927	914	95	95	95		
Chie, R. I. & P.	139	130	1*13956		139	140	139%	13936	P1385	(140		:
Clev. C. C. & 1.	514	51%	0116	52%	51%	52%	5032	51%	5134	52		:
Clev.& P., guar	9813	DHILG	9134	01356	03%	97	884	964	9632	97		:
Col. Chic. & I.C.	746	716	17	754	634	1576	634	634	654	056		
Del.& H. Cunal	484	4736	4834	48%	47	4834	471	4.8%	484	49		:
Del.Lack.& W.	50%	57	J114	584	57	5844	57	54%	5734	59		
Erie	27%	2414	273	24%	2736	28%	27	273	2716	2734		
do pref	5114	5136	521	5216	50%	52%	51	01%	51%	51%		÷.
Han. & St. Jo.	2141	2:33	2176	2:233	20%	224	2034	51%	21	2112		Da
do pref.	4334	4116	4:1	1112	42%	4354	4216	4312	43	43	F F	9
flinois Cont	8034	8694	8734	87%	8734	8734	8694	86%	8634	87		a
Kansas Pacific					575	57%	+57	59				2
Lake Shore		7436	7456	75%	754	7648	75	75%	7514	7536	1	35
Mich. Central.	7446	7994	7993	80%	8036	81	80	80%	794	80%	1	<u> </u>
Mo. Kans. & T.		18	15	15%	8036	11%	13%	15	15	15		ecoration
Mor. & Essex	0013	91 -	9036	911%	001	01	90%	9134	911	88		é
N. Y. C.& H. R.	120	120	1193 1	1916	11036	119%	119%	116%	11936	119%	į +	-
Ohio & Miss	15%	10%	15-37	18%	15%	10%		15%	15%	16		
Pacific Mail	14%	143%	1436	15%	1434	10%	1434	15%	1431	1534	1	1
Panama	149	149			9	150		156	149	149		1
Pitts.F.W.& C.	110%	111		110	110	110	110%	110%	110	110		
St.L&I.M.assn!	29%	2034	2954	29%	29	29% 15%	2531	29%	2756	2811		
St. L. K. C.& N.	15%	1534	15%	15%	15	15%	14%	15%	15	154		:
do pref.	42	4234	41%	4238	40%	42	40%	4156	40%	4136	1	1
St.L.& S. Fran.	10%	11					1032	10%				1
do prof.	11%	12	1.13%	113%	111%	11%	111%	113	118;	1134		-
do 1st prf.	244	244			24	2413	23%	24	2334	2334		1
Sutro Tunnel.	456	431	434	436	456	434	436	434	456	456		:
Uaion Pacific.	7416	434	7331	7414	744	7436	74	434	7112	74%	1	
Wabash	3756	3831	873	38%		8948		341%	3734	39		:
West. Un. Tel.	1123%	1131	119 1	11412	113%	114%	11374			11456		

* These are the prices bid and asked: no sale was made at the Board. Total sales this week, and the range in prices for 1978 and since Jan. 1, 1879, were as follows:

	Sales of Week.						
	Shares.	Lowest.	Highest.	Low. High.			
Canada Southern	540	454 Jan. 3	6312 Mch. 15	38 4512			
Central of N. J	63,730	3312 Jan. 2					
Chicage & Alton	1,337	75 Meh. 3					
Chio. Burl.& Quincy.	830	1111 ₈ Jan. 7		994 1144			
Chie. Mil. & St. P	81,443	3438 Jan. 4					
do de pref.		7434 Jan. 4		64 843			
Chicago & Northw	47,660	4958 Jan. 3		3212 5514			
do de pref. Chie. Rock Isl. & Pac.	10,030	787 ₈ Jan. 3 119 Jan. 8		5934 7912			
Clev. Col. Cin. & Ind.		3434 Jan. 2	141 May 23 55 May 21	9838 122 23 384			
Clev. & Pittsb., guar.		3434 Jan. 2 8442 Jan. 2	9812 May 6	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$			
Col. Ohic.& Ind. Cent	2,675	5 Jan. 4	9 Apr. 29	218 638			
Del. & Hudson Canal	13,918	38 Jan. 2	50 May 19	3436 5978			
Del. Lack. & Western		38 Jan. 2 43 Jan. 2	59 May 29	41 6178			
Erie	61.525	2118 Jan. 4		758 2212			
do pref	4.150	3712 Jan. 2	54 May 5	214 38			
Hannibal & St. Jo	22,745	134 Jan. 4	2334 May 23	10 1678			
do do pref.	7.135	34 Jan. 10	4512 May 23	2158 4158			
Illinois Central		7914 Meh. 26		7238 87			
Kansas Pacific	300	9 ¹ 8 Jan. 21		4 1258			
Lake Shere	136,755	67 Jan. 6		5578 7138			
Michigan Central	12,758	734 Jan. 2		5812 75			
Missouri Kan. & Tex	7,650	538 Jan. 4		2 718			
Morris & Essex N. Y. Cent. & Hud. R.	10,248	754 Jan. 3		6738 89			
Ohio & Mississippi	$311 \\ 30.410$	112 Mch. 24 73 Jan. 4					
Pacifie Mail	25,790	73 Jan. 4 103 Jan. 13		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$			
Panama	250	123 Jan. 2		112 131			
Pitts. Ft. W. & Chic	505	101 Jan. 4					
St. L. I. Mt. & South.	14.495	13 Jan. 2		5 1538			
St. L. K. C. & North.	5,505	7 Jan. 2		31 738			
de	8,960	2519 Jan. 1	454 May 1	19 261			
St. L.& S. Francisco.	600	318 Jan. 8		112 418			
do pref.	905	418 Jan. 21	1319 Apr. 21	14 54			
do 1st pref.	1,125	934 Jan. 23	2812 Apr. 19	512 1134			
Satro Tunnel	7,270	238 Jan. 16		312 5			
Uulon Pacifio	4,839	571 ₂ Jan. 31		614 73			
Wahash.	42,267	1734 Mch 13		1218 2378			
Western Union Tel	23,490	9438 Jan. 7	111458 May 20	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 car	nings rep	orted	Jan. 1 to la	test date
Week or Mo.	1879	1878.	1879.	1878.
Ala. Gt. Sonthern. March	\$33.132	\$28,748	\$100,187	\$98.633
Atch. Top. & S. F.2d wk May	159,500	83,232	2,059,474	1.106,343
Atl. & Gt. WestFebruary .	328,387	255,878	637,508	554.854
Atlantio Miss.& G.April	118,113	126,931	482,260	516,508
Bur. C. Rap. & N.3d wk May	29,564	35,193	501,315	644,018
Burl. & Mo.R.in N March	147,542	150,301	408,136	352,376
Calro & St. Louis. 1st wk May	4,921	6,715	75,970	69,876
	,437,000	1,529,255	4,871,857	4.819,361
Chleage & Alton 3a wk May	105,208	97,048	1,604,112	1,545,806
	,071,738	1,169,831	3,159,213	3,126,448
Chic. & East. Ill3d wk May	16,885	15,606		
Chie. Mil. & St. P.3d wk May	194,000	183,812	2,942,000	3,377,505
Chic.&Northwest.April1	,130,475	1,255,887	4,135,461	4.514.519
Chic. St. P. & M 3d wk May	22,544	16,014	380,993	335,000
Clev. Mt. V. & D2d wk May	7,380	6,603	128,433	132,943
Dakota Southern. March	17,739	16,866	54,578	49,905

-Latest ear	nlogs repo	ortod.—	Jan. 1 to lat	iont dato.
Weskor Mo.	1870.	1878.	1970.	1878.
Dubuque & S.City.2d wk May	\$17,981	\$23,293	\$293.612	\$369.318
Gai. Har. & S. An.March	100,610	88,801		
Gal. Honst. & IL. April	27,812	23,016	158,776	125,217
Grand Trunk.Wk.end.May 17	149,484	160.377	3,273,131	3,434,235
Gr't Western. Wk.end. May 18	71,007	77,840	1,602.802	1.784.179
Haoaibal & St. Jo.3d wk May	27,269	30,773	707.027	050,285
Houst. & Tox. O April	159,318	143,077	873,325	762,690
Illinois Cen. (Iii.) A pril	391,073	406,800	1,637,036	1,677,445
do (lowa).April	111,054	127,038	432,371	528,848
Indianap. Bl. &W. 1st wk Apr	22,937	28,903	286,032	349,883
lut. & Gt. North 2d wk May	18,093	17,954	548,38/1	403,103
Aaaaas Pacific 3d wk May	86,245	60,784	1,445,707	1.128.797
Mo. Kana. & Tox .3d wk May	47.596	44,592	911,475	976,258
Mohile & Ghio April	119,193	115,325	638,020	741,862
Nashv. Ch.& St.L. March	149,497	143,257	464,800	476,834
N. Y. L. Erle & W. February . 1		1,121,412	2,354,561	2,425,430
Pad.& Elizabetht. 1st wk May	4,222	5,431	93,129	110,324
Pad. & Memphia 1at wk May	2.211	4,039	53,040	70.771
Phila. & Erfe April	215,607	215,090	878,131	804,604
Phila. & Reading. April		991,028	4,019,106	2,885.752
St.L.A.&T.II. (brs)2d wk May	8,780	8,527	193,299	166,421
St. I., Iron MI. & S.2d wk May	79.210	66,977	1,492,084	1,481,412
St. L. K. C. & No3d wk May	57,061	66,820	1,273,650	1,219,088
St. L.& Southeast. 1 at wk May	24.117 54.095	24,247	373,021	373,882
St. Paul & S. City . March		48,861	138,784	130.069
Sciote Valley April	25,462	20,788	91,199	65,849
Sioux City & St. P.March	30,161 42,982	$33.486 \\ 59.823$	72.833	87,570
Seathern Minn April	33,261	32,816	162,397	238,590
Tel. Peorle & War. 3d wk May Union Paol 10 February .	747,701	679.768	447,660	505,428
Wabash	72.370	86.209	1,438,302	1,377,268
Wabuan	14,010	00.209	1,542,183	1,702,400

Suconortin for		and the state of the	A
35	A 10 00	1	00

MAY 29.	60 days.	Demand.
Prime bankers' sterling bills on London.	4.871424.88	4.883 @4.894
Good bankers' and prime commercial	4.8714 @4.8719	4.881204.893
Good commercial	4.863 04.87	- 0 -
Documentary commercial		- @ -'
Parls (fraues)		5.15 @5.114
Antwerp (fraucs)		5.15 @5.114
Swiss (francs)		5.15 @5.1114
Amsterdam (guilders)		40387 4012
Hamburg (reichmarks)		95782 96
Frankfort (reichmarks)	95 @ 9513	95782 96
Bremen (reichmarks)	95 @ 9512	9578 @ 96
Berlin (reichmarcks)	95 @ 9312	95780 96

The following are quotations in gold for various coins:

					0				
Sovereigns	\$4	86 4	@\$1	89	Dimes & 12 dim	es	98580	_	994
Napoleons	3	83 4	a 3	88	Silver 49 and				
X X Reichm					Five francs				
X Guilders		93 1	0 4		Mexican dollar				
Span'h Deub	leons.15	55 1	@15	80	English silver.				
Mex. Double	ons15	50 1	215	65	Prus. silv. thale				
					Trade dollars.				
Fine gold ba	rs	par.	24p	rem.	New ailver doll	ars —	99340		par.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on May 24, 1879 :

				and street out of the local division of the					
	[Average amount of							
				1		1			
Banks.	Capital.	Loans and	1	Legal	[Net dep'ts	Circula-			
		discounts.	Specie.	Tendera.	other				
		uiscount s.		1 Onucia.	than U.S.	tion.			
	8		8	8		8			
New York	2,000,000	8,061,200	527,800						
Manhattan Co	2,050,000	6,240,600	160,300	700,100	4,310,500	500			
Mechanics'	2,000,000	7,226,400 7,321,300	493,400 563,200	1,345,700	0,686,500				
Merchants	2,000,000	7,321,300	563,200	962,400	6,129,500	44,500			
Union	1,200,000	4,101,200				132,000			
America	3,000,000	8,834,600	549,500	918,200	6,183,700	1,100			
Phoenix	1,000,000	2,232,000 7,251,900	291,000	335,500	2,000,000	262,400			
City	1,000,000	7,231,900	1,274,600	864,000	7.446,800				
City Tradesmen'a	1,000,000	2,988,400		251.200	1,200,400	1, 110,000			
Fulton	600,000	1,495,800							
Chemical Merch'nts' Exch.	\$00,000	11,699,300	1,564,300	1,872,500	11.349,900				
Merch'nts' Exch.	1,000,000	S.421,200 3,757,400	203,000		2.719,100				
Gailatin Nation'l	1,000,000	3,757,400	57,400	366,000		534,300			
Butchers'& Drov.	\$00,000	1,275,900	175,400						
Mechanics' & Tr.	300,000	1,179,000			1,002,000	198,000			
Greenwich	200,000	820,100	14,300		722,700 2,037,000	2,700 407,300			
Losther Man'f'rs	000,000	2,747,400 864,700	200,000		2,037,000	407,300			
Seventh Ward State of N. York. American Exch	\$00,000	864,700	62,600		793,100				
State of N. York.	800,000	2,450,800	6,300		2,095,500	45,000			
American Exch	5,000,000	11,855,000			8,251,000	174,000			
Commorce	5,000,000	13,230,800			9,718,600	1.620,400			
Broadway	1,000,000	5,739,400			3,659,800	884,000			
Mercantile	1.000.000	3,281,400			2,785,700	179,300			
Pacific	422,700 1,500,000	2,218,100	63,300	491,100	2,156,800				
Republic	1,500,000	4,007,700 3,301,500	103,600 105,900	407,500	1,868,200	762,700			
Chatham	450,000	3,301,500	105,900	705,000	3,219,500	398,000			
People's	412,500	1,307,700	51,300	178,700	1,209,800	5,400			
North America	700,000	1,748,000			1,501,000				
Hanover	1,000,000	6,217,200	535,300	939,000	6,200,300	270,000			
Irviag	500,000	2,149,700	115,100	441,000	2,059,306	214,800			
Metropolitan	3,000,000	12,180,000	539,000	1,518,000	8,646,000	2,169,000			
Citizens'	600,000	1,537,700	102,200	339,800	1,647,300	247,200			
Nassau	1,000,000	2,082,500 2,215,800	22,800	239,300	1,902,600	3,900			
Market	500,000	2,215,890	28,200 24,700	420,8(8)	1,726,500	344,700			
St. Nicholas	500,000	1,767,000	\$4,700	285,900	1,221,800	450,000			
Shoe & Leather	500,000	5,230,5 00	\$29,600	292,300	2,884,100	445,000			
Corn Exchange	1,000,0 0	3,681,700	65,200	464,000	2,490,400	4,700			
Continental	1,000,000	3,733,600	19,000 40,300	1,212,300 170,000	3,712,300	781,900			
Oriental	300,000	1,434,400	40,300	170,000	1.267.000				
Marine	400,000	2,418,000	35,000	648,000	2,402,000	357,000			
Importers' & Tr	1.500.000	16,923,100	1,009,800		18,390,800	1,098,300			
Park	2,000,000	11,690,700	529,700	\$,136,400	14,364,700	530,200			
Mech. Bkg. Ass'n	500,000	637,500	74,500 5,300	63,900 145,700	544,800	307,400			
Grocers'.	800,000	535,400	5,300	145,700	535,200				
Grocers' North River	240,000	717,400	43,300	191,000	714,200				
East River	250,000	757,100	84,900	86,100	010,900	143,100			
Manuf'rs & Mer	100,000	451,000	1,000 1,111,200	105,000 3,361,800	428,200				
Fourth National.	3,200,000	15,950,500	1,111,200	3,361,800	15,430,900	1,051,400			
Central Nat	2,000,000	7,498,000	448,000	1.240,000	6,621,000	1,463,000			
Second National.	300,000	2,503,000	172,000	510,000	2,674,000	269,000			
Ninth National	750,000	3,594,300	\$16,200	624,000	8,332,100	517,000			
First National	500,000	8,083,100	1,266,100	1,192,600	9,139,400	45,000			
Third National	1,000,000	6,140,800	885,000	863,700	0,181,800	800,000			
N. Y. Nat. Exch.,	[300,000	1,291,000		139,300	804,800	268,100			
N. Y. Nat. Exch Bowery National	230,000	1,180,600		\$55,000	933,000	224,300			
N. York County	200,000	1,102,400		329,500 283,700	1,247,000	190,000			
flerm'n Americ'n	750,000	1,859,800	135,100	283,700	1,710,300				
Chase National	300,000	3,359,900	66,800	557,400	2,101,000	270,000			
matuf	40 0 000	957 898 500	19 809 400	49 991 0001	227 945 666	TO REA GOD			

THE CHRONICLE.

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently make per share. The following abbreviations are often used, viz.: "K.," for mortgage; "g.," for gold; "g'd," for guaranteed; "end.," for endorsed; "cons., for consolidated; "conv.," for eonvertible; "s. f.," for sinking fund; "l. g.," for land grant. Quotations in New York are to Thursday; from other cities, to late mail dates. Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

546

Subscribers will	confe	r a fa	vor by giving notice of any e	rror d	liscov	ered in these Quotations.		
UNITED STATES BONDS.	Bld.	Ask.	STATE SECURITIES.	Bld.	Ask.	CITY SECURITIES.	Bid.	Ask,
UNITED STATES BONDS.			Tennessee-6s, old, 1890-98 J & J	3534	36	Dist. Columbia-Continued-		
6s, 1880J&J 6s, 1880J&J J&J	106-2	1063 1063	6s, new bonds, 1892-1900J & J 6s, new series, 1914J & J	$\frac{327_8}{33}$		Perm. Imp. 7s, 1891J&J Wash.—Fund.loan (Cong.)6s,g.,'92 Fund. Ioan (Leg.)6s, g., 1902 Var.	1071_{2} 1041_{2}	110 1061g
68, 1881J&J 68, 1881J&J J&J	107 107	107 ¹ 8 107 ¹ 8	6s, new series, 1914J & J Texas-6s, 1892M &8t 7s, gold, 1892-1910M &8t	11010	$103 \\ 111$	Fund. loan (Leg.) 6s. g., 1902 Var. East Saginaw, Mich -8s	104	10712
6s, Oregon Warloan, 1881J&J	10350		78, gold, 1904	111	113	East Saginaw, Mich.—8s Ellzabelh, N. J.—7s, shortt 7s, funded, 1880-1905Var.	$\frac{45}{40}$	55 44
5s, funded, 1881	$103^{\circ}8$ $103^{1}2$	10358	Vermont-6s, 1890J & D	1124_{2}	114	78. consol., 1885–98 A & O	40	44
4 ¹ ₉ s, 1891reg. Q-M 4 ¹ ₉ s, 1891coup. Q-M	$1064 \\ 1073 $	$\frac{1064}{10758}$	Virginia-6s, old, 1886-'95J & J 6s, new bonds, 1886-1895J & J	$\frac{3242}{34}$	3412	7s, 1905. Fall River, Mass.—6s, 1904F& A†	110	45
48, 1907	102^{5_8} 102^{5_8}	$102\frac{1}{2}$	6s, consol., 1905J & J 6s, do ex-coup., 1905J & J 6s, consol., 2d seriesJ & J	78	5878	5s, 1894, goldF&A† Fitchburg, Mass -6s '91.W.L. J&J	103	$104 \\ 112$
6s, Currency, 1895regJ&J	12412	1951	6s, consol., 2d seriesJ & J 6s, deferred bondsJ & J		42 9	Fredericksburg, Va78M&N	103	
6s, Currency, 1897regJ&J	125	1.50-2	Tax coupons.	0.04		Galvest'n County, 10s, 1901.J & J	102	103
68, Oregon Warloan, 1881	12542		Albany, N. Y6s, longVarlous	105	108	Fail River, MassGs, 1904F& Al 5s, 1894, goldF&Al Fitchburg, MassGs.'91,W.L. J&J Predericksburg, Va78M&N Galveston, Tex108, '80-'95Var. Galveston, Tex108, '80-'95Var. Georgetown, D.CSee Dist. of Col. Harrisburg, PaGs, conponVar.' Hartford, CtCity Gs, var. datesf Capitol. untax. Gs	105	108
FOREIGN GOV. SECURIT'S. Quebec-58, 1908M&N	100	101	os, accerca oblas. Tax coupons. CITY SECURITIES. Albany, N. Y6s, long Varions 7sVarions Allegheny, Pa4sJ&J 6s, 1876-30J&J Wharf 7s, 1880J&J Allegheny (5J&J	107		Hartford, Ct.—City 6s, var. datesf	$\frac{102}{116}$	109 117
Quebec-5s, 1908	48		68, 1876-90J&J Wharf 7a 1880J&J*	105	115	Capitol, untax, 6s. Hartford Town bonds,6s, untax., Haverhill, Mass6s,'85-89., A&Of Honston, Tex108. 6s, funded.	100	102 110
8s. Mont. & Euf	2		Allegheny Co., 58J&J* Atlanta, Ga78. Do. 88.	90	07 103	Honston, Tex10s	20	30 25
88, Ala. & Chat	20		Do. 8s.	107	110	Indianapolis, Ind7-308,'93-99.J&J	1106	
Class "A," 2 to 5, 1906 do small	$ 48^{5_{8}} 48 $	4912	Augusta, Me6s, 1887, mun. F&At	103	$\frac{102}{104}$	Jersey City-6s, water, long, 1895 78, do 1899-1902J & J	102	100 103
do small Class "B," 5s, 1906. Class C," 2 to 5, 1906. Arkansas-6s, funded, 1899 J & J	77 584	60	Watorworks. Augusta, Me6s, 1887, munF&Ai Augusta, Ga78. Austin, TexasVarious Anstin, Texas108. Baltimore68, City Hall, 1884.Q-J	105	107	Indianapolis, ind. – 7-308, 53-59.3 & J Jersey Cliy.–68, water, long, 1895 78, do 1899-1002J & J 78, assessment, '78-79J & J 78, assessment, '78-79.J & J-M&N 78, improvement, 1891-'94 Var. 78, Bergen, longJ & J Hudson County, 68A&O do 78.M&S and J&D Paramoe Cliv. 78 long. Liki	$\frac{98}{98}$	100 100
Arkansas-6s, funded, 1899J & J	5				$\frac{110}{111}$	78, improvement, 1891-'94 Var.	98	100 100
7s, Memphis & L. R., 1899. A & O	3		6s, consol., 1890	11612	117	Hudson County, 6s	100	102
73, L. R. & Ft. S. issue, 1990. A & O 78, Memphis & L. R., 1990. A & O 78, L. R. P. B. & N. O., 1900. A & O 78, Miss. O. & R. Riv., 1900. A & O 78, Miss. O. & R. Riv., 1900. A & O 78, Ark. Central RR., 1900. A & O	500000		68, consol., 1890Q-J 68, Balt. & O. Ioan, 1890Q-J 68, Balt. & O. Ioan, 1890Q-J 68, Park, 1890Q-M 68, bonnty, 1893M & 8 68, do exempt, 1893M & 8 58, funding, 1894J&J 64 1900 L&L	116	117	Bayonne City, 78, longJ&J	95	107 99
78, Ark. Central RR., 1900.A & O 78, Levee of 1871, 1900J & J	3	3	6s, bounty, 1893	$117 \\ 118$	$\frac{119}{120}$	Lawrence, Mass6s, 1894A& Of Long Island City, N. Y.	90	100
California-6s, 1874	106	108	5s, funding, 1894J&J 6s, 1900J&J	117	118 119	Louisville, Ky7s, long dates. Var.	1041_{2} 103	10712
6s, 1883-4.	108		68, 1900	117	119 108	do 78.M&S and 3&D Bayonne City, 78. longJ&J Lawrence, Mass68, 1894A& Of Long Island City. N. Y	100	1011
Florida-Consol. gold 6sJ & J	80	85	6s, Valley RR., 1886 A & O	110	111			112
78, Ark. Central R.R., 1900, A & O 78, Levee of 1871, 1900 J & J California-68, 1874	102 1111_2		5s, new 1916. Bangor. Mc.—6s, RR.,1890-'94.Var. 6s, water, 1905. J&J1	102	1101_{2} 1031_{2}	Lynehburg, Va.—6sJ & J 8sJ & J	117	
78, endorsed, 1886	11114		6s, water, 1905	107	$\frac{108}{1051_2}$	B. Henning, va. 68. 1887. J& J Lynn, Mass68. 1887. J&J Water loan, 1891-96. J&J 56, 1882. M&M	109 1111	$\frac{110}{112}$
8s, 76, '86	114	117	6s. B. & Piscataquis RR'99.A&O Bath, Mo6s, railroad aidVar	104	1051_{2}	56, 1882	102	103 70
War loan, 1880J & J Kansas—7s, '76 to '99J&Jt	102		5s, 1897, munlelpal. Belfast, Me.—6s, railroad aid, '98	100	102	Macon, Ga78. Manchester, N.H5s, 1883-'85J&J	101	102
Kansas—78, 76 to 99J&Jt Kentucky—6s. Louislana—Old bonds,fundable.Var.	102	110	Roston Mass -69 cur long 1905 Var	111540	116	Memphis Tenn -6s. old. C	15	1 20
Louisiana—Old bonds,fundable.Var. 8s. non-fundableVar.	$\begin{vmatrix} 30 \\ 30 \end{vmatrix}$		6a, curreney, short, 1830 Var. 5s, gold, 1905 Var. 4a, curreney, 1899 J&J 8terling, 5s, gold, 1893 A&O	$101^{1}4$ $110^{1}2$	$\frac{1013_4}{111}$	6s, uew, A & B	$15 \\ 15$	$ \begin{array}{c} 25 \\ 25 \end{array} $
8s, non-fundable	47	4814	4s, currency, 1899J&J	10014	1003_{4}	6s, end., M. & C. RR.	61.1	25
War debts assumed, 6s, '89.A& Ol	11312	114	do 58, gold, 1899J&J	0011	108	1MII WARKEE, W18 38, 1891	$96 \\ 102$	108
Maryland-6s, defence, 1893J&J	1091	111	do 5s, gold, 1902A&O Brooklyn, N.Y7s, '79-80J & J	101	110 104	78, 1896-1901	108	
6s, exempt, 1887J&J 6s, Hospital, 1882-87J&J	115	117	78, 1881-95J & J 78, Park. 1915-18J & J	$104 \\ 120$	$\frac{115}{123}$	7s, water, 1902	1 15 1 15	25 25 25
6s, 1890	111	115	78, Water, 1903J & J	119 ¹ 2 119 ¹ 0	$122 \\ 122$	6s, funded	$\begin{bmatrix} 21\\ 40 \end{bmatrix}$	25 50
Massachusetts-5s, 1880, gold.J&J	1014	101%	6s, Water, 1902-5J & J	110	112	Nashville, Tenn6s, old	80	90
War debts assumed, 65, '89. A& O War loan, 65, 1883. M&S Maryland-65, defence, 1893. J&J 65, lospital, 1887. J&J 65, Hospital, 1882-87. J&J 65, 1880-'90. Q-J 55, 1880-'90. Q-J Massachusetts-55, 1580, gold. J&J 55, gold, 1894. Var. 55, gold, 1894. J&J 60, do 1894. M&N do do 1894. M&N do do 1894. M&N do do 1895. J&J 76, 1890. J&J Minnesota-78, RR. repudiated. M	11012	111	Brooklyn, N. Y. – 75, '79-80 J & J 78, Park, 1915-18 J & J 78, Park, 1915-18 J & J 78, Water, 1903 J & J 78, Bridge, 1915 J & J 68, Water, 1902-5 J & J 68, Park, 1900-1924 J & J Kings Co. 78, 1872-89 M & N do 68, 1879-86 M & N Buffalo, N, Y. – 78, 1876–'80 Var 78, u846-95 Var 78, water, 1926 M& 5 Cambridge, Mass. – 58, 1889 A&O 68, 1894-96, water loan J&J	104	110	Ge, new	103	110
do do 1894	105	110	Buffalo, N, Y78, 1875-80Var	101	106	7s, water, long	112	116 113
Michigan-6s, 1878-79J & J	105	107	78, 1880-95	$103 \\ 1121_2$	110	New Bedford, Mass08, 1893. A&O N. Brunswick, N. J78.	100	1034
68, 1883J & J 78, 1890M& N	$106 \\ 112$		6s, Park, 1926	$102 \\ 106$	107	Newburyport, Mass6s, 1890.J&J N. Haven, CtTown, 6s, Air Line	109	111
Minnesota-7s, RR. repudiated Missouri-6s, 1886J & J	106		6s, 1894-96. water loanJ&J 6s, 1904, city bondsJ&J	113	$\frac{114}{115}$	do 6s, Town Hall.	$106 \\ 100$	108
Funding bonds, 1894-95J & J Long bonds, '89-90J & J	10942		Canden Co., N. J6s, coup J&J Canden City, N. J6s, conp J&J	110		City, 7s, sewerage do 6s, City Hall	110	117
Asylum or University, 1892 J & J	107		78, reg. and coupJ&J*	116		New Orleans, La Premium bonds	20	26 32
Hannibal & St. Jo., 1886J & J do do 1887J & J N. Hampshire-6s, 1892-1894J&J	1034		Charleston, S.C.—6s, st'k, '76-98Q-J 7s, fire loan bonds, 1890J & J		62 70	Consolidated 6s, 1892Var Railroad issues, 6s, '75 & '94Var	. 24	26
War loan, 6s, 1901-1905J & J	1143	115	7s, non-tax bonds Chelsea, Mass.—6s, '97, water l. F&A	1103	89 111 ¹ 4	Wharf Impr., 7-30s, 1880J & D N.Y.City-6s, water stock, '80.Q-F	101	102
War loan, 6s, 1884	107^{1}_{2} 115	108	Chicago, 1116s, long datesJ&J 7s, sewerage, 1892-'95J&J	H		what impr, 7-305, 1550 5 ch N.Y.City-6s, water stock, '80. Q-F' 6s, do 1879 Q-F' 5s, do 1890 Q-F 6s, do 1893.90 Q-F 6s, aqueduct stock, '84-1911Q-F	1001_2 103	101
6s, exempt, 1877-1896J&J* New York-6s, gold, reg., '87J&J	115		7s, water, 1890-'95J&J 7s, river impr., 1890-'95J&J	1		68, do 1883-90Q-E	104	110
6s, gold, eoup., 1887 J & J 6s, gold, 1883 J & J	110	111	78, 1890-'95J&J			78, pipes and mains, 1900. Mar	109	118 110
68, gold, 1891	120		Cook Co. 7s, 1880			5s, Cent. Park bonds, 1898Q-F	104	105
68, gold, 1892	$121 \\ 122$		Lineoln Park 78	10242		5s, Cent. Park bonds, 1893Q -F 6s, do 1895Q-F 7s, dock bonds, 1901M & N	1116	108
6s, old	$24^{4}2$ $24^{1}2$		800th Park 7sJ & J West Park 7s. 1890	$102 \\ 102$	$\frac{103}{103}$	78. market stock, 1894-97. M&N	1116	110 117
6s, N C. RR., 1883-5J & J 6s, doA & O	106		Cincinnati, O6s, longVar. 6s, sbortVar.	102	103	6s, improvem't stock, 1889. M & N 7s, do 1879-90. M & N	1107	109
68, do coup. offJ & J	86		7-30sVar.	115	109	6s, gold, cons. bonds, 1901.M & N 6s, street impr. stock, 1888.M & N	1114	116
6s, do coup. offA & O 6s, Funding act of 1866, 1900 J&J	86		7s	114	$108 \\ 1141_2$	78. do do '79-82.M & N	104	107
6s, do 1868,1898A&O 6s, new bonds, 1892-8J&J	144		do 7-30s, new do 6s, g., 1906M&N Hamilton Co., O., 6s	103	$\frac{112}{104}$	6s, gold, new consol., 1896 7s, Westchester Co., 1891	100	112
6s, do 6s, Chatham RRA&O	$\frac{114}{31_2}$		Hamilton Co., O., 6s. do 7s, short	100	102	Newton-6s, 1905, water loauJ&J 5s, 1905, water loanJ&J	1115	116
6s, special tax, class 1,1898-9A&U 6s, do class 2 A & O	3 8		do 7s, short do long 7s & 7-30s. Cleveland, O6s, longVarious.	107	$\frac{110}{107}$	Norfolk, Va6s, reg. stk, '78-85. J&J	1 99	102
6s. do class 3 A & O Ohio-6s, 1881J & J	3	334	30-year 5s. 6s, short	99	101 104	8s, coup., 1890-93Var. 8s, water, 1901M&N Norwich, Ct5s, 1907A&O	115	118 104
69 1886 T.F.T	1104	100	7s, longVarious	112	115	Orange, N. J78	101	10212
Penusylvania-5s, gold, '77-8.F&A* 5s, enr., reg., 1877-'82F&A* 5s, new, reg., 1892-1902F&A	100	106	7s, short	105	$\frac{107}{107}$	Oswego, N. Y78. Paterson, N. J78, long	107	
08. 10-10. reg., 1877-82 F & A		$\frac{113}{102!_4}$	Columbia, S.C6s, bonds.		60	Petersburg, Va6sJ&J 8sJ&J	1 98	101
6s, 15-25, reg., 1882-'92F & A Rhode Island-6s, 1882M&8†	108	108_{2}	Columbus, Ga7s, VariousVar. Covington. Ky7-30s, long	110	$\frac{112}{104}$	8s, special tax. Philadelphia, Pa.—5s, regJ&J*	$ 108^{1}2$	
6s, 1893-9J&J	112	•••••	7-309, short	114		6s, old, regJ&J	106	110 121
Bouth Carolina—6sJ & J 6sA & O	10	 	Dallas, Texas-8s, 1904 10s, 1883-96 Dayton, O8s		• • • • • •	6s, new, reg	60	
6s, funding act, 1866J & J 6s, Land C., '89J & J 6s, Land C., 1889A&O	$\begin{array}{c}10\\40\end{array}$		Dayton, O8sf Detroit, Mich7s, longVar. 7s, water, longVar.	107	110	5s, reg. and coup., 1913J&J* 7s, water, reg.& cp., '93-'98A&O	1112	93 1124
78 of 1888	10		Dis.ColCons. 3-658, 1924, cp.F&A	8712	$\frac{115}{877_8}$	7s, street imp., reg, '83-86 Var Portland, Me.—6s, Municipal Vari	101-9	110519
6s, non-fundable bouds Var. 6s, consols, 1893J & J	$\frac{2^{1_{2}}}{87}$	$\frac{278}{92}$	Consol. 3-65s, 1924, reg. Perm. Imp. 6s, guar., 1891J&J	87	88 10612	6s, rallroad aldVar †	1051	108
* Price neminal: no lote transe		04	1 . orm. mp. 00, guar, 1001	LUE	100-2			

* Price nominal; no late transactions.

† Purchaser also pays accrued interest

t In London.

THE CHRONICLE.

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED.

For Explanations See Notes at Head of First Page of Quotations,									
	CITY SECURITIES.		Ask.		Bld.	Ask.	RAILROAD BONDS.	BIA	Ask.
	Portsmouth, N.H6s, '03, ItiLJ&J Pongbkeopsie, N. Y7s, water Providence, It.I5s, g., 1900-5, J&J	11064	1074	Bur.& Mo. (Nob.)-1st, 64, 1918.J&J 88, conv., 1883	125	126	Cin. Ham.& D1st M., 7s,'80.M&N 2d mort., 7s, 1995	1100 1	
	Providence, It.15s, g., 1900-5. J.&J 6s, gold, 1000, water loan. J & J 6s, 1835 M & B Richmond, Va6s. M & B Ss. J & J Rocknester, N.Y6s, '76-1002, Var. 7s, water, 1003. TockInud, Mc6s, '80-99, Itil. F&A Seramento, CalCity bonds, 6s. Sactamento, CalCity bonds, 6s. Sactamento, CalCity & Co., Var. Salem, Mass6s, long, W. L. A&O 5s, 1904, W. L. S. Francisco-7s, g., City & Co., Var. Jupont street 7s. Savannah, Ga7s, old	1154		I ACTING VALCY, IND. UR. 13110,4003	102 102 15	1025 103	Consol. mort., 7a, 1905	50	974 60
	68, 1885	104	108	linr.& Southwlst M., 8s, 95, M&N Cairo & St.L1st M., 7s, 1001.A&O Cairo & Vinc1st 7s, g, 1009.A&O		25	Cin. Rich, & Cuic181, 78, 95. J&J Cin. Rich, & F. W181, 78, g J&D (Cin. Sand'ky & Cl46, 1900) F&A	186 05 190	85 75 91
	Rochester, N.Y6s, '76-1002. Var. 7s, water, 1903J & J	160	109 115	Cairo & Vino1st. 7s, g., 1009.A&O Cairo & Vino1st. 7s, g., 1009.A&O Cailfor. Pac1st M., 7s, g., 89.J&J 2d M., 6s, g., end C. Puo., '89.J&J 3d M. (guar. C. P.), 6s, 1005.J&J	107 93	111 100	78, 1887 extended	170	64
	Rockland, Mc68, '89-99, ItH. F&A Bacramento, CalCity bonds, 68	195	96	3d M. (guar. C. P.), 6s, 1905.J&J do do 3s, 1905.J&J Camden & Atl1st, 7s, g., '93.J&J	70 30	80	Clev. Col. C. & IIat, 7a, '99. M&N Consol. mort., 7a, 1914J&II	115	
	Salem, Mass6s, long, W. L. A&O	11133	1144	2d mort., 7a, 1879	10%	117 10 J	Bellef, & Iud, M., 78, 1899J&J Clev.& M. Val.—1st, 7s, g., '93, F&A 8 F 2d mort 7s, 1876		
	8. Francisco-7s, gCity & CoVar. Dupont street 7s,			Canada So.—1at M.,guar.,1908,J&J Cape Cod—7s, 1881F&A	83	8338 106	Clev. & Pltta4th M., 6a, 1892.J&J Consol. S. F., 7a, 1900	109^{1}_{4} 115	111
	Savannah, Ga7s, old	74		Carolina Cent1st, 6s,g., 1923.J&J Catawissa-1st M., 7s, 1882F&A	25	35	Clev.Mt.V.& Dellst, 7s, gold, J&J Columbus ext., 7s, gold, 1901	137 135	
	7s, new. Var. St. Joseph, Mo.–7s. Var. Bridgo 10s, 1891	35	*****	Can.& Hur. Co1st M., 6s, '97, F&A Canada So1st M., gnar., 1908, J&J Cape Cod7s, 1881	111 100 11101 ₂	112 1034 111	Colorado Cent.—Iat, Sa, g., '90.J&D Col. Chio. & Ind. Cont.—	° 195 69	691 ₂
	6s, short	1100	101	1st mort., 7s, 1916	1111	112 113	1st cons. mort , 7s, 1908A&O 2d mort., 7s, 1909F&A Trust Co. cert., 1st, cons	23	25
			$ \begin{array}{ } 107_{2} \\ 107_{2} \\ 107_{2} \\ 107_{2} \end{array} $	Cent. of Iowa-1st M., 7s, gJ&J Central of New Jersey-	70	75	Chie. & Gt. East., 1st, 7s, '93-'93. Col.& Ind. C., 1st M., 7s, 1904.J&J	60 104	65 110
	Bridgo approach, 6s Var. Renewal, gold, 1891 '93 Var. 8t. L. Co Park, 6s. g., 1905. A & O. Currenoy, 7s. 1887-'88 Var. 8t. Paul, Minn 6s, '83-'90J & D. 7s, 1874-90 M& N 8s, 1839-90 M& N 6s, 1854	100	1074	Central of New Jersey- 1st mort, 7s, 1890F&A 7s, conv, 1902	1103 94	0419	Un.& Loganap., 1st, 7s, 1904, M&N T. Loganap. & R. 7s, 1884 F&A	91 93	90 93 96
	Currency, 7s. 1887-'88Var. St. Paul, Minn 6s, '88-'90J & D	10519 93	100	Consol. M., 75, 1899Q-J do assentedQ-J	9330	0312	Cin. & Chie, A. L., 1886-'90. Ind. Cent., 2d M., 108, 1882 .J&J	100	
	78, 1874-90	$ \begin{array}{r} 105 \\ 105 \\ t102 \\ t_2 \end{array} $	109	Adjustment bonds, 1903	$ \begin{array}{c} 102 \\ 641_{2} \\ 60 \end{array} $	$\begin{array}{c}102^{1}\!$	Col. & Hoek.V1st M., 7s, '97.A&O 1st M., 7s, 1880J&J	101 ¹ 2 199	106
	68, 1885	1107	108	Am. Dock & Imp. Co., 78,'86 J&J	744	76 76	Col. & Toledo-1st mort. bonds Col. Springf.& C1st. 78.1901.M&3	198	03 1004
	Springfield, Mass6s, 1005A&O	1113	$\frac{114}{122}$	Leh.& Wilkesbarre Coal, 88, M&N Small bonds, 1888 M&N	304	50 33	Col. & Xenia-1st M., 78,1890.M&S Conn. & PassumpM., 78, '93.A&O	11073	108
	Stockton, Cal.—Ss. Toledo, O.—7-308, tR., 1900, M & N 88, 1877-89. Sa, water, 1893 & '94	g.95 1102 104	100 105	Consol., 7s, gold, 1900Q-M do assented Cent. Ohlo-1st M., 6s, 1890M&S	86 107	87 76 108	Massawippi, g., 6s, gold, '89 J&J Conn. Val.—1st M., 7s, 1901J&J Conn. Wort, 1st M., 7s, 1901J&J	* 195	18
	8s, water, 1893 & '94Var. Washington, D.C.—See Dist. of Col.	108	115	Control Puelfie (Cal)		11234	Connecting (Phila.)—1st, 68M&S Camberl'd&Penn.—1st, 68.'91.M&S	109 80	112
	Washington, D.C.—See Dist. of Col. Wilmington, N.C.—Ge, gold, eou. on 8s, gold, cou. on. Worcester, Mass.—Gs, 1892 A&O			1st mort., 6s, gold. 95-98J&J State Ald, 7s, g., 1884J&J S. Joaquin, 1st M., 6s, g. 1900, A&O	1061_{2} 101	10234	Cumherl. Val1st M., 8s, 1904. A&O Dakota Southern-7s, gold. '94, F&A	* 196	100
	Worcester, Mass.—6s, 1892A&O 5s, 1905A&O Yenkers, N. Y.—Water, 1903	$ 1113 \\ 105 \\ 110 $	$ \begin{array}{r} 1131_{9} \\ 107 \\ 113 \end{array} $	5. 50 man, 18, 34, 55, 5, 1900, A&O Cal. & Oregon, 1st, 58, 5, '83, J&J Cal. & Or. C.P. bonds, 6s, c., '92, J &J Land grant M., 6s, g., 1800, A&O West. Paelf., 1st, 6s, g., '09., J&J Charl'te Col. & A. – Cons., 7s, '05, J&J 2d mort., 7s, 1910, J&J Cheraw & Darl. – 1st M., 8s, '88, A&O 2d mort. 7z.	$ \begin{array}{r} 1011_{9} \\ 103 \\ 104 \end{array} $	105	2d nort, 7s, 1909	45	50
	RAILROAD BONDS.	110	115	West. Paelf., 1st, 6s, g., '99J&J Charl'te Col.&ACons7s, '95.J&J	107 951g	93	2d mort., 78, 1887	1100	100
	Ala. Cent1st M., Ss, g., 1901J&J	50	60	2d mort., 7s, 1910J&J Cheraw & Darl.—1st M.,8s,'88.A&O	60 106	65	Dayt. & West.—1st M.,6s, 1905.J&J 1st mort., 7s, 1905J&J	185	90
	Aln.& Chatt.—1st, 8s,g., g'd, '99.J&J 7s, receiver's corts. (var. Nos.) Alb'y & Susa — lat M 7s, '99. L&L	$ \begin{array}{r} 10 \\ 20 \\ 113^{1}2 \end{array} $	12 60 115	2d mort., 7s Ches. & Ohio—Par. money fd.,1884 6s, gold, scries B, lat. def. 1903	86 100 44	45	1st mort., 7s, 1905	$^{*110}_{1141_{2}}_{1047_{8}}$	
	78, receiver's certs. (var. Nos.) Alb'y & Susq.—1st M., 78, '88. J&J 2d mortgage, 78, 1885 Concel anot, 78, 1881	106 100	10613	6s, gold, small bonds, 1908	41	2018	Convertible 7s, 1892	108 110	_
	Consol. mort., 78, 1906A&O Allegh. ValGen. M., 73-108J&J	102^{1_8} 113^{1_2}	103 ¹ g 114	6s, currency, small bonds, 1918. Va. Cent., 1st M., 6s, 1880J&J	18 99		Denver Pac1st M.,7s, g., '99.M&N Den.& Rlo G1st, 7s, g., 1900.M&N	62 9512	70 95 ⁵ 8
10	Last. exten. M., 78, 1910	-93 35 105	$ \begin{array}{c} 104 \\ 36 \\ 112 \end{array} $	6s, currency, small bonds, 1918. Va. Cent., 1st M., 6s, 1880 J&J do 3d M., 6s, 1884 J&J do 4th M., 8s, 1876 J&J Cheshire-6s, 1996-1898J&J	$99 \\ 105 \\ 102^{1_2}$	103	Des M. & Ft. D.—1st, 68, 1904.J&J Detrolt & Bay C.—1st, 88, 1902.M&N 1st M Sa end M C 1902.M&N	*60	107
	30 morrigige, 78, 1831	111378	114	6s, 1880. J&J Chester Val.—1st M., 7s, 1872.M&N Chlo. & Alton—1st M., 7s, '93J&J	110012	101	Convertible 78, 1892	1094	1093 <u>4</u> 60
	Land grant, 7s, g., 1902	11314 11534	1133_{4} 116	Chie. & Alten-1st M., 78, '93J&J Sterling mort., 68, g., 1903J&J	$ \begin{array}{c} 117 \\ 111 \\ 105^{1}2 \end{array} $	113	Det.& Pontlae, 1st M., 78, '78, J&I	;55 80	60 95
	Atlantic & Ot. Western-	,		Sterling mort., 6s, g., 1903. J&J Income, 7s, 1883. A&O Bds. Kan. C. line,6s,g,1903. M&N Miss.Riv.Brldge, 1st., s. t., 6s, 1912	10.5		do 3d M., 85, 1896.F&A Dixon Peo.& H.—1st, 83,'74-89.J&J Dubuque& Sloux C.—1st, 7s,'83.J&J		
	2d mort., 7s, g., 1902			Chic. B. & Q.—1st, S.F., Ss., 83, 134, Consol. mort., 7s, 1903	113 120 ¹ 9	116 H	1st mort., 2d Div., 1894	111 104	109
	1st mortgage trustees' certific's 2d do do do 3d do do do	:34 :13	36 15	Bonds, 5s, 1895	58	$\begin{bmatrix} 102 \\ 62 \end{bmatrix}$	E.Tenn. Va.& Ga1st, 7s,1900.J&J	*110 10212 90	117
	Con. mort. Blscboff certs.,78, 1892 Re-organization, 78	:6	7	Chle. & Can. So.—1st, 7s, 1902 A&O Chle. Clnn.& Louisy.—1st M., guar. Chle.Cln.Dub & Minn.—7s,'84 F&A			E. Tenn. & Ga., 1st, 6s, '80-86.J&J E.Tenn. & Va., end., 6s, 1886.M&N Eastern, Mass3 ¹ 2s, g., 1906.M&S		100 74
	Leased L. rental, 78, g., 1902. J&J do do 78, g., 1903. J&J West. ext. ccrtifs, 83, 1876 J&J	†56 †13	58 16	Chie. & East. Ill., 1st mort. 6s do income M., 7s, 1907	$\begin{array}{c} 91 \\ 52 \end{array}$	95 55	Sterling debs., 6s, c., 1906M&S Elmira& W'msport—1st, 7s, '80.J&J 5s, perpetual	111 1	82 116
	West. ext. certifs, 8s, 1876J&J do do 7s, gnar. Erie Atlantic & Gulf-Cons. 7s, '97.J&J	130 130 102	35 35		70 1107		Erle- (See N. Y. Lake E. & West.)	80	81
	Consol. M., 7s. ond. Sav. 1st mortgage, 7s.	$\frac{30}{100}$	$\begin{array}{c c}105\\40\\104\end{array}$	Chic. & Mich.L.Sh.—1st, 8s, 89.M&S Chic. Mil. & St. Paul— P. D. 1st mort., 8s, 1898F&A	12612		Eric & Pittsb.—1st M., 7s, '82.J&J Cons. mort., 7s, 1898J&J Equipment, 7s, 1890A&O		105
	S.Ga.& Fla., 1st M. 7s, 1899, M&N At.Miss.&Ohlo.—Cons.,g.1905, A&O	105	108 44	P. D., 2d M., 7 3-10s, 1898. F&A 8t. P. & Chic., 7s, g., 1902J&J Mil. & St. P., 2d M., 7s, 1884.A&O	111 11148	11112	Enrop'n & N.Am1st, 64, '89.J&J Bangor & Pise, 6& 78, '99A&O		107
	Com. hondholders certs Atl.& St. LawSt'g 2d, 6s.g.A&O 3d mort., 1891	103 103	44 105 105	Mil. & St. P., 2d M., 78, 1884.A&O La. C., 1st M., 78, 1893J&J I. & M., 1st M., 78, 1897J&J	$ \begin{array}{c} 100 \\ 112 \\ 109 \\ 109 \\ 3 \end{array} $		Evansy. & Crawf.—1st, 7s, '87.J&J Evansy.T.11.&Chl.—1st, 7s, g.M&N Fitchburg—6s, 1898A&O	102 55 107 ¹ 2	107 65 103
	Bald Eagle Val.—1stM., 6s,'81.J&J			I'a. & Dak., 1st M., 78, 1899.J&J Hast. & Dak., 1st M., 78, 1902.J&J	$\begin{array}{c c} 107^{1}2 \\ 107^{1}2 \\ \end{array}$		78, 1891	11619	11712
	68, 1880	108	195 108 ¹ 2	Chle. & Mil., 1st M., 78, 1903.J&J 1st mort., consol., 78, 1905J&J	1034	10838	1st mort., land gr., 8s, '88M&N Cons. S. F., 8s, 1902	*	100 -10
	Sterling mort for g 1902 M.(.s.)	112	100 114 114	1st M., I. & D. Ext., 7s, 1903J&J Chicago & Northwest— Sinking fund, 1st M., 7s, '85 .F&A	105 : 111 :	112	Flint & Holly, 1st, 10s, '88.M&N Bay C.& E. Sag.—1st, 10s., 82.J&J Holly W. & M.—1st, 8s, 1901.J&J	90 . 80	92
	do 65; g. 1910. M&N Balt. & Pot'c-1st, 65, g. 1911. J&J 1st, tunnel, 63, g. g'd, 1911. A&C Bellev, & S. III1st, S.F.85, '96. A&C	109 100	$111 \\ 102$	Interest mort., 78, 1883 M&N	$ \begin{array}{c} 105^{1} \\ 119 \end{array} $		Florence & El Dorado-Ist.7s.A&O Flushing & N. S1st. 7, '89M&N		104 80
	181, tunnel, 68, g., g'd. 1911.A&(Bellev.& S. Ill.—1st, S.F.88,'96.A&(Belvidere Del – 161 676, 1999. J.	101 109	103		110].		2d mort., 78	•	70 80
	Belvidere Del187 68.e. 1902	105	106	Consol., gold, 7s, cp., 1902J&D do do reg Iowa Mid., 1st M., 8s, 1900.A&O		16 1	Cent. cxteb., 78, 1903 M&N Ft. W. Jack. & S.—1st. 88, '89J&J Ft. W. Mun.& C.—1st. 78, g.,'89.A&O	*50 .	
:	Boston & Albany-7s, 1892-5.F&A	1193 1103	$\begin{bmatrix} 20^{1}4 \\ 11^{1}4 \end{bmatrix}$	Gal. & Chic. ext., 1st, 7s, 82.F&A Peninsula, 1st. conv., 7s, 98.M. S	106 ¹ 9 118		Fram'gham & Lowell—1st, 7s, 1891 do (notes), 8s, 1883	1924	95 7 96
	1st M., 78, 1889-90	95 100 1	97 101	Madison ext., 7s, g., 1911A&O	116 1 106 .		Frankfort & Kokomo – 1st.7s, 1908 Gal.Har.& S.A.– 1st.6s,g.1910.F&A	:96	98
1	Equipment, 6s, 1885 F&A		100 100 100	Menomince ext., 7s, g., 1911.J&D Northw. Un., 1st, 7s, g., 1915.M&S Chic. & Pad.—1st M., 7s, 1903.J&J			Gal.Hons.&11.—1st, 7s, g., 1902.J&J Georgia—7s, 1876-96J&J Gs	115 1	85 119 108
1	Consol. mort., 78, 1893 A&C	197 1	40	Chic. Pek.& S.W.—1st, 8s,1901.F&A [* Chic.R.I.&Pac.—S.F.,in.,6s,'05F&A			6s. Gr.Rap. & Ind.—1st, l.g., g'd, 7s, g. Ist M.,7s, l.g., gold, not guar. A&O	91 89 .	
1	1st mort., 7s, guar	11541	39	6s, 1917, coupJ&J 6s, 1917, regJ&J	115191	16	Ex land grant, 1st 7s, '99 Greenv. & Col.—1st M., 7s, "guar."	62 ¹ ₂ 45	70 90 50
1		10041 10641 1171	0642	Land M., Inc., 68, g., 1918 M&N	$\begin{array}{c c}1011_{2} \\ 821_{2} \\ 92\end{array}$	83	Bonds, guar. Hack's'k&N.Y. E.—1st, 7s,'90.M&N Hannibal & Nap.—1st, 7s, '88.M&N		50
]	Bost. & N. Y. Alr L1st 78	106 116 1	18		45	60	Han. & St. Jo., Conv. 8s, 1895. M&S Quincy & Pal., 1st. 8s, 1892. F&A Kans. C. & Cam., 1st, 103.'92. J&J	1074 1 55	108
]	Buff. Brad. & PGen. M.78, '96, J&J	•50 11719 1	1812	Chic. & S. W 1st, 7s, guar., '90, M&N Cin. & Indlana-Ist M., 7s, '92, J&D	97 .		Iarl& Portchester-1st M.7s, A&O	110 1.	116
1	Bur. C. It.& N.—1st.5s,new,'06.J&D Bur. & Mo. R.—L'd M., 7s, 93.A&O	$ \begin{array}{c} 99 \\ 813 \\ 115 \\ 1 \end{array} $	8178	2d mort., 7s, 1882-87J&J f Cln.&Sp7s, C.C.C.&I., 1901,A&O do guar., L.S.&M.S., 1901A&O	103191	964 1		107 .	
	Conv. 8s. 1891 series	115 1		do guar, L.S. & M.S., 1901 A&O] In. Luf. & Ch.—1st, 7s, g., 1901 M&S e purchaser also pays accrued intere	!	47121	ndon. I in Amsterdam.		

*Price nominal ; no lato transactions. † The purchaser also pays accrued interest. ‡ In London. ¶ In Amsterdam.

THE CHRONICLE

[VOL. XXVIII

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED.

For Explanation	s See Notes at	Head of First	Page of	Quotations.
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	FOI	Tarbi	adati	ons see notes at meau of F		agou	i Quotations.		
	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
	Houston & Tex. C1st, 78, g., '91	107	109	Maine CentMort. 7s, 1898J&J	1109	110	North Carolina-M., 8s, 1878.M&N	110	112
	West, Div., 1st. 7s. g., 1891	101	104	Exten bonds 6s o 1900 A&O	195	97	North Missonri-1st M., 1895J&J	116 ¹ ₂	118
	Waco & N. W., 1st, 7s, g., 1903. J&J Cons. mort., 8s, 1912 A&O Honst. E. & W. Tex.—1st, 7s, 1898.	$\frac{101}{100}$	105 103	Cons. 78, 1912	197	$\frac{98^{1}\text{s}}{103}$	North Penn.—1st M., 6s, 1885. J&J 2d mort., 7s, 1896M&N	$\frac{109}{118}$	121
	Honst. E. & W. Tex1st, 7s, 1898. Hunt. & Br. Top-1st, 7s, '90A&O	119	115	Dontild & Farm Jot Co. 1991. J&J	197	99 103	Gen. mort., 78, 1903J&J Northeast.,8.C1st M.,8s,'99,M&S	117 110	119 112
	2d mort., 78, g., 1895F&A Cons. 3d M. 78, 1895A&O	*106	10612	do Cons. M., 6s, '95.A&O Mansf. & Fr'ham1st, 7s,'89J&J Equipment 6s. 1882 M&N	t101	103	2d mort., 8s, 1899	97 1084	
	Cons. 3d M. 7s, 1895A&O Illinois Central—	48	50	Mansf. & Fr'ham.—1st, 7s,'89J&J Equipment 6s, 1882 M&N	$\begin{array}{c}100\\95\end{array}$	101	North'n Cent2d mort.,6s,'85.J&J 3d mort. 6s 1900	$1084 \\ 106$	$\frac{109}{108}$
	1st mort. Chie. & Springf'ld'98J&J	1108	110	Equipment 6s, 1882M&N Marietta & Cin1st M.,7s,'91.F&A	90	92 87	3d mort., 6s, 1900	101	$104^{1}4$ $106^{1}2$
	Sterling, S. F., 5s, g., 1903. A&O Sterling, gen. M., 6s, g., 1895. A&O	1112	104 114	Sterling, 1st M., 7s, g., 1891.F&A 2d mort., 7s, 1896	86 3938	3934	MORT. DOUGS., 58, 1926J&J	00-2	70
	do 5s, 1905J&D Ill. Grand Tr.—1st M., 8s, '90.A&O		105	3d mort., 8s, 1890J&J Seioto & Hock.Val., 1st, 7sM&N	15 ¹ 2 90	16 100	Con. mort, stg. 6s, g., 1904J&J Northern Cent'l Mich1st, 7s	;94	96
			45	Balt. Short L., 1st, 7s, 1900J&J			Northern, N.J1st M., 6s, 'SS.J&J	95	97
	2d mort., 8s, 1890	712	9	Cin. & Balt., 1st, 7s, 1900J&J Marietta P. & Clev.—1st, 7s, g., '95	102	105 50	Norw'h&Worc'r-1st M., 6s.'97.J&J Ogd'nsb'g&L.Ch1st M.6s,'98,J&J	106 194	108 96
	Ind'polis C. & L. –78 of '97, Low Nos do do Hitgh Nos			Consol. 7s	*105	110	S. F., 88. 1890	190	$94 \\ 112^{1}2$
	3d mort.,78, 1899J&D			1 68. 1908Mas	1 70		Cous. mort., 7s, '98J&J 2d mort., 7s, 1911A&O	11114	
	Ind'apolis & Cin., 1st, 7s, '88.A&O Indianapolis Peru & C1st mort	10112	105	Mass. Central-1st, 7s, 1893 Memp. & Charl'n-1st, 7s, '80. M&N	- 39 - 99	40 101	2d mort., 7s, 1911	931 <u>2</u> 33	933 <u>4</u> 40
	Ind'polis & St. L1st, 78, 1919. Var.	$\begin{array}{c} 70 \\ 22 \end{array}$	75 30	2d mort., 7s, 1885J&J Mem. & L. Rock-1st, 7s Metrop'n Elev1st M ., 1908. J&J	77 39	80 41	Oil Creek-1st M., 7s, 1882A&O Old Colony-6s, 1897F&A	80	85
	2d mort., 78, 1900	100	105	Metrop'n Elev.—1st M ., 1908, J&J	10618	$106^{1}2$	1 66 1895 JAD	1111/02	110392
	2d mort., 6s, g., guar., 1900.M&N Intern'l & Gt.NoInt. 1st, 7s. A&O	84 84	90 87	Mich. Cent1st mort., 8s, '82 A &O Consol., 7s, 1902	1094	$\frac{1091}{119}$	7s, 1895 Omaha&N.W.—1st. l. g., 7.3, g. J&J Omaha & S.W.—1st.M., 8s, 1896.J&D	1164_{2}	117 - 2 25
	. Conv. 8s, 1892F&A	23		1st M. on Air Lins, 8s, 1890. L&J	111034	11112	Omaha & S.W1st M., 8s, 1896. J&D	118	1 ²² 110
	- 1st Purch. Com. Receipts 2d do do	243	87 26	Air Line, 1st M., 8s, guar M&N Equipment bonds, 8s, '83 A&O		101	Or'ge& Alex'ndria-1st,6s,'73M&N 2d mort., 6s, 1875J&J	95	100
	H. & Gt. No., 1st, 7s,g., with certs. ao Conv. 8s, 1892F&A	84 23		Gd. Riv. V., 1st 8s, guar.,'86.J&J do 2d mort., 8s, 1879. M&S	101	100-2	2d mort., 6s, 1875	$\begin{array}{c} 50\\22 \end{array}$	60 29
	do 1st Parch. Com. Receipts		80		99		. Or. Alex. & M., 1st M., 7s, '82.J&J	62	634
	do 2d do do Ionia & Lansing-1st 88, '89, J&J	103	2112	Mich. L. Shore - 1st M., 8s, '89.J&J Mil. & North1st, 8s, 1901 J&D	35	50	Dregon & Cul. 181 M. 78, 1890. A&O	100	40 32
	Ionia & Lansing-1st 8s, '89 J&J l'a Falls & Sioux C1st, 7s, '99 A&O Ithaca & Athense1st m., 7s, g. A&O Jackson Lansing & Saginaw-	1105	108	Minn, & St. L., 18t m., 1927,J&D	90	104	Osw.&Rome-1st M., 78, 1915.M&N	95	100
	Jackson Lansing & Saginaw-	-110		do guaranteed Miss. Cen1st M., 78, '74-81. M&N do 2d m., 8s, ex coup	103 101	104	Ott. Osw. & Fox RM., 88, '90.J&J	95 113	
	let M., 8s,'85, "white bonds"J&J North Exten 8s 1890 MeN	1108	109	do 2d m., 8s, ex coup Miss.& Teun1st M., 8s, series "A"	100	103	Frankford Coll. Act (S. & Coll.) Osw. & Kono-1st M., 7s, 1915. M&N Osw. & Syracuse-1st, 7s, '50. M&N Ott. Osw. & Fox RM., 8s, '90.J&J Panama-Sterl'g M., 7s, g. '97. A&O Paris & Danville-1st M., 7s, 1903. Denis & Dentit, 1, 1847. 7s, '92. J&J	1111	113
	- Consol. mort., 8s, 1891	110012	101	do 8s, series "B"	91	94	Paris&Dec't'r-1stM.,7s,g.,'92.J&J		
	 Jackon Langing & Sagnaw— Ist M., 8s,'85, "white bonds" J&J North Exten, 8s, 1890			Mo. F. Scott & G.—1st., 10s, '99.J&J 2d mort., 10s, 1890A&O	$\frac{884}{15}$		Paris& Daily House 181 M., 78, 8, 1904. Paris&Dec't'r–1stM., 78, 8, 1900.F&A PekinL&Dec.–1stM., 78, 1900.F&A Pennsylvania–1st M., 68, '80J&J General part 68, 2000. 1910.0–1	105	10542
	Jefferson-llawl'y Br. 7s, '87J&J 1st mort., 7s, 1889J&J	90 100		Mo. Kansas & Texas— Cons. assessed, 1904-6 F&A	6714		General mort, 6s, coup., 1910 Q-J do 6s, reg., 1910.A&O Cons. nort., 6s, reg., 1905Q-M	1154	115%
	Jen. Mad.& Ind1st, 78,1906.A&O	1111	112	1 st, 6s, g., 1899. (U. P. S. Br.) J&J		8614	Cons. mort., 6s, reg., 1905Q-M	103	110
	2d mort., 7s, 1910J&J Ind'pclis & Mad., 1st, 7s,'81.M&N	$103 \\ 100$	103^{1}_{4} 100^{1}_{2}	2d mort., income, 1911A&O Boonev'e B'ge,7s,guar,1906.M&N	3314	$\frac{333}{90}$	do 6s, eoup., 1905J&D Navy Yard, 6s, reg., 1881J&J Penn. Co, 6s, reg., 1907J&J Penn.&N.Y1st.7s, 96&1906.J&J	103	110 104 ¹ 2
	Joliet & Chlc1st M., 8s, '82J&J Joliet & N. Ind., 1st, 7s (gnar. M.C.)	107	107	Han. & C. Mo., 1st 7s, g., '90.M&N do 2d, 1892 M&N		106	Penn. Co., 6s, reg., 1907QJ	103 ¹ 2 120	$104 \\ 125$
	Junction RR. (Phil.)-1st. 6s. '82 J&J	*106	107	Mo. Pac1st mort. 68.ghl '88.F&A	1114		Peorla Pekin & JIst, 18, 'F. Joan	00	60
	2d mort., 6s, 1900	*104	109	2d mort., 7s, 1891J&J Car. B., 1st mort., 6s, g. '93A&O		$ \begin{array}{c} 108^{1}2 \\ 95 \end{array} $	Perkiomen-1st M., 6s, 1897A&O C. M., guar., P.&.R., 6g., 1913.J&D	80	
	Kai.& Schoolcraft-1st. 8s, 'S7. J&J Kal.& Wh. Pigeon-1st, 7s, '90 J&J	100					Ex fd. eps., Dec., '77, to J'e, '80, inc.	. 255	60
	Kansas C. Lawr. & So. 1st, 4s. 1909	$\begin{bmatrix} 100 \\ 693 \end{bmatrix}$	71	Mass Market Mark	75	$\begin{array}{c} 110 \\ 85 \end{array}$	Scrip iss. for f'd coup'ns,'77 to '80 Petersburg-1st M., 8s, '79-'98.J&J	106	110
	Kans. C. St. Jo. & C. B 1st M., C. B. & St. Jos., 78, '80, J&J	19912		E.A. CETHL, STEF., 08, 1883 MACA	75 60	85 70	2d mort., 8s, 1902J&J Phii. & Eric-1st M., 6s, 1881.A&O	36	39
	K.C.St.Jos.&C.B., M. 78, 1907. J&J	188	89	1 Interest 88, 1883M&N 2d mort., 88, varMarch	12	15	2d mort., 78, 1888J&J	1 109	118
	do inc. bds, rg.,6s,1907.A&O K.C.Topeka&W 1st M.,7s,g.,J&J	20 + 114	115	New 1st mortgage. New debenture (1st)	85 37	88 40	2d mort., guar., 6s, g., 1920.J&J Philadelphia & Reading-		
	Income 7s	107	108	Mont. & Eur - 1st. end. 8s. g. '86 M&S	90	103	1st mort., 6s, 1880J&J 1st mort., 7s, 1893A&O	101	1051_{2} 120
	With conpon certificates	117	118	2d mort, 78, 1891F&A	123 1131_{2}		Debenture, 1893J&J Mort., 78, coup., 1911J&D	110	
			$\frac{1191}{1191}$	Morris & Essex-1st, 7s, 1914 M&N 2d mort, 7s, 1891	89	91	Mort., 78, coup., 1911J&D Gold mort. 68, 1911	114	115
	1st mort, Denver			General mort., 78, 1901A&C	1093	110	Gold mort., 6s, 1911J&D Improvement mort., 6s, 1897		
	Land 1st mort., 7s, g., 1880J&J	1111-2		General mort., 78, 1901A&C Consol. mort., 78, 1913J&D Nash.Chat.&St.L.—1st,78,1913 J&J	$101 \\ 105^{1}4$	10158	New convertible, 7s, 1893J&J G. s. f., \$&£,0s,g.,1908, x eps.J&J	:63	65
	With coupon certificates	x115	118	1st, Tenn. & Pae., 6s, 1917J&J 1st, McM. M. W.&A.,6s,1917J&J	9314	95	Sorip for 6 deferred 42 coupons Coal & 1., guar. M., 78, '92 M&S	1 10	80 55
	Land 2d mort., 7s. g., 1886 With coupon certificates	91		Nashy.& Decat'r1st.7s.1900I&.	108	10834	Phil.Wil.&Balt63, '92-1900.A&O	*108	
	Leav. Branch, 7s, 1896M&N With coupon certificates	1	8112	Nashua & Low68, g., 1893.F&A Nebraska-1st.7s,(end.B.& M.)A&C	10612	106	Pitts.C.&St.L.—1stM.,7s,1900.F&A 2d mort., 7s, 1913A&O		2 10712
	Income bds, No. 11, 78, 1916.M&S	67 66		Newark & N. Y1st. 78, 1887.J&J	82	90	Pittsb.&Con'ilsv1stM.7s.'98.J&J Sterling cons. M., 6s, g., guar.J&J	[] 110 ¹ 2	$\begin{array}{c}112\\106\end{array}$
	do No. 16, 7s, 1916.M&S Denver Div., Trust. Rects	11138		New'kS'set&S1st, 7s, g., '89.M&N N.Haven&Derby, 1st M., 7s, '98.Van	100	103	Pitts.Ft.W.&C1stM7s.1912.J&J	1 125	
	Detached coup. Rects Keokuk& Des M1st.5s, guar.A&O	$ \begin{array}{c} 101 \\ 92 \end{array} $				$\begin{bmatrix} 114 \\ 92 \end{bmatrix}$	2d mort., 78, 1912	12212	$124 \\ 120$
	8mall bouds	90		 X. I. & Y. II. 1001-181.4., 78, 95.3.62 Conv. 68, 1882	-48	49	Equipment, 8s, '84, sll paid. M&S Pitts. Titusv.& BNew 7s,'96F&A	;110 30	$112 \\ 32$
	Laf. Bl.& Miss1st, 7s, g., '91.F&A Laf. Munc.& Bl1st, 7s, g. 1901F&A	k	50 50	N. J. Southern-1st M., 78, '89.M&N	11 40	4278	4Plsas't Hill & De Soto-1st, 78, 1907.		
			11034			75		30 70	50 80
	Clove. & Tol., 1st M., 7s, '85J&J	1111	112	2d mort., 7s, 1892	110	110	Vt. div., 1st M., 6s, g., 1891. M&N	5	20
	Lake Sh Ore & Mich. So M. So.& N.I., S.F., 1st, 7s, '85. M&N Clove. & Tol., 1st M., 7s, '85. J&J do 2d M., 7s, 1886. A&O Cl. P. & Ash., 2d M., 7s, '80. J&J o do 3d M., 7s, 1892. A&O Buff. & Etate L., 7s, 1852 J&J Det. Mon. & Tol., 1st, 7s, 196. A&O L. S.& M. S. cons., cp. 1st 7s, 145.	1093 103		N.O.Jack.&Gt.N.—1stM.,SS'86.J& 2d mort., 8s, 1890, certifs	$110 \\ 103$	$\frac{112}{105}$	Port Hur, &L.M181, 78, 52, 30 M&X Port Ind.& Ogby 2-1845, 82, 1900 J & X Vt. div., 1st M., 68, 2, 1891. M&N Port1.&Roob1st M., 78, 1887. A&C Pueblo & Ark. V1st, 78, 2, 1903 Quinoy&Wars'w-1stL., 88, 300.1 & X Dan & Charge J & To 1021 arc M & X	11061	B[107
	ao 3d M., 7s, 1892.A&O Bufl.& E., new bds, M., 7s, '98, A&O	1133 116	118	2d mort. debt	$100 \\ 42$	104	Quinoy&Wars'w-1stM.,8s,'90.J&J Ren.&S'toga-1st 7s,1921 cou,M&N	113	. 125
	Buff. & State L., 78, 1882J&J	105		N.Y. & Can£ M., 6s, g., 1901.M&N	195	97 1244	1st 7s, 1921, reg		96
	Lake Sh. Div. bonds, 1899A&O		118	N.Y.C & HMort., 7s, ep., 1903.J&. Mort., 7s, reg., 1903J&.		124-2	General mort., 6s, gold		
	do cons., reg., 1st, 7s, 1900.0-1	$120 \\ 1181$	122	Mort., 78, reg., 1903	104	119	General mort., 6s, goldA&C Piedmont Br., 8s, 1888A&C Rich. Fred. & Potomae-6s, 1875		
	 La S. & M. DV. Donds, 1899. A&O La S. & M. S., cons., ep., 1st, 7.8 J&O do cons., reg., 1st, 7.8, 1900. J&D do cons., reg., 2d, 78, 1903. J&D do cons., reg., 2d, 78, 1903. J&D do cons., reg., 2d, 78, 1903. J&D Lawrence—1st mort., 78, 1895. F&A Lehigh & Lack.—1st M., 76, 1898. J&D 2d mort. 78, 1910. Mets 		118	Sterling mort., 6s, g., 1903J&J N. Y. C., premium, 6s, 1883.M&N	1054		1 Mant 7. 1991.00 T.t.		
	Lawrence-1st mort., 78,1895.F&A			do 6s, 1887J&I do real est., 6s, 1883M&N	[]	1	Rich. & Potersb., 8s, '80-'86A&C New mort., 7s, 1915M&N	100	
	Lenigh & Lack.—1st M.,7s, '97.F&A Lehigh Val.—1st M., 6s, 1898 L&D	1116	118	Hud. R., 2d M., 7s., 1895J&I N. Y. Elevated.—1st M., 1906.J&J	113 114 12	114 115 ¹ 8	RomsWat'n&OS.F.,78,1891.J&I 2d mort., 78, 1892J&:	$ \begin{array}{c c} 974 \\ 70 \\ \end{array} $	2 101
	2d mort., 7s, 1910	118	121	[N.Y.&Harlom-78,coup., 1900.M&N	1224		Consol. mort., 78, 1904		46 8112
	Delaro Ld Co. bds, end.,78,'92.1&J	$104 \\ 100$	105	N. Y. Lake Eric & West, (Eric)-	1214		RomeWut'n&OS.F., 7s, 1891. J&I. 2d mort., 7s, 1892J&c. Consol. mort., 7s, 1901A&C. Rutland-lst M., 8s, 1902M&N Equipment, 8s, 1880M&N Equipment, 7s, 1880M&N Sag, Val.& St. Louis-lst M. 8s, M&N Sag, Val.& St. Louis-lst M. 8s, M&N	1 1804 5 153	57
	Lewiso. & Sprace Cr1st, 7s. M&N Little Minmi-1st M., 6s. 1883. M. N	1100	101	1st mort., 7s,1897,extended M&N 2d mort., 7s, 1879	1181_4 103	120	Equipment, 7s, 1880M&N Sag, Val.& St. Louis-1st M. 8s, M&N	153	57
	Delaro Ld Co. bds. end., 7s. '92.J&J Lewiso. & Sprace Cr.—1st., 7s. M&N Little Miuni—1st M., 6s, 1883.M&N L. Rook& Ft.8.—1st., 1gr., 7s '95.J&J Little Schuylkill—1st. 7s, 177.A&O Long Island—1st M., 7s, 1898.M&N Newtown & Fl., 7s, 1903M&N N. Y. & Rockaway, 7s, 1901.A&O Smitht'n & Pt. Jeff., 7s, 1901.M&S Lonis'a & Mo.R.—1st., 7s, 1901FM & Lonis'a & Mo.R.—1st., 7s, 1907FM & Loniy'C.& Lex.—1st., 7s, '97 J&J(ex) -2d mort., 7s, 1907 A&O Loniy'III & Nashville—	142	43	3d mort., 7s, 1883	108	109	Sandusky M.&N1st, 78,1992.J&. Savannah&Cuas1stM.,78,'89J&J	100	102
	Long Island—1st M., 7s, 1898;M&N	103	10612	5th mort., 78, 1880	11412		Chas. & Sav., guar., '6s, 1877. M&S	3	. 45
	Newtown & Fl., 78, 1903 M&N N. Y. & Rockaway, 78, 1901 A&O	*	80	1st cons. M., 7s, g., 1920. ex. M&S New 2d cons. 6s, 1939J&I	1104_{2}	$1103_4 \\ 731_8$	Chas. & Sav., guar., '6s, 1877. M&S Shanu. Val. & P.—1st, 7s, g., 1901 J&J Sheboyg'n & F-du-L.—1st, 7s, '84 J&I	J *102) *	. 25
	Smitht'n & Pt. Jeff., 78, 1901.M&S	1001		1 1st cons. fund coup., 78, 1920 M&S	\$		Supre L., Conn180 M., 78. SU. Mar.	5 102	103
	Lou'v.C.& Lex1st, 78, 1900F&A	1064	109	2d cons. f'd cp., 5s& 6s, 1969 J&I 2d con. M. funded cp. bds.5 p.c. (75%	76	SiouxC.&St.P1stM.,8s,1901M&N Sioux C. & Pac., 1st M., 6s, '98.J&J	1 70	76
	· 2d mort., 7s, 1907	95		till June 1, '83, & 6 p. e. aftwds	1163		80.&N.Ala1st.88.g.,end.'90J&.	[]	
	Consol. 1st mort., 7s, 1898. A&O	111	11112	Long Dock mort., 78, 1893. J&I N.Y.& N.Eng1st M., 1905 J&, N.Y.&Os.Mid1st M., 78, g, '91. J&,	10658	10678	Sterling mort., 68, g	971	97 9812
	Consol. 1st mort., 7s, 1898. A&O 2d mort., 7s, g., 1883	$101\frac{1}{99}$	102^{1}_{2} 100	N.Y.&Os.Mid1st M.,7s,g,'91.J& Receiver's certifs. (labor)	18 53	19 60	1 st, sterl. mort., 5s,g.,'82-'88.J&. Bds,7s,'02,2d M.,unonjpinedA&C	35	. 98 42
	Leo. Br. ext., 78, '80-'85	101	102	do do (other)	53		Bds7s.non. mort.,enjoined A&C)	
	Leb. Br. Louisv. 1'D, 6s, '93 A&O Mem.& O.,stl., M.,7s, g.,1901J&D	1110	$\frac{102}{112}$	N.Y.Prov.&B'n-Gen. 78, 1899.J&. 6s. due 1830.	1 139		80uth Side, L.11st,7,1887M& do 8. F., 2d, 7s,1900.M&N	8 85	25
	M.&Clarkevst'g,6s,g.,1902 F&A L. Paducah & 8.W8s, 1890, M&S	1102 1184	101	Norf'k&Petersb.—1stM.,8s,'87.J& 1st mort., 7s, 1887J&	105		South Side, Va1st, 88, 84-90.J&. 2d mort., 68, 1884-90J&	1 105	
	Macon & Aug2d. end78.'79.J&J	97	100	2d mort., 88, 1893	1 93		3d mort., 6s. 1896.90	1 80	1
0	* Price nominal, no lote trans	Alama	1	he munches and also many set			The Yourday of the American Jacob		

548

* Price nominal; no late transactions. | The purchaser also pays acc.ued interest. | In Loudon. I in Amsterdam.

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THE CHRONICLE.

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

	1 1	1	in all notes at sector of a					
RAILROAD BONDS.	Bld.	Ask.	RAILROAD BONDS.	Hld.	Ask.	HALLROAD STOCKS.	ttid.	Ask.
So. Cen. (N.Y.)-Ist7s, 1899F&A	50	75	Winona&St.Pet1atM.,7s,'87.J.&J		1091	Kansas Pacific	57	59
2d mort. 7s, gald, 1882, guar So. Minnes'ta-1st M., 7s (pink)J&J	- 08		2d mort., 78, 1907	104	105	Keokuk & Des Melnes	1149	11%
 Ist mort. 7s, 1888J&J 		100 90	Ex., l. g., mort., 78, g., 1916 J&D Wisconsin Cent.—1st, 78, 1901. J&J Wore'r & Nashua—58, '98-'95 Var.	20 175	30 80	Lake Shore & Mich. So100 Lawrence (Pa.), leased, 1059	754	7510
Extension. 80.Pac.,Cal.—1st.,6s,g.,1905-0.J&J			Nash. & Roch., guar., 5s, '04.A&O	173	80 11	Lehigh Valley	3344	39
Southwestern(Ga.)-Conv.,78,1886 Stoubenv.&Ind1stM.,68,'84. Var	$105 \\ 1102$	110	HAILROAD STOCKS. Par.			Little Rock & Fort Smith 100 Little Miami, leased, 8	0 1052	8 1041-
8t.1. Alt. &T.H18t M., 78, '94.4 &J	110	116 S512	Ala. Gt. SonthLlm., A., 6s, pref Lim., B, com.	111g	719	Little Mhmil, leased, 8	51519	45%
2d mort., pref., 7s, 1894 F&A 2d income, 7s, 1894 M&N		50	Albany & Susqueh., Guar., 7100	+1-21	193	Louisville & Nashville100		624
2d income, 7s, 1894	114	04	Allegticny Valley		3112	Louisville & Nashville		
1st 7s, pf. Int. accumulative	6612		Atchison Topoka & Santa Fe., 100	114%	115	Malne Central	136	139
2d 6s, lut. accumulative Cons. mort., 7s, g., 1914A&C		58	Atlantic & Gulf	5		Marietta & Cla	4	777
Cons. mort., 78, g., 1914A&C Ark. Br. i. gr., M., 78, g., '97.J&I Cairo Ark. & T., 181, 78, g., '97.J&1	97	100 97	Atl. & St. Law., leased, 6, £100 Augusta & Savanuah, leased109	\$106	108	Ist mort., pref	6	7.4
Calro & Ful., 1st, 1.g., 7s, g., '91. J&J St. L.K. C.&N. (r.est. & 11.), 7s, '95 M&S	1001	9934	Baltimore & Ohlo	1084	10819 111	Marietta & Cla	312 8012	
Omaha Div., 1st 78, 1919A&C	103-41	10378	do Prof., 6100 do 2d, pref	1014		Mino Hill & S. Haven, leased50	\$54	55
Omaha Div., 1st 7s, 1910A&C St. L.& S.ECon. M., 7s, g., '94M&N	57	65 10	Washlogton Branch	140		Missouri Kansas & Texas100	15	15- 11
1st, cone., 7s, g., 1902 F&A Evansv, H, & N., 1st, 7s, 1807 .J& St. L. Jacks'v, & C1st, 7s, '91, A&C St. L. Vand, &T. H1stM., 7s, '97, J&	*50		Boston & Albany	134	13412	Mobile & Ohio	903	914
8t.L. Jacks'v.& CIst, 7s, '91.A&C 8t.L.Vand.&T.HIstM7s,'97.L&	10912 10612	109	do do mof 100	8 60	10 65	Nashville, Chat. & St. Louis23 Nashua & Lowell	100	42
2d, 78, gunr., '98	85 1970	90	Bost. Con. & Montren1	75	80	Nanga'uek	136	140 54
2d sec., 78	1 13012		Boston & Lowell	6912		Now Haven & Northampton100	10	15
Cons., 78	1 128		Boston & Malne100 Boston & New York Air Line, pref.	$\frac{1134}{40}$	43	New Jersey Sauthern RR103 N. London Northern, leased, 8106		312
2d see, 7s	1 614		Bostan & Providence	114 ¹ 2 82	115	New Mexico & So. Pacific100 N. Y. Central & Hudson Riv100		11910
8t.L.&SanF2d M.,classA,'06M&N	73	75	Burlington C. Rapids & North. 100 Burlington & Mo., in Neb100	35	37	New York Elevated, ex priv	18312	
 8t.L.&San F24 M., class A. '06MA'. 2d M., elass B. 1906McY. do class C, 1900McY. Bonth Pacific1st M, 1898. J&: Sunbury&Erle-1st M, 78, '77. A&C Sunb. H.& Wikesb. 1st, 5s', '28, M&Y. Sunb. H. & Wikesb. 1st, 5s', '28, M&Y. 	40	45	Barlington & Mo., in Neb100 Camden & Atlantic	1271_{2} §35	128	New York & Harlem		******
Bonth Pacific1st M. 1888 .J&	107	100	do Prof50	\$47	50 60	N. Y. L. Erle & West., \$1 paid. de Pref, \$2 paid	2714	2712:
Summit Br.—1st. 78, 1903 J&. Sunbury&Erle—1st M., 78, '77. A&C	187	93	Canada Southern	\$11	12	New York & New England 100	3319	36
Sunb. H.& Wlikesb, 1st, 5s, 28, M&N	90	80 95	do Old, prcf	§4312 §40	45 42	N. Y. N. Haven & Hartford 100 New York Providence & Bos 100	1653 125	167
Susp. B.& ErieJune 1st M., 78. Syr.Bing.&N.Yconsol.7s, '06A&C Terre H.& Ind1st M., 78, '79.A&C	108	108	Cedar Fails & Minu	10114	$ \frac{10}{102^{1}4} $	North Pennsylvanla50	\$17	48 18
Terre H.& Ind.—1st M., 7s, '79.A&C Texas & Pac.—1st. 6s. g. 1905 M&S	99 97	99	Cedar Rapids & Mo. and Ia. Ld.100 do Pref., 7100	108	110	Northern Central	874	
Texas & Pac1st, 68, g.1905 M&S Consol. mort., 68, gold, 1905. J&I		83 31	Central of Georgia	$\frac{72}{50^{3}8}$	$73 \\ 501_{2}$	Northern Paelfic, new pref100 do common100	\$40	401gp. 143gr
Inc. and land gr., reg., 1915.July Tol.Can. 8.&D't1st.7s,g.1906J&.	1 65 1		Contral Ohio	\$27	30	Norwieh&Worcester, lensed, 10.100	123	125
Tol.P.& W.—1s(M.,E.D.,7s,'94.J&I 1st mort., W. D., 7s, 1896F&A 2d mort., W. D., 7s, 1886A&C			do Pref	§40	47	Ogdensburgh & Lake Champ100 do Pref., 8100	6.112	
.2d mnrt., W D., 78, 1886A&C			Central Paelfie	$\frac{3}{11_2}$	$10 \\ 131_2$	Ohio & Mississippl100	15%	153r 4012
Burl. Div., 1st. 78, 1901J&I do Cons. M., 78, 1910M&X	2		Charlotte Col. & Aug100 Chesapeake & Ohle, 1st pref100 do 2d pref100		9	do Pref100 Old Colony	100	100 2.
Purch. Com. Rec't Ist M., E. D do 1st mort, W. D	103		do common100 Cheshire, pref100	6 271g	2310	Oswego & Syracuse, guar., 950 Pacific of Missouri (new)100		
do Burlington D			Chicago & Alton	111	833	Panama		150 37%
1st pref. inc. for 2d mort do for cons'd	$ \begin{array}{c} 30 \\ 27 \end{array} $	3 5	Chicago & Alton	$111 \\ 1157_8$	11658	Pennsylvanla Railroad	\$	· · · · · · · · ·
United Co's N.JCons.,6s,'94.A&C	1108		Chicago Clin. Dubaque & Miun. 100 Chicago & East Illinois	-363_{4} 50	374	do Pref50 Petersburg100	9	
8terling mort., 6s, 1894M&: do 6s, 1901M&:	SII113	H5	Chleage Iowa & Nebraska100			Philadeiphia & Erle50	9104	1012
Cam. & Amb., 68, 1883F&2 do 68, 1889	10422	HOM 3	Chleago Milwaukee & St. Paul.100 do Pref., 7.100	9018	9012	do Pref., 850 Philadelphia & Reading50	\$2038	2012
do mort., 6s, '89.M&M UnionPac1st M.,6s,g.'96-'99.J&	3 111	$\frac{112l_2}{112l_4}$	Chicago & North Western100 do Pref., 7,100		$\begin{array}{c} 627_8 \\ 95 \end{array}$	Philadolphia & Reading	143	3.4.4
		11358	Chicago & Rock Island100	1384	140	Phila. Germ'n & Nor., I'sed, 1250	\$10112 \$6634	103
Sink. F., Ss, 1894	8 113 1112	114	Chieago St. L. & N. O		31	Phila. Wilmington & Balt	1 200.3	
Reg. 6s, 1893	5 114	$\frac{1143}{46}$	do pref.100 Chicago & West Michigan100	3012	32	Pittsb. & Connellsville, leased50	8 Lo	6
Utah Cen.—Ist M., 68, g., 1890.J&	1 92 1	100	Cin. Hamilton & Dayton100		2512	Pittah, Ft. W. & Chio, guar., 7,100	0110	
Utah Southern-1st 78, 1891 Utlea & Bi'k R1st M., 78, '78.J&.	. 80 [95	Cin. Sandusky & Cleveland50 do Pref., 6.50	\$30	33	do Special, 7.100 Pleasant Hill & Do Soto	58	62
Mort., 78, 1891J&	J¦ 95	27	Clev. Col. Cin. & Indianapoils100	5158	52	Portland Saco& Portsm., I'sed 610	0 98	99, 81 _{0:}
Verm't & Can.—Now M., 8s Mississquel, 7s, 1891J&.	$\frac{25}{123}$	25	Clev. & Mahoning Val., leased50 Clov. & Pittsburgb, guar., 750	9612	9712	Portsmith Gt. Falls & Conway.10. Providence & Worcester	105	106
Verm't& Mass.—1st M., 6s, '83.J&. 7s, 1879J&.	J11044	105 1003a	Col. Chie. & Indiana Contral100 Columbus & Hoeking Valley50	61_{0} 92	9712	Pueblo & Arkansas Valley100 Renssolaer & Saratoga100)	6-1-4s 100
Conv. 78, 1885J&	11115	117	Columbus & Xenia, guar., 850	110	80	Republican Valley	127	128
Vermont Cen1st M., 78, '86.M&2 2d mort., 78, 1891	$11 \\ 21_2$	$\frac{12}{3}$	Concord & Portsmouth,guar.,7 100	115	120	Richmond Fred. & P100	0 40	50
Income extension 8s	1 20	$\begin{array}{c} 23\\ 25\end{array}$	Connecticut & Passumpsic100 Connecticut River100	4143		do do guar. 6100 do do guar. 7100	774 874	93
Vick.&MerIstMend78.'90.1&	1 45		Cumberland Valley			Richmond & Petersburg100) 42	49
2d mort, end., 78, 1890J& Virginia&TennM., 68, 1884J&	J 30 J 95	100	Danbury & Norwalk	19		Rome Watertown & Ogdensb. 100 Rutland	2 2 3	4.
4th mort., 8s. 1900J& Wabash—1st Mext.,7s, 1890.F&	1 109	112	Dayton & Michigan, guar., 3 ¹ 250 do Pref., guar., 8.50	23	$\frac{25}{100}$	do Pref., 7) 134	11
do do ex coup		10914	Delaware		97	do do Pref.100 Belleville & So. Ill., pref100)	1952
2d mort., 76, 1878		88	Delaware & Bound Brook100 Delaware Lack. & Western50	5778	58	St. Louis Iron M'n & Sonthern, 100	1 273	2778
Equipment, 78, 1883		25	Denver & Rio Grande100 Det. Lansing & Northern, com .100	23	30	do assented St. Lonis Kansas C. & North100	15	1538
do do ex coup 1st, St. L. dlv., 78, 1889Fd.		75	do do pref.100	961	9712 553	do do pref., 10.100 St. Lonis & San Frau	404	
do do exinat.cour		95	Dubuque & Sleux Clty100 East Pennsylvania, leased50	\$*38	00.4	do Pref10	0 114	115
Gt. West., Ili., 1st. 7s, '88 F&.	A 108		East Tennessee Virginia & Ga.100 Eastern (Mass.)	9	16	do 1st pref. 10 St. Pani & Duluth	9	912
do 2d, 78, '93M&l	N 110		Eastern in N. II	1 714		do pref. Schnylkill Valley, leased, 550	. "31	35
0 do ex coup O'ney & Tol., 1st, 7s, 1890. M&	N 80	88	Eei River	20 ×26	30	Seabourd & Ronnoke	0 95	105
do do ex conp 111. & S. In., 1st, 7s, '82F&.	92	95 ¹ 2	Elmira & Williamsport, 550 do Prof., 750 Erio & Pittsburg, guar. 750	§*45 8-83	46 90	do gunr10 Shemokin Val. & P., loased, 65	0 8	105
do do ex coup	97		Eric & Pittsburg, guar., 750 Fitchburg	11312	1144	Shore Line (Conn 1 1998ed, S. 10	ششا الا	125
do do ex coup Warren (N.J.)-2d M., 78, 1900. Warren & Frikha-IstM., 78, '06.F& Westch'r& Phil Cons., 78, '91.A&	A 83	86	Frankfort & Kokomo50	1 22	30 23	South Carolina	0	
Westch'r& Phil Cons.,78,'91.A&			Georgia Railroad & Bank'g Co.100 Grand River Valley, guar., 5 100	85	88	Summit Branen, Fa.		
Westch'r& Phil Cons., 78, '91. A.& Westc'n AtaIst M., 88, '88 A& 2d mort., 88, guar., '90 A& West. MdEnd., 1st, 68, 90 J& 1st mort., 68, 1890 J& 2d mort., 08, 1890 J& 2d mort., pref., 68, 1895 J& 2d, end. Wash. Co., 68, 1895 J& 3d, end., 68, 1900 J&	ŏ		Hannibal & St. Joseph100	203		Terre Haute & Iudianapolis 10	04	
West. MdEnd., 1st, 6s, 90 J& 1st mort., 6s, 1890	J 115 J 103	120 106	Harrishurg P. Mt. J.& L., guar., 7.50	16.21	2 43 59	Toledo Peoria & Warsaw	0 2	4
End., 2d mort., 68, 1890J&	J 115	120	Honsatonic. 100 do Pref., 8			do do 2d pref. 10 United N. Jersey RR. & C. Co 10		6 14449
2d, end. Wash. Co., 68, 1893 J&	J 90 J 108	H12	Finneton & Poyne Control 146	1 4 2	45	Union Paeitio	0 74	7.12
3d, end., 6s, 1900 J& West'n Penn.—IstM., 6s, '93. Add	J 116 D 100	120 10014	do do Pref. 50) \$31 \$74		Vermont & Mass., cased, 610	0 x115	117
3d, end., 6s, 1900	J 99 A 75	101	fillnois Central	86	87	Wabash	. 375 0 85	8 37 ⁷ 8 87
W. Jersey-Debent. 68, 1883. M&	A 75 S 95	78 100	Hunthingdon & Broad Top50 do do Pref50 fullnois Central	103	105	Westchester & Phila, pret	0 3	
W. Jersey-Debent. 68, 1883 M& 1st mort., 68, 1896	J 107 0 *109	110	Kajamazoo A. & Gr.R., guar., 6,100			West Jersey	19-20	23 10
Wiehlta&S.W1st,78,g.,guar.,190 Wil.Col.&Aug1stM.,78,1900.J&	21101	105	Kansas City Lawrence & So 100 Kansas City St. Jos. & Conn. B.100) 2 1	25	Wiehita & Southwestern 10	0 53	60
Wil.Col.&Aug.—1stM.,7s,1900.J& Wil.& Weiden—S. F., 7s, g., '96.J&	$\begin{array}{c c} D & 33^{1}2 \\ J & 105 \end{array}$		Kansas City St. Jos. & Coun. B.100 Kansas City Topeka & West'n.100	114	- 31g	Wilmingt'n & Weldon, leas u, 7.10 Worcester & Nashna	0 324	34
		-	purchaser also pays accrued interes			on. I In Amsterdam, & Quotation	per sha	Mr.

*Price nontinal; no late transactions. | The parchaser also pays accrued interest. ; In London. I In Amsterdam. § Quotation per shar

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THE CHRONICLE.

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED.

	GEN		Explanations See								
CANAL STOCKS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	BANK STOCKS.	Bld.	Ask.
CANAL BONDS.			U. S. Mort.Co.(NY)100	11414	11410	Butler Coal25 Cameron Coal10			Original Keystone Overman G. & S100		
Chesap. & Delaware- 1st mort., 6s, '86 J&J	-75	85	West. Union Tol100 EXPRESS ST'CKS	114-4		Clinton Coal & Iron.10	*	 23	Overman G. & S. 100 Plumas. Phill. Sheridan Raymond & Ely 100 St. Joseph Lead 10 Savago Gold& Silv.100 Segregated Beleh'r100 Silver Ally 100 Silver Hill 100 Surver Hill 100 Standard. Tioga. Tip Top. Trio. Tusearora Utah. Vellow Jacket 100		3.40
Chesapeakć & Ohie- 6s, 1870 QJ Delaware Division-			Adams100 American100	47	$108 \\ 471 _{2}$	Cumberl'd Coal&I.100 George's Cr'k C'l (Md.)		•••••	Raymond & Ely100 St. Joseph Lead10		
6s, 1878			United States100 Wells Fargo100	$ \frac{46}{96^{1}2} $	9712	Cumberl'd Coal&I.100 George's Cr'k C'1 (Md.) Homestake Min'g.100 Loenst Mt. Coal50 Marip'sa L.&M.Call00	34 ¹ 2 6	•••••	Savage Gold& Silv.100 Seaton consol		
68, 1878 J&J Delaware & Hudson- 78, 1891 J&J Ist ext., 1891M&N		10334	GAS STOCKS.			Morriand Coal 100	0 - 2	7 10	Sierra Nevada Silv.100 Silver City		
Conn 78 1894 A&O	105	10334	Baltimore Gas100 do certs	100	125 101	New Creek Coal10 N.Y. & Middle Coal.25			Silver Hill	*****	
Reg. 7s, 1894 A&O 1st Pa.D.cp.,7s,M&S do reg. 7s,M&S James Riv. & Kan	104 107	105	People's G.L. of Balt.25 Boston Gaslight500 East Poston	13½ x735 28	$13\frac{1}{281}$	New Creek Coal10 N.Y. & Middle Coal.25 Ontario SII. Min'g.100 Pennsylvanla Coal.50 Pilot Knob I. (St.L)100 Outleviewa Middle 200	$\begin{array}{c} 39\\ 138\\ 97 \end{array}$	39 ¹ 2	Standard Tioga		34 414
James Riv. & Kan 1st mort., 6s M&N	50	•••••	South Boston100 Brookline, Mass 100			QUICESHVEL MILE.100	1046	$16^{1}_{39^{1}_{2}}$	Tusearora	• • • • • • •	·64 ·12
1st mort., 6sM&N 2d mort., 6sM&N Lehigh Navigation—	10		East Boston	$\frac{122}{75}$	$123 \\ 80$	do pref St. Nicholas Coal 10 San Juan Sit. Min.100 S. Raph'l Sil., Mob.100			Utah. Union Consol	• • • • • • •	
Lehigh Navigation- 6s, reg., 1884Q-J RR. 6s, reg., '97,Q-F Deb.6s, reg., '97,J&D Conv.6s, reg., '82J&D do 6s,g., rg., '94M&S 6s,g., op.Årg'97J&D Consot, M., 7sJ&D Lonisville & Portl	$ \begin{array}{r} 107 \\ 107 \\ 70 \end{array} $	$\frac{108}{109}$	Jamaica Pl'n, Mass. 100 Lawrence Mass 100		$85 \\ 113^{1}2 \\ 124$	S. Raph'l Sil., Mob. 100 do pref. 100 Shamokin Coal 25			BANK STOCKS.	•••••	20
Conv.6s,reg.,'82J&D do 6s.grg.,'94M&S	98	102	Lynn, Mass., G. L.100 Mald. & Melrose100	74 85	$\begin{array}{c}124\\75\\90\end{array}$	do pref.100 Shamokin Coal25 Spring Mount. Coal.50 Stand'd Cons. G.M.100	3434		Baltimore.		
68,g.,ep.&rg'97J&D Consot, M., 78 J&D	102 91	$\begin{array}{c}103\\92\end{array}$	Newton & Wat'n 100 Salem, Mass., 100	112 84	$ \begin{array}{r} 113 \\ 85 \\ 127 \end{array} $	Westmoreland Coal.50 Wilkesb. Coal & L. 100	903	54	Bank of Baltimore 100 Bank of Commerce.25	13	114 ¹ 2 17
Louisville & Portl.— 3d mort., 6s 4th mort., 6s			Brooklyn, L. I25 Citizens', Brooktyn.20 Metropolitan, B'klyn	$ \begin{array}{r} 120 \\ 55 \\ 50 \end{array} $	65 57	BOSTON MINING STOCKS.			Chesapeake25 Citizens'10 Com. & Farmers'100	$ \begin{array}{r} 26 \\ 13^{1_{2}} \\ 98 \end{array} $	29 14 100
Morris- Boat l'n,reg.,'85A&O			Nassau, Brooklyn25 People's, Brooklyn.10	$\begin{array}{c} 65\\ 18\end{array}$	$ \begin{array}{c} 75 \\ 22 \\ 80 \end{array} $	Allouez	17512	176	Farmers' B'k of Md.30 Farmers' & Merch40	28 3712	30 40
New mort Pennsylvania—			Williamsb'g, B'klyn 50 Charlest'n, S.C., Gas. 25 Chieggo, C. & Celto, 100	$\begin{array}{c} 70 \\ 22 \\ 130 \end{array}$	$\frac{80}{23}$.	Central25 Conpor Falls 50	110	134	Farmers' B'k of Md.30 Farmers' & Merch. 40 Farmers' & Merch. 40 Farmers' & Planters' 25 First Nat. of Balt. 100 Franklin	3212 109	$\frac{36}{116}$
68, coup., 1910J&J Schuylkill Nav 1st M., 68, 1897.Q-M	72 97	75 100	Jamaica Pl'n,Mass100 Lawrence, Mass., G. L.100 Mald. & McIrose100 Newton & Wat'n100 Salem, Mass.,100 Brooklyn, L. I25 Citizens', Brooklyn.20 Metropolitan, B'klyn. Nassau, Brooklyn.25 People's, Brooklyn.10 Williamsb'g, B'klyn 50 Charlest'n,S.C.,Gas.25 Chicago G. & Coke.100 Cincinnati G. & Coke Hartford, Ct., G. L.25	$\begin{array}{c}130\\160\\32\end{array}$		Dawson Silver20 Duncan Silver20	5c. 4 ¹ 8	10c. 10c.	German American Howard	$ \begin{array}{c} 6^{1_{4}} \\ 101 \\ 6^{1_{2}} \end{array} $	108
1 st M., 6s, 1897.Q-M 2d M., 6s, 1907J&J Mort. 6s, cp., '95 J&J	73 40	75	Cincinnati G. & Coke. Hartford, Ct., G. L.25 Jarsey C.& Hobok'n 20 People's, Jersey C Lonisville G. L. Mohlie Gas & Coke. 8 Central of N. Y50 Harlem, N. Y50 Manhattan, N. Y50 Mentropolitan, N.Y.100 Municipal	140	145	Dana	8	812	Howard	27 934	30 10
Mort. 6s, cp., '95 J&J 6s, lmp., ep., '80 M&N 6s, bt&car, 1913 M&N 75 bt&car, 1915 M&N	55	75	Mohile Gas & Coke. 8	105	106 75	International Silver20 Mesnard	60c.	70e. 50c.	Merchants'100 National Exchige. 100 Beople's	$ \begin{array}{c} 107 \\ 1001_{2} \\ 16 \end{array} $	$ \begin{array}{c} 110 \\ 105 \\ 20 \end{array} $
7s, bt&car, 1915M&N Susquehanna— 6s, coup., 1918J&J		10	Harlem, N. Y	40 x178	50 18212	National	15e. 14 ¹ 2	1578	People's	$120 \\ 95$	160 100
7s, coup., 1902J&J Union—			Metropolitan, N.Y.100 Municipal	$ \begin{array}{c} 122 \\ 115 \end{array} $	$\frac{127}{425}$	Osecola	1 9	5c. 212	Unlon75 Western20		70 30
1st M., 6s, '83M&N			New York, N.Y100	99	75 100 ¹ 2	Phenix 50 Quiney 25 Ridge 25 Rockland 25 Silver Islet 25	1334		Boston. Atlantic	128	130
CANAL STOCKS. Par. Chesapeake & Del50	524		N. Orleans G. L 100 N. Libertics, Phila 25 Washington, Phila 20	§*	80	Ridge	178 38	25c. 39	Atlas100 Blackstone100	10734 87	8712
Del. & Hudson100 Del. Div. leased, 850	48	4812 25	Portland, Me., G. L.50 St. Louis G. L50 Laclede, St. Louis.100	68 \$60	70	Star. 25 Superlor25		25c. 5c.	Blue Hill100 Boston Nat100 Boylston 100	$\begin{array}{c} 89\\94\\102 \end{array}$	$ \begin{array}{r} 90 \\ 95 \\ 102^{1}4 \end{array} $
Lehigh Navigation50 Morris, guar., 4100 do pf., guar.10100	$1 622 \frac{1}{2}$	57	Carondelet			CAL. & NEVADA	1		Boylston100 Brighton, (Nat.)100 Broadway100	844	85 85
Pennsylvanla50	*0	140	Saa Francisco G L MANUFAC'T'ING	87	88	MINING STOCKS (At N. Y. Board.) Par.			Broadway	151	152 78 107
Schuylkill Nav50 de do pref.50 Susquelianna50	5912	10 812	STOCK S.			Alpha Consol G&S.100 AmericanConsol			City100 Columbian100 Commerce (new), 100	$ \begin{array}{r} 106 \\ 130 \\ 88^{1}\!$	133
MISC'LLANEOUS			Am.B.H.S.M.(Pa.)12 ¹ ₂ Amoskeag (N.H.) 1000	§28 ¹ 2 1675	$\frac{29}{1680}$	American Flag Bechtel. Belcher Silver100		$\frac{.20}{3.25}$	Columbian100 Commerce (new). 100 Commonwealth100 Continental100	- 88 - 86	88 ¹ 2 86 ¹ 2
BONDS. Canton (Balt.)—			Amoskeag (N.H.), 1000 Amoskeag (N.H.), 1000 Appleton (Mass.), 1000 Atlantic (Mass.), 1000 Batlett (Mass.), 100 Bates (Mc), new , 100 Boott Cot. (Mass.)1000 Boston Co. (Mass.)1000 Baston Belting 100	700 1194	750 120	Relvidere	1	3 •33			$\begin{vmatrix} 101 \\ 93^{1}_{4} \\ 128^{1}_{2} \end{vmatrix}$
£ 6s. g., 1904J&J Mort. 6s,g., 1904 J&J	$\begin{array}{c}103\\104\end{array}$	$ \begin{array}{ } 1041_{2} \\ 1041_{2} \end{array} $	Bartlett (Mass.)100 Bates (Mc), new100	$\begin{array}{c} 25\\ 129 \end{array}$	$\begin{array}{c} 35\\131\end{array}$	Bertha & Edith. Best & Belcher100 Bobtall. Bodie.			Ellot. 100 Exchange. 100 Everett. 100 Fancull Hall. 100	$125 \\ 851 \\ 120$	
Un. RR.,1st, end.,6s. do 2d,end. 6s,g.M&N	$110 \\ 103$	$118 \\ 105$	Boott Cot. (Mass.)1009 Boston Co. (Mass.)1000 Boston Belting100	x 1600 1075 125	$ \begin{array}{r} 1650 \\ 1085 \\ 125^{1}2 \end{array} $	Bodie. Buckeye. Bulilon		50 •66	First National100 Fhrst Ward100 Fourth National100	$\begin{array}{c} \tilde{172} \\ 70 \end{array}$	173 80
Consot. Coal— 1st M., 7s, 1885.J&J 1st, copy6s,'97.J&J	1		Bost. Duck (Mass.)700	700	720	Bulwer		$\frac{15}{4.75}$	Fourth National100 Freemans'100 Gtobe100	91	
1st, conv.,6s,'97.J&J Cumberl'd Coal & I.— 1st M., 6s, '79J&J			California (Pat.)500 Chicopee (Mass.)100 Coeheco (N.H.)500 Collins Co. (Conn.)10 Continental (Me.). 100 Dougle A ya (Muss)100	§113 ¹ 2 x600	115 610	California100 Calumet & Heela		718	Hamilton	$\frac{110}{102}$	1101_{2} 1021_{4}
1st M., 6s, '79J&J 2d M., 6s, 1879.F&A Cumberl'd&Pa.,1st,'91 Ul & St L. Bridge			Continental (Me.). 10 Continental (Me.). 100 Dougl's Axe (Mass)100	37 90	$ \begin{array}{r} 6^{1} \\ 39 \\ 90^{1} \\ 90^{1} \\ \end{array} $	Cashier Chollar-Potosi100 Cleveland Gold10		 3·10	Howard100 Manufacturers'100	$\frac{101}{70}$	102 7012
Cumbert az Pa., 187, 91 III. & St. L. Bridge- lst, 78, g., 1900.A&O 2d M., 78, g., 1901 J&J 3d, 78, g., 1886.M&S Tun'l RR., 1st, 2, 98, g. Mariposa Gold L&M Cous. M., 78, '86.J&J	$^{+90}_{-43}$	92 48	Dwight (Mass.)500 Essex Wool (Mass.)100	530	$535 \\ 98$	Censel. North Slope Consel. Pacific Consel. Virginia100			Market	89 130 105	90 133 105 ¹ 2
3d, 7s, g., 1886.M&S Tun'l RR.,1st,£.9s,g.	:62	66	Everett (Mass.)100 Franklin (Me.)100 Great Falls (N. H.)100	110	112 98	Confidence Suver, 100		7 ¹ 8 	Massachusetts250 Maverick	185 110	200 111
Cous. M., 7s, '86.J&J Pullm'n Palace Car—			Great Falls (N. H.)100 Hanilton (Mass.) 1000 Hartf. Carpet (Ct.)100	933	$ \begin{array}{r} 950 \\ 220 \end{array} $	Crown Point100 Dahlonega Eureka Consol100 Exchequer G. & S.100		·25	Merchandise, (aew) 100 Merchants' 100 Metropolitan 100	85	$ 85^{1}4 122^{1}2 96^{1}2 $
2d series, 8s, '81M&N 3d series, 8s, '87F&A	101	103 102	Hill (Me)100 Holyoke W. Power.100	90 175	91 180	Findley	1	•52	Monument 100	1155	$160 \\ 92$
4th do 8s,'92F&A Deb'nt're.7s,'88A&O	$103 \\ 100$	1031_{2} 1001_{2}	Jackson (N. H.)1000 Kearsarge100	x1030	$\frac{1050}{440}$	Gold Placer Gould & Curry S100 Grant		-26	Mt. Vernon100 Now England100 North100 North America100	130 116	130 ¹ 2 117
Stlg, 7s, g. 1885 A&O St.Charles Bridge, 7s . Western Union Tet.—	90		Laconia (Mo)400 Lancastor M.(N.H)400 Lawrence (Mass.)1000	1325	$\frac{720}{1350}$	Grand Prize Granville Gold Co			Uld Boston	0.11	97 951g
78, coup., 1900.M&N 78 reg., 1900 M&N	112	1.05	Lowell (Mass)690 Lowell Bleachery.200	$575 \\ 185$	$580 \\ 190 \\ 770$	Hale & Noreross. 100			Pacific 100 People's 100 Redemption 100 Republic 100 Revere 100 Rockland 100 Second Nat 100	$136 \\ 118$	$138 \\ 120$
Steri'g 6s, 1900.M&S Amer'n 88.Co.(Phil.)- 6s, R. C., 1896A&O		105	Lowell Mach.Shop.500 Lyman M. (Mass.).100 Manchester (N.H.) 100	86		Henry Tunnel Co Hukili. Hussey Imporial.		$13 \\ 1.89$	Republic	1161_{2} 951_2	$117 \\ 96 \\ 121$
MISC'LLANEOUS	01	00	Mass. Cotton1000 Merrimack(Mass)1000	$\frac{1095}{1310}$	1105	Julia100		2.90 $4^{1}2$			$ 121 \\ 134 \\ 180 $
STOCKS. Amer. Dist. Tel25	69		Middlesex (Mass.).100	195 x510	$200 \\ 525 \\ 101$	Justice100 Kentuck			Shawmit	1031_{96}	104 97
Amer. Dist. Tel.(Balt.) Atlan. & Pac. Tel. 100 Boston Land10	391_{2} 41_{2}		Naumkeag (Mass.)100 N. E. Glass (Mass.)375 Pacific (Mass.) 1000	30	$ \begin{array}{c} 101 \\ 50 \\ 1825 \end{array} $	Kings Mountain Kossuth			State	1 107 -2	109 111 88
Beston Water Power Brookline (Mass.)L'd5	$ 25_{8} 31_{9} $	234	Penn. Salt Mfg. Co 50	\$74 740	75 755	Lady Washington		3.70	Third Nat	85 80 106	85 82 107
Canton Co. (Balt.).100 Cent. N.J. L'd Imp.100	$ 441_4 \\ 171_2 $		Salmon Falls(N.H.)300 Sandw.Glass(Mass.)80	21	$275 \\ 23$	Leeds. Leopard100 Leviathan			Washington100	$131 \\ 123$	$\frac{133}{124}$
Cin. & Cov. B'dge pref. Equitable Tr.(N.Y)100 Gold & Stock Tel25			Stark Mills (N.H.)1000 Tremont&S.(Mass)100 Thorndike(Mass.)1000	120	$1025 \\ 121 \\ 725$	Leviathan Lucerne		.30	Brooklyn.	95%	1 99
McKay Sew'g Maeh.10 Merc'ntile Tr.(N Y)100	2812		Union Mfg.(Md.) Washingt'n(Mass.)100	$\frac{12}{72}$	$ \begin{array}{c} 20 \\ 72^{1}2 \end{array} $	Memphis. Merrimae Sllver10			Atlantic (State) Brooklyn. First National	105 115	121
N.E. Mtg.Sceur.(Bost.) N.Y.Life&TrustCo.100	$\frac{94}{355}$	96 370	Weed Sew. M'e (Ct.)25 Willim'tle Linen(Ct)25	63 <u>4</u> 69	71	Mexican G. & Silv.100 Moose		3.00	First National Fulton City National	199 75 200	90 230
O. Dominion SS.Co.109 Pacific Mail SS. Co.100 Pullm'n Palace Car100	154	84	York Co. (Me.)750 COAL & MISCEL.	X1125	1139	Mont Bross Navajo N. Y. & Colorado		•30	Commercial	75	85
St. Louis Transfer Co. Sutro Tunnel10	$30 \\ 41_{2}$		MINING STOCKS. American Coal25			Northern Belle100 Ontarlo			Long Island. Manufacturers'. Mechanies'	90 150	95 160 160
Union Trust100 U. S. Trust Co100	128		Big Mountain Coal.10 Buck Mount'n Coal.50		40	Ophir Silver109 Orig.Comst'k G&S 100			Brooklyn Trust	150 95	103
* Price	nomin	al; no	late transactions. † The	e purch	aser a	lso pays accrued int. ;	In Lou	don. §	Quotation per share.		

* Price nominal; no late transactions. † The purchaser also pays accrued int. ; In Loudon. § Quotation per share.

THE CHRONICLE.

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONCLUDED.

		for	Explanations See	Notes	at I	load of First Page	p of Q	notat	ions.		
BANK STOCKS.	Bia.	Ask.	BANK STOCKS.	Bid.	Ask.	INSURANCE STOCKS.	Bld.	Ask.	INSURANCE STOCKS.	Dia.	Ask.
Charleston. B'k of Chus. (NBA) 100	25	-	New York, America		131	Exchange	0 205	50 212	People's. Sun Mutual.	20	2112
First Nat. Chas., 100 People's National, 100)	. 105 . 80	American Exch'ge100 Bank,& Br'kers A,100	100	1071	Blernstiens] 10	01 90		Tentonia	944	100
People's of S.C. (new) 20 S. C. Loan & Tr. Co. 100	5		Brew'rs'& Gree'rs'100			Morchants' Nat 10	01 10		New York.		
Chlengo.			Broadway	1 8.1		St. Louis National.10 Third National10	01	89 70	Adriatie	- 50	
Commercial Nat100 Corn Exch. Nat100)]:.		Chase National100 Chatham25	100			0 70		American 80	135	73
Fifth National 100 First National 100			Chemical100 City100 Citizens'25		*****	Anglo-California			Atlantio		100
Hide and Lenther Home National100 Merchants' Nat100		· · · · · · · · · · · · · · · · · · ·	Commerce100 Contineutal100	120	100	Bank of California First Nat. Gold10 Grangers' B'k of C.10	0		Broadway	200	200
Nat. B'k of Illinois.100 Northwestern Nat.100		· · · · · · · ·	Corn Exchange 100 East River	1135		Merchanis' Exch. 10 Nut.Gold Bank& Tr. C	D				200 190 125
Union National100 Un.Stock Y'ds Nat.100			East River	1400	• • • • • • •	Pacifie			Cliy	120	55
Cincinnati.			C (11001	1.190					Columbia	170	175
First National Fourth National	150 126	130	Fifth Avenue100 Gallatin National50	1:130		FIRE INSUR'CI STOCKS,	5		Engle	200 105	
German Banking Co Merchants' National		$101 \\ 100$	German American75 Germania100 Greenwich25	178	82	Raltimore.	-		Farragut	123	
Nat. Bank Commerce. Second National	105 150	110	Grocers'	102	100	Associate Firemen's. Baltimore Fire Ins. 10	27	274		$\begin{array}{c} 100 \\ 103 \end{array}$	105
Cleveland.	130	155	Importers' & Tr100 (rylng 50	195	•••••	Howard Fire.	5 638	7	Gorman-American 100	135 175	140 180
Citizens' S. & L100 Commercial Nat 100	14		frving	125	145	Merchants' Mutual.50	53^{19}	60	Germania	110 295	115
First Nat100 Merchants' Nat 100			Manhattan	100		National Fire10) 12	14	Guardian	65 130	75 140
National City100 Ohio Nat100	4		Market	$^{(115)}_{(133)}$	140	Roston, Allianca	90	100	Hanover	155 871g	162
Second Nat100	*		Mechanics' & Tr., 25			100ston) 121	$135 \\ 125$	Heme 100	124	
Hartford. Ætna Nat100	115	118 65	Mercantile	89	$ \begin{array}{c} 93 \\ 128 \\ 75 \end{array} $	Boylston 100 Commonwealth 100 Dwalling House 100	0 78	79	Hope	$100 \\ 100 \\ 75$	105 105
American Nat50 Charter Oak Nat100 City Nat106	125	128 77	Metropolitan 100 Nassau	1124		Dwelling House100 Eliot	131	$ \begin{array}{r} 116 \\ 132 \\ 70 \end{array} $	Irving	75 130 165	80
Connectleut River50 Far. & Mech. Nat. 100	32	33 115	New York	124		Firemen's 100	153	157 61	Knickerbocker. 40 Lafayette (B'klyn) .50	140	83 150
First Nat100 Hartford Nat100	100	102 150	New York County. 100 Ninth National100	75		Franklin		123 112	Lamar	100	105 90
Mercantile Nat100 National Exchange.50	119 65	$\begin{bmatrix} 122 \\ 67 \end{bmatrix}$	North America 70 North River50	70	75	Difference' Mutual100	0 80 1	84 130	Lenox	140	85
Phœnix Nat100 State100	$149 \\ 105$	$ 151 \\ 112 $	Oriental	130		Mcrcantile F. & M.100 Neptune F. & M100 N.Eagl'd Mnt.F&M100	$120 \\ 50$	$ \begin{array}{c} 120 \\ 22 \\ 60 \end{array} $	Manuf. & Bullders'100 Manhattan	110	123
Louisville.	1174	110	Park		$\left \begin{array}{c} 100 \\ 118 \end{array} \right $	North American 100 Prescott	115	117 120	Mechanics' (B'klyn)50	$ \begin{array}{c c} 165 \\ 170 \\ 84 \end{array} $	87
Bank of Kentucky100 Bank of Louisville100 Citizens' National.100	58	59 90	Republic. 100 Second National. 100	10314		Revcre	128	$\begin{array}{c} 65\\ 65\\ 132 \end{array}$	Merchants'	140	
City Nat	95	12	Seventh Ward100		92 122	Suffolk Mntnal100 Washington100	95	100 135	Nassau (B'klyn)50 National 371	105	170
Fulls City Tobacco100 Farmers' of Ky100 Farmers' & Drov100	85 88	87 90	St. Nicholas. 100 State of N. Y. (new)100 Tenth National100		100 105	Cincinnati.			New York City. N. Y. Equitable35		*****
Farmers' & Drov100 First Nat100 German Ins. Co.'s.100	80 105	85 107	Tradesmen's			Amazon(new stock) 20 Cincinnati	125	127	New York Fire100 Niagara	115	
German Ins. Co.'s.100 German	99 99	100 101 103	Union	14012	145	Citlzens'	75 135		Paeine 25		$\frac{120}{240}$
Kentucky Nat100 Louisv. Ins.& B. Co.40	$102 \\ 107 \\ 135$	103 108 140	B'k of N. America .100	240	245	Eagle	110 85 85 85	115 90 90	Park. 100 Peter Cooper. 20 People's 50	106 185 115	120
Masonle	79	82	Central National100 City National	195	200 90	Eureka	98 115	100	People's	120	125 90
Northern of Ky100 People's100	102	12	Commercial Nat50 Common wealth Nat 50	*60	66	Germania	100	105 80	Republic100 Ridgewood100	73 95	80
Second Nat100 Security100 Third National100	$\begin{array}{c} 90 \\ 127 \end{array}$	92 130	Consolidation Nat. 30 Corn Exchange Nat.50	*48 *51	52	Miaml Valley50		120 100	Rutgers'100 Safeguard100	160 105	110
Third National 100 Western	100	86 102	Eighth Nat. First Nat. 100 Farmers'&Mech.N.100	175		Union	110 45	50	St. Nicholas	123	80 117
Mobile.	80		Girard National 40 Kenslugton Nat50	60	110 65 67	Washington20 Western25	85 118	120	Star	85	90 122
Bank of Mobile25 First Nat100	10 115	12 1	Manufacturers' Nat.25 Mechanics' Nat100	61 25 95	30	Hartford, Conn. Ætua Fire100	215	216	Tradesmen's25 United States25	105	135
Nat. Commercial100 Southern B'k of Ala25	72 ¹ 2 18	$\begin{array}{c} 75\\20 \end{array}$	Nat. B'k Commerce. 50 Nat. B'k Germant'n. 50	*95		Atlas Insurance100 Connecticut100		30	Westchester10	105	110
Montreal. British N. America	100	-	Nat.B'kN.Liberties 50 Nat.B'k Republic 100		135 85	Hartford100 National100	$\begin{array}{c} 225 \\ 145 \end{array}$	230 148			
Commerce	423		National Security.100 Penn National 50	*50	55	Orient	107 218	108 219	Philadelphia.§	_	
Dominion	50	54	People's	169	177	London.	58				255 150
Eastern Townships.50 Exchange	95 50		Seventh Nat. 100 Sixth Nat. 100		- 1'	Commere'l Union £5 Guardian. 50	19 65	20	Delaware Mutual25 Ins. Co. of N. Am'ca 10	*33 32	40 321g
Federal100 Hamilton100 Imperial100	941_{2} 98 1021_{2}	100	Southwark Nat50		130	Imperial Fire25	155 7 ⁵ 8	157 778	Ins. Co. State of Pa 200	· · · · · · · · · · · · · · · · · · ·	
Jacques Cartier100 Maritime	3312	34	22d Ward			London Ass. Corp. 1212 Lly. & Lond. & Globe 2	60 154	62 151			
Merchants'100 Melsons50	7712 77	7814	Union Banking Co.100 Union Nat. 50			North'n Fire & Llfe5 North Brit. & Mer. 64	$39 \\ 441_2 \\ 21_2$	40 4512	Richmond.	so .	
Montreal200 Nationale50	1354	1374	Western Nat		90	Queen Fire & Life1 Reyal Insurance3	3 ¹ 2 21 ¹ 4	2141	City100 Granite100 Merchants'&Meeh.100	80	75 85
Ontarlo	5934	60 ¹ 2	Portland, Me.			Mobile. Citizens' Mutual100	60	1	Pledm't & A. Llfe, 100	36	3819
Standard		83 10312 5710		50 142 1	44 .	Citizens' Mutual100 Factors'& Trad's' Mut. Mobile Fire Dep't25,		15	Virginia F. & M25 Virginia Home100 Virginia State25	92 1	102
Ville Marle100	55	57 ¹ 2 55	Casco Nat	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	130	Mobile Matual70 Planters' & Merch.Mut	73 13 45 40 75 35	50 45	St. Louis.		
New Orleans. Canal & Banking100	91	92121	Morehants' Nat75 National Traders'.100	105 1	107	Stonewall. Wash'ton Fire & M50	75 35		American Central25	10219	24
Citizens'100 Citizens' Savings100 Germania Nat		62 ¹ 2 110	Richmond, Va.			New Orleans.	x82	1	Citizens'100 Jefferson100 Marine100	85	90
Germania Nat100 Hibernia Nat100 Lafayette5(8912		City Bank 25 First Nat 100	20 118		Crescent Mutual Factors' and Traders'. Firemen's			Pacifie100	10	15
Louisiana Nat 10(Mechanics' & Trad2(89	92	First Nat	85	80	Germania. Hiberala.	5342	55 904	San Francisco.		
Mutual Nat100 New Orleans Nat100	93_{2} 92_{2}		Planters' Nat100 state Bank of Vn.100	101		Hope	22 44	24 4512	Commercial100		
People's	473	4812	St. Louis.			Lalayotte Merchants' Mutual	49	50	Firemen's Fund100		
State Nat100 Union Nat100 Workingmen's25		100 85	B'k of Commerce100 Commercial100	315 130		Mechanics' & 'Traders' New Orleans Ins. Ass'n	81^{1}_{2} 28^{1}_{4} 46^{3}_{2}	234	Unlon100		
			Continental100	•••••	70	New Orleans Ins. Co	30.4				

* Price nominal; no late transactions.

§ Quotation per share.

1 Last price this month preceding 29th.

551 .

552

THE CHRONICLE.

 Real estato nnd im-provements
 \$1,102,094

 Coal supplies, &c.....
 1,026,977

 Profit and loss
 10,043,814

 Total
 10,043,814

 Tetal
 \$22,577,555

 There is also due the company
 from the Union and Central Pacific

 tron the Union and Central Pacific
 rain and rear and

 of January, February, March and
 April, about \$64,000, which will be

 payable as soon as the accounts can be audited.
 1AnnLITTES.

 Cápital stock
 \$20,000,000

 Bills payable.
 \$270,000

 San Francisco, unpaid
 \$30,899

 New York, unpaid bills
 \$3,467

 Panama Railroad Co. \$406,000

 Loan
 \$1,000,000

 Deferred paym't No.1
 275,000

Deferred paym't No.1

[VOL. XXVIII]

\$350,000 10,551 69,853 1,404 18,338

13,017

14.571 39,776

> 586 790 2,528

20.013

Deferred paym't No.2 Interest account.... Traffic account.... Unclaimed dividends... Str. Georgia—salvage... Str. Georgia—salvage... Buspense... Due connecting steam-ship connenting steam-ship connenting steam-ship connenting steam-ship connecting steam-ship connecting

30,899 53,467 406,000 1,000,000 1,000,000 1 ax of 1874, portion unpaid and 275,000 1 interest, say \$115,000.

I	rve	stu	ents
	t	AND	T

STATE, CITY AND CORPORATION FINANCES.

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.

Pacific Mail Steamship Company.

(For the year ending April 30, 1879.)

(For the year ending April 30, 1879.) The report of President Babcock, of the Pacific Mail Steam-ship Company, has just been issued to the stockholders of the company. The reports states that: "In addition to the available assets, as stated by the Treasurer, the following are outstand-ing, a part of which, at least, are believed to be collectible, viz.: Claim against Panama Transit Steamship Company for amount overdrawn (to recover which snit has been commenced), say, \$200,000; claim against the United States Government under contract for carrying the mails, 1873 and 1874, \$553,333. This claim has been decided by the Court of Claims in favor of this company for \$41,666, which is the amount earned, under the contract in question, on one voyage between San Francisco, Japan and China, and return. As this decision establishes the principle upon which the claim was made it was deemed a suitable case to appeal to the Supreme Court, and this has been done. done

done. "The condition of the company when the present management assumed charge of it one year ago was fully set forth in a circular issued in December last. "We regret to report the total loss of the steamship Georgia, in the Gulf of Nicoya, Costa Rica, at midnight, on the 30th Sentember last.

September last. "The cause of this disaster has never been definitely ascertain-"The cause of this disaster has never been definitely ascertain-ed. Her commander was a man of large experience on ths coast, and was universally admitted to be a skillful and scientific navigator. It is probable that the ship's course was affected by currents, which on that coast are often swift and changeable. ""The steamship Alaska left San Francisco, on March 6th, for Japan and China. She encountered heavy weather from the start, and, on the 23rd, a severe hurricane, causing her to put into Honolulu, where she repaired, and sailed for Yokohama. April 12th, arriving there April 30th. With these exceptions, there has been no loss or damage to any of the company's steamers, while much money has been expended in repairs and improvements; they are now in better condition than at the commencement of the year." Following is a statement of the earnings and expenses of the company for the year ending April 30, 1879:

EARN	INGS.		
1	assengers.	Freight.	Totals.
Atlantic line	\$96,897	\$484,638	\$581,536
Panama line	305,807	1 180 768	1,486,576
Victoria line	86,678	151.239	237,918
Trans-Pacific line	$382,037 \\ 208,642$	538,130 115,640	920,167 324,282
Henolulu line.	7,353	115,640	324,282 26,804
Totals		\$2,489,869	\$3,577,285
Australian & N. Zealand subsidies.	\$217,120		
Central Am. & Mexlean subsidies	164,938		
British Columbia subsidles Hawaiiau Government subsidies	$38,000 \\ 11,692 -$	\$431,751	
Int. and dividcuds on investment	12,002	3,224	
Tug Millen Griffith (net earnings)		13,023	
Miscellaueous		19,274-	- \$477,275
Total			¢1 054 500
	None		\$4,054,560
Atlautic line, running.	NSES.	\$190.970	
Panama line, running		$$432,373 \\ 1,136,716$	-
Victoria line, running		261,826	
Traus-Pacific line, ruuning		647,520	
Australian line, running		411,001	
Houolulu liue, running		38,782	
Total		10.000.001	
	***************	52.928.221	
Agencics.	••••••••••••••••	362,111	
Agencics. Extra repairs and miscellaneous exp	enses	362,111	- 3,652,745
Agencics. Extra repairs and miscellaneous exp	enses	362,111 362,412-	
Agencies Extra repairs and miseellaneous exp Net profit	enses	362,111 362,412-	\$401,815
Agencies. Extra repairs and miscellaneous exp Net profit. The following is a statement of	enses	362,111 362,412-	\$401,815
Agencies Extra repairs and miscellaneous exp Net profit	oensesof the finan	362,111 362,412–	\$401,815
Agencies Extra repairs and miseellaneous exp Net profit. The following is a statement of company April 30, 1879: ASSETS.	of the finan St. Louis-0	362,111 362,412-	\$401,815 ion of the
Agencies Extra repairs and miseellaneous exp Net profit The following is a statement of company April 30, 1879: Assets. Cost of steamers—	of the finan St. Louis- Panama	362,111 362,412- cial condit	\$401,815
Agencies Extra repairs and miseellaneous exp Net profit	of the finan St. Louis— Panama . Winchester	362,111 362,412- cial condit: old hulk at	\$401,815 ion of the \$75,000
Agencies Extra repairs and miseellaneous exp Net profit	of the finan St. Louis— Panama . Winchester Panama . Moses Tar	362,111 362,412- cial condit	\$401,815 ion of the
Agencies Extra repairs and miseellaneous exp Net profit	of the finan St. Leuis— Panama . Winchester- Panama . Moses Tm ship at	362,111 362,412- cial condit: old hulk at -laid up at ylor - store Acapulco.	\$401,815 ion of the \$75,000 75,000
Agencies Extra repairs and miseellaneous exp Net profit. The following is a statement of company April 30, 1879: Assers. Cost of steamers- City of Peking	of the finan St. Louis— Panama . Winchester Panama . Moses Tay ship at valued at.	362,111 362,412- ceial condit: old hulk at -laid up at ylor - store Acapulco,	\$401,815 ion of the \$75,000
Agencies Extra repairs and miseellaneous exp Net profit. The following is a statement of company April 30, 1879: Assers. Cost of steamers- City of Peking\$1,264,404 City of Tokio	of the finan St. Louis— Panama . Winchester Panama . Moses Tay ship at valued at. Guatemala-	362,111 362,412- cial condit old hulk at -lnid up at ylor - store Acapulco, -lost; insur-	\$401,815 ion of the \$75,000 75,000
Agencies. Extra repairs and miseellaneous exp Net profit. The following is a statement of company April 30, 1879: Assers. Cost of steamers- City of Peking \$1,264,404 City of New York. 752,779 City of Sydney. 737,765 City of Panama. 297,730 Granada 476,593 Colima 483,380	of the finan St. Louis— Panama. Winchester Panama . Moses Tay ship at valued at. Guatemala- ance in di	362,111 362,412- icial condit old hulk at -laid up at ylor - store Acapulco, -lost; insur- spute about	\$401,815 ion of the \$75,000 75,000 25,000
Agencies. Extra repairs and miseellaneous exp Net profit. The following is a statement of company April 30, 1879: Assers. Cost of steamers- City of Peking \$1,264,404 City of Tokio. 1,275,102 City of Peking \$1,264,779 City of Panama. 297,730 Granada 476,593 Colima. 482,380 Acapulee. 492,363 Colom. 437,845	of the finan St. Louis— Panama . Winchester Panama . Moses Tay ship at valued at. Guatemala-	362,111 362,412- cial condit old hulk at -laid up at ylor - store Acapulco, -lost; insur- spute about	\$401,815 ion of the \$75,000 75,000 23,000 60,000
Agencies. Extra repairs and miseellaneous exp Net profit. The following is a statement of company April 30, 1879: Assers. Cost of steamers- City of Peking \$1,264,404 City of Tokio. 1,275,102 City of New York. 752,779 City of Panama. 297,730 Granada 476,593 Colima 483,380 Acapuleo. 492,363 Colon	of the finan St. Louis— Panama . Winchester- Panama . Moses Tay ship at valued at. Guatemala- ance in di \$40,000 .	362,111 362,412- ieial condit old hulk at -Jaid up at ylor - store Acapulco, -lost; insur- spute about	\$401,815 ion of the \$75,000 75,000 25,000
Agencies. Extra repairs and miseellaneous exp Net profit. The following is a statement of company April 30, 1879: Assers. Cost of steamers - City of Peking	of the finan St. Louis- Panama. Winchester- Panama. Moses Tay ship at valued at. Guatemala- ance in di \$40,000 Tag Mill	362,111 362,412- icial conditional conditi	\$401,815 ion of the \$75,000 75,000 23,000 60,000
Agencies. Extra repairs and miseellaneous exp Net profit. The following is a statement of company April 30, 1879: Assers. Cost of steamers- City of Peking \$1,264,404 City of New York. 752,779 City of Sydney. 737,765 City of Panama. 297,730 Granada 476,593 Colina 483,380 Acapuleo. 492,363 Colon. 437,845 Honduras. 230,000 Costa Rica 200,000 Salvador. 125,000	of the finan St. Louis— Panama. Winchester Panama . Moses Tay ship at valued at. Guatemala- ance in di \$40,000 . Tng Mill Griffith al	362,111 362,412- icial condition old hulk at -laid up at ylor - store Acapulco, -lost; insur- spute about t s.	\$401,815 ion of the \$75,000 75,000 23,000 60,000
Agencies. Extra repairs and miseellaneous exp Net profit. The following is a statement of company April 30, 1879: Assers. Cost of steamers- City of Peking \$1,264,404 City of New York. 752,779 City of Sydney. 737,765 City of Panama. 297,730 Granada 476,593 Colina 483,380 Acapuleo. 492,363 Colon. 437,845 Honduras. 230,000 Costa Rica 200,000 Salvador. 125,000	of the finan St. Louis- Panama. Winchester- Panama. Moses Tay ship at valued at Guatemala- ance in di \$40,000 Tng Mill Griffith al Francisco	362,111 362,412- icial condition old hulk at -laid up at ylor - store Acapulco, -lost; insur- spute about it s. 	\$401,815 ion of the \$75,000 75,000 23,000 60,000
Agencies Extra repairs and miseellaneous exp Net profit The following is a statement of company April 30, 1879: Assers. Cost of steamers- City of Peking \$1,264,404 City of Peking \$1,264,404 City of Peking \$1,264,604 City of Peking \$1,275,102 City of Sydney. 737,765 City of Sydney. Ofranada 476,593 Colon. 437,845 Honduras 230,000 Salvador. City of carolina. 270,000 Sorth Carolina. 270,000	of the finan St. Louis— Panama . Winchester- Panama . Moses Tay ship at valued at. Guatemala- ance in di \$40,000 . Tng Mill Griffith at Francisco Steam lan at Panam	362,111 362,412- icial condit old hulk at -luid up at ylor - store Acapulco, -lost; insur- spute about 	\$401,815 ion of the \$75,000 75,000 23,000 60,000
Agencies Extra repairs and miseellaneous exp Net profit The following is a statement of company April 30, 1879: Assers. Cost of steamers - City of Peking \$1,264,404 City of Peking \$1,264,404 City of Peking \$1,264,779 City of Panama 297,730 Garanada 476,593 Colima 483,380 Acapuleo 492,363 Honduras 230,000 Costa Riea 200,000 Subador 125,000 Clyde 270,000 George W. Clyde 270,000 Correscent City 270,000	of the finan St. Louis— Panama. Winchester Panama. Moses Try ship at valued at. Guatemala- ance in di \$40,000. Tng Mill Griffith ai Franciseo Steam lan at Panam Lighters at	362,111 362,412- icial condition old hulk at -laid up at Acapulco, -lost; insur- spute about it en t S\$42,039 nch na 2,179 Yo:	\$401,815 ion of the \$75,000 75,000 25,000 60,000 \$10,288,336
Agencies Extra repairs and miseellaneous exp Net profit The following is a statement of company April 30, 1879: Assers. Cost of steamers- City of Peking \$1,264,404 City of Tokio 1,275,102 City of Tokio 1,275,102 City of Tokio 1,277,709 City of Panama 297,730 Granada 476,593 Colina 483,380 Acapuleo 492,363 Colon 437,845 Honduras 230,000 Costa Rica 200,000 Salvador. 125,000 George W. Cityde 270,000 City of Carolina 270,000 Colona 270,000 Cherseent City 270,000 Chena 1,062,822	of the finan St. Louis— Panama . Winchester- Panama . Moses Tay ship at valued at. Guatemala- ance in di \$40,000 . Tng Mill Griffith at Francisco Steam lan at Panam	362,111 362,412- icial condition old hulk at -laid up at Acapulco, -lost; insur- spute about it en t S\$42,039 nch na 2,179 Yo:	\$401,815 ion of the \$75,000 75,000 25,000 60,000 \$10,288,386
Agencies Extra repairs and miseellaneous exp Net profit The following is a statement of company April 30, 1879: Assers. Cost of steamers - City of Peking \$1,264,404 City of Peking \$1,264,404 City of Peking \$1,264,779 City of Panama 297,730 Garanada 476,593 Colima 483,380 Acapuleo 492,363 Honduras 230,000 Costa Riea 200,000 Subador 125,000 Clyde 270,000 George W. Clyde 270,000 Correscent City 270,000	of the finan St. Louis— Panama. Winchester Panama. Moses Tay ship at valued at. Guatemala- ance in di \$40,000. Tng Mill Griffith ai Franelseo Steam lan at Panam Lighters at Kohama.	362,111 362,412- icial condition old hulk at -laid up at Acapulco, -lost; insur- spute about it en t S\$42,039 nch na 2,179 Yo:	 \$401,815 ion of the \$75,000 75,000 25,000 60,000 \$10,288,336 116,284

- 1	Deferred paym't No.1 275,000 interest, say \$115,000.
	The large increase in the profit and loss account is occasioned by
•	the loss of the steamer Georgia, the sale of the old side-wheel
	ships Great Republic. Constitution and Colorado at value the
;]	same having stood upon the books at cost, and from the charg-
	ing off of a large amount of assets (by order of the Board) which, for a number of years, has been considered worthless.
	which, for a humber of years, has been considered worthless.
	COMPARATIVE STATEMENT-ASSETS AND LIABILITIES.
, t	Liabilities April 30, 1878
.	1879
£	barrage, steamer colon, partiany settlet 20,000- 105,383
r	Assota April 20, 1979
,	Less amount due from overland railroads, sub-
9	Assets, April 30, 1878 \$350,013 Less amount due from overland railroads, sub- mitted in different form in 1879 42,000
e	
1	Liabilitics over assets
t	Coals, supplies, &c
ı	Coals, supplies, &e
,	Decrease of liabilities for the year
1	Northern (New Hampshire).
	(For the year ending March 31, 1879.)
	The annual report of this company shows the following in
, c	comparison with 1877-8:
7	1878-79. 1877-78.
	Passengers earried 124,820 136,903 Passenger mileage 4,725,180 5,158,786 Tons freight earried 397,346 399,879 Tonnage mileage 25,266,763 25,323,409
r	Passenger mileage. 4,725,180 5,158,786 Tons freight carried. 397,346 399,879 Tonnage mileage. 25,266,763 25,323,409
e	Tonnage mileage
t	The earnings were as follows:
, ,	1878-79. 1877-78. Passeugors
s	Passengors \$133,737 \$153,350 Freight 263,530 286,641 Mails, express, etc. 29,606 24,030
đ	
e	Total
_	
e	Net earnings
	The expenses last year included \$31,646 State tax and \$21,472
	on new rail account. The income account is as follows:
6	The balance of income per last report was
6	ns follows, viz.:
87	Gross Income
$\frac{2}{4}$	Expenses
5	New rails 21,472- 319,501
Э	
	Balance of luterest account
	Balance of accounts
	\$273,097
-	Paid dividend of Dec. 1, 1878, \$2 50 per share \$74,932 Dividend payable June 1, 1879, \$2 50 per share 74,932- 149,865
5	
0	Balanee of income account
	The report says: "The operations of the road during the
	year have not met the hopes of increased business. The actual result has been a falling off of \$37,157 in the gross receipts, with
	a reduction of \$27,389 in the expenses; thus making a diminu-
	a routerion or carsoo in the expenses, thus making a unminu-

actual a reduction of \$27,389 in the expenses; thus making a diminu-tion of \$9,767 in the net earnings, as compared with last year. This result has arisen, to a great extent, from the extremely low rates on Western freight, and reduced rates on the busi-ness of connecting roads."

Kentucky Central.

(For the year ending April 30, 1879.)

An abstract of the annual report in the Cincinnati Commer-cial supplies the following : The receipts and expenses for the year were as follows :

0	ILECEDPTS.	EXPENSES.	
0	From Passengers\$161,972 From freight	Read. Trains.	\$98,556
	From U. S. mail service 13,483	Stations and offices Loss and damage Taxes.	61.442
0		Renairs .	54.870
- 1			

Giving an excess of earnings over receipts of \$208,750, from, which is to be deducted \$72,800, being amount of one year's interest on bonded debt, leaving a net profit for the year of \$135,950.

These figures show a decrease in the gross earnings, com-pared with the previous year, of \$94,952. They also show a decrease in expenses of \$57,009, so that the decrease in gross

earnings has been largely contracted by the large decrease in

expenses. The road-bed, superstructure, &c., have received all needed attention and are in excellent condition; and there will be needed during the coming year only the usual quantity of new rails and cross-ties to keep the road up to its present high standard.

standard. The Maysville & Lexington Railroad, Northern Division, continues to be a valuable feeder to our road. The extension of the Pound Gap road to Hillsboro, a distance of seventeen miles from Johnson Station, on the M. & L. RR., will add to its value in that respect, as the greater portion of freight which comes to the Maysville Division from the Pound Gap road is bronght to Cincinnati over the Kentucky Central, and we have reason to believe that business from that source will steadily increase. The Kentucky Central continues to operate the road between Paris and Maysville under an arrangement that has proven mutually advantageous. There have been issued since our last annual report forty-

There have been issued since our last annual report forty-three shares of the common stock in exchange for Covington & Lexington Railroad stock.

Lexington Railroad stock. The Board has not yet taken any active measures to extend the road to the Ohio River under the authority given by the City Council of Covington last year, unexpected obstacles hav-ing been encountered. The company has three years from date of grant within which to make the extension. Neither are they prepared to submit to the stockholders any recom-mendations for an extension of the road southwardly. Notwithstanding the fact that the business of the road dur-ing the year failed to realize fully our expectations, we are gratified with being able to report that out of the earnings of the road two dividends have been declared, one in November last, the other this month, aggregating \$2 a share on the com-mon stock and \$6 a share on the preferred stock.

GENERAL INVESTMENT NEWS.

Atchison Topeka & Santa Fe.—The circular just issued by the president of the Atchison Topeka & Santa Fe Railroad, concerning the issue of new stock, states: "The business of the road in 1879 will largely exceed that of 1878. To meet pressing wants it is proposed to raise the sum of \$2,000,000, which sum, if raised, will be placed to the credit of an account to be called 'equipment fund.' to be used exclusively to pay for new rolling stock, a new building for general offices, and other new build-ings required at Topeka, new freight and passenger depots, and other buildings and improvements necessary to establish new towns and new division points on the line hereafter. For the purpose of raising this money, the company offers to stock-holders of record May 31, 1879, until Jane 10, 1879, 20,000 shares of its capital stock at par, payable in five instalments, due July 1, August 1, September 1, October 1 and November 1, 1879, each holder of five shares being entitled to subscribe for one share of the new stock. This stock will be delivered as paid for on and after September 1, 1879." The increase of business in 1878 was uncapected, and consequently unprovided for, and the amount paid for foreign car service over the amount received last year was \$74,257. The new roads to be constructed in Kansas, Colorado and New Merico this year will add over 500 miles to the lines which the company has engaged to operate, furnishing rolling stock. The effect of the offer of this new stock, it is thought probable, will be to reduce the old to about 108. 108.

Atlantic & Great Western.—The foreclosure sale of the Atlantic & Great Western Railway, at Akron, Ohio, fixed for the 27th instant, was postponed. It is doubtful if the road will be sold, as there are \$4,000,000 of Ohio first mortgage bonds which must be paid in eash.

Central Branch Union Pacific.—The branch of this railroad was completed last week to Cawker City, Kan., 204 miles from Atchison and 20 miles beyond the recent terminus at Beloit. Contracts are let for an extension to Kirwin, 50 miles beyond Cawker City, and grading is being done. Work is in progress for the entire distance, and the road is expected to be in opera-tion to Kirwin on or before September 30.

Central of Iowa.-MARSHALLTOWN, Iowa, May 28.-A meet-ing of the New York and Boston Committee of the Central Railroad of Iowa was held at the office of the railroad to-day. The action of the United States Court in ordering the road turned over to the new company was ratified, and the directors named in the articles of incorporation were elected, to hold until June, 1880. The directors will meet at the Windsor Hotel, in New York, on June 4, to elect officers and perfect the organization, after which the company will take possession of the road.

Coal Sale.—The Delaware Lackawanna & Western Railroad Company on Wednesday held its usual monthly anetion sale of 100,000 tons of Scranton coal. The following table shows the prices received, compared with the prices obtained at the company's sale in April :

	Av. price .	Av. price on	Advance
	on amount	April 30	fr'm April
Tons. Range of prices.	sold.	sale.	sale,
5.000	\$2 09	\$2 0212	.0612
23,000 2 1219@2 0719	2 094	2 05	.0414
22,000 2 10 @2 1212	2 1013	2 093	.00.58
40,000 2 421202 40	2 41	2 3912	.0112
10.000 2 27 30	2 2712	2 2719	*****

District of Columbia.—WASHINGTON, May 28.—In the House to-day District of Columbia business was taken up and a bill was passed authorizing the issue by the District of Columbia of \$1,300,000 5 per cent bonds, to be sold at not iess than par, the proceeds to be used in the redemption of the funded indebtedness of the District.

Grand Trunk.—The Canadian Parliament has passed the bill anthorizing the government to buy the Riviere du Loup Division of this road for \$1,500,000. This division runs from Division of this road for \$1,500,000. This division runs from Chandiere Curve, eight miles from the Quebec terminus, down the south side of the St. Lawrence to Riviere du Loup, 117 miles. Its building was forced upon the Grand Trunk for political reasons, and it has never been a profitable line, the political reasons, and it has never been a profitable line, the country being inhabited by a people who travel very little and do not produce much for export. Since the intercolonial was built there has been a good deal of controversy over this line, the Grand Trunk declining to spend money to put it in better condition. This is now settled by the purchase, which will extend the Intercolonial line to Point Levis, opposite Quebec, as the government will probably build a separate track for the eight miles from Chaudiere to Point Levis. According to the statements made at the recent half-yearly meeting in London, the Grand Trunk will use the \$1,500,000 in securing its Chicago connection.—Railroad Gazetts.

in securing its Chicago connection .- Railroad Gazette.

Greenville & Columbia.—In the matter of the Greenville & Columbia RR., the United States Circuit Court in S. C., declines to appoint a receiver, holding that the proceedings in the State court were instituted in good faith and for the purpose of establishing the priority of the State's statutory lien over the second mortgage bonds.

Jacksonville Northwestern & Sontheastern .- In the Circuit Court at Jacksonville, Ill., May 17, a decree of foreclosure against this road was entered at the instance of Messrs. M. P. Ayers & Co., bankers, of Jacksonville, and their Eastern associates, who propose to re-organize and extend their road.

Lafayette Bloomington & Muncie.—This company (lately re-organized) has recorded two mortgages, to secure bonds to be issued upon the plan of reconstruction. One is for \$2,500,000, the other for \$1,000,000.

Lonistana State Debt.—A telegram to the New York Herald from New Orleans, May 29, says: Mr. Kidd, Chairman of the Committee of the State Constitutional Convention, to which was Committee of the State Constitutional Convention, to which was referred the whole question of the State debt, will present a majority report to-morrow, recommending that only about \$4,000,000 of the present debt shall be paid. The bonds, which it is stated are valid, are these: Issued under act 277, of 1853, for the relief of the State Treasurer, \$698,500; under act 111, of 1873, to the New Orleans & Mobile and the New Orleans & Nashville Railroads, \$458,000; under act 63, Revised Statutes of 1870, for the floating debt of the State, \$500,000; under act 55, of 1857, to the Free School Fund, \$1,193,500; under the same act, to the Seminary Fund, \$136,000. The whole of this indebt-edness, which only is allowed, will amount, with interest, to abont \$4,000,000. The balance, it is recommended, shall not be paid. It is fur-

The balance, it is recommended, shall not be paid. It is fur-ther held by the committee that the Legislature which passed ther held by the committee that the Legislature which passed the funding act was not chosen by the people, but upheld by the military arm of the federal government, and that conse-quently the funding act was invalid. It is also held that the constitutional amendment of 1875 was not ratified by the peo-ple, the returns having been counted by the Returning Board in direct violation of the facts, and not promulgated according to law.

MINORITY REPORT.

A minority report will be offered in opposition to the above, taking the ground that the question of the legality of the legis-lature was decided by the general government when Kellogg was recognized by it, and that all the government known since then have, without exception, acknowledged the government of 1874, and especially one act under it, that known as the funding out act.

act. Among some of the interesting discoveries impairing the legality of some of the bonds issued it has been found that provision has been made for the payment of the interest and not the principal of some of these bonds. In the cases alluded to the sub-committee has corrected this oversight and sug-gested that the interest should be paid. In regard to the in-terest on the \$4,000,000 of debt recommended to be paid, four per cent will be the rate of interest which, it is supposed, will be agreed upon. The above will be indorsed and presented by a majority of the main committee, while a minority will dis-sent from it. The position taken by the latter is in favor of paying the whole debt as it stands, with a reduction of inter-est to four or five per cent.

est to four or five per cent. The views of the majority of the committee, from a careful canvass of the Convention, it is believed will be adopted, in which case the bondholders have expressed their determination to appeal to the courts.

to appeal to the courts. Manhattan Elevated Railway.—No official copy of the lease or contract made by the two elevated railway companies in this city has yet been given to the public. The N. Y. *Times* says: "The Manhattan Company, which has now assumed the entire control of the two elevated railroads, was created under the anthority of the Rapid Transit Commissioners, in 1875. The company, as at that time organized, consisted of Cyrus W. Field, W. R. Garrison, John Baird, Josiah M. Fiske, Benjamin Brewster, Jose F. Navarro, and Horace Porter. The capital was fixed at \$2,000,000, and the company was authorized to build and run the two rapid transit roads which the Legislature

The leading men of the Metropolitan and New had chartered. York Elevated Roads, however, stepped in, and, purchasing a majority of the stock, put the Manhattan charter in their pockets, and formed themselves into rival corporations. The gentlemen forming the original Manhattan Company, all of whom are interested in one or the other of the two roads, con-

whom are interested in one or the other of the two roads, con-tinued to hold meetings, and therefore they now claim that the charter originally granted them is still good." The Tribune says: "The original stock of the Manhattan Company was subscribed for by prominent members of the two companies. It is said that the organization of the Manhattan Company has been maintained, and that its building rights under its charter have not expired. By the terms of the agree-ment with the Manhattan Company, the funded debts of the New York and Metropolitan Companies will be equalized. On both roads the funded indebtedness is limited to \$600,000 a mile. When the extension shall have been completed it is said mile. When the extension shall have been completed, it is said that the lines of the two roads will nearly be equal in length. The funded debt of the entire line is restricted to \$17,000,000 for both companies. In regard to the terms of the lease, H. R. Bishop, a director, on the part of the New York Road, of the Manhaitan Company said restanday. Manhattan Company, said yesterday:

Manhattan Company, said yesterday: ""Tho Manhattan Company guarantees to the companies the payment of the luterest on the funded dehts and an annual dividend of 10 per cent on the capital stock of both companies. In addition it will issue to each of the two companies \$6,500,000 of its sown stock. On this stock it will pay dividends when earned. The issue of \$13,000,000 of its stock it will pay dividends when earned. The issue of \$13,000,000 of its stock it to the two companies is partly at least on account of the payment to it of ahout \$9,000,000 or \$10,000. This sum will be paid in equal parts by the two companies, and is to be devoted by the Manhattan Company to the completion of the lines. The payment is not, therefore, a bonus to the companies. The New York Company has its share of this sum ready for humediate-payment. The stock of the Manhattan Com-pany, which it will receive then, is therefore clear of any expense to the company." —The Triburge of May 30 also reports the lease ratified by a

sum ready for immediate payment. The stock of the Manhattan Company, which it will receive then, is therefore clear of any expense to the company." —The Tribune of May 30 also reports the lease ratified by a vote of the Metropolitan Company, and says: "In the meeting of the Metropolitan stockholders yesterday, every share of stock issued was represented, General Porter and G. M. Pullman, who were absent, having sent on provise. After ratifying the action of the officers and directors in executing the lease, it was manimously voted to increase the capital stock of the company from \$3,000,000 to \$6,500,000. After this meeting the Manhattan Company met. After confirming the acts of the officers in executing the lease of the elevated roads, it was resolved to increase the capital stock from \$3,500,000 to \$13,-000,000, for issue to the two elevated companies. "The Metropolitan Company had a second mortgage of \$750,000 a mile, of which about \$4,500,000 had been issued to the New York Loan & Improvement Company, which was also entitled to about \$1,500,000 more for additional construction on the East Side. As the New York road had only one mortgage, it was decided that the Metropolitan Company should cancel its entire second mortgage, which on the completed line would have amounted to \$9,750,000. This has been cancelled, and the Manhattan Company is to furnish funds to complete the roads, for which \$13,000,000 of convertible bonds are to be issued. These will be at once delivered to the two roads in equal amounts, and they will have the option of converting them at any time into 10 per cent guaranteed Manhattan company will go in a block to the New York Loan & Improvement Company will go in a block to the New York Loan & Improvement Company will go in a block to the New York Loan & Improvement Company will go in a block to the New York Loan & Improvement Company will be entitled to 2 1-6 shares of

"It was stated yesterday that every shareholder of the Loan & Improvement Company will be entitled to 2 1-6 shares of Metropolitan and 2 1-6 shares of Manhattan stock, or 4 1-3 shares, which is equal to \$433 33, half in Manhattan and half in Metropolitan stock, on every share of Loan & Improvement stock stock.

Nashville Chattanooga & St. Louis.—This company has bought a large controlling interest in the stock of the Owens-boro & Nashville Railroad—there being no bonds out on it—for the nominal sum of \$145,000. This road runs through sections of Kentncky and Tennessee, is completed and in operation for 36 miles from Owensboro south to the crossing of the Elizabethtown & Padncah Railroad, and almost entirely graded 50 miles further south to Adainsville, on the Kentucky and Tennessee State Line Tennessee State Line.

New Jersey Midland.—Chancellor Runyon, of New Jersey, has filed the following decision in the suit brought by the first mortgage bondholders of the New Jersey Midland Railroad Company to force its foreclosure and to take it out of the hands

Company to force its foreclosure and to take it out of the hands of the receivers: "That in the original suit there will be a decree that the complainants are entitled to the relief which they seek by their bill—the foreclosure and sale of the mortgaged premises. Their mortgages will be decreed to be the first lien upon the premises, and to include the railroad from Bellman's Creek to West End, and all the land purchased for use therewith, subject, however, to the payment of the money due, if anything, to the Hudson Connecting Railway Company for the cost (with interest) of land condemned or otherwise acquired by that company for the road, the title whereto was taken by it, and for which it has paid and has not been reimbursed. That their mortgage conveys all the estate which the mortgage was made or at any time afterward. That the chattel mortgage was made or at any time afterward. That the chattel mortgage of Terhune and Olmstead is not a lien upon the property therein mentioned. That the judgments

of the answering judgment creditors on which execution was issued are entitled to priority in payment out of the mortgaged chattels on which levy might have been made, over the com-plainant's and the second and third mortgages. That the plain-tiffs in the Hennion judgment are entitled to a vendor's lien on the land for the value whereof their judgment was recovered. That Francis B. Wallace is entitled to a vendor's lien on his land taken by the Midland Company. That the relief which the employees seek cannot be accorded. That the directors by whom advances were made in respect to the rolling stock, and for which advances they claim subrogation, are entitled to an equitable lien on the rolling stock for the advances, subject, of course, to the money due and to become due to the vendors of the stocks. That the Delaware Lacka-wanna & Western and Morris & Essex Railroad Companies are not, as against the incumbrancers of the Alidland Company, enti-tled to specific performance of the agreement of October, 1872, made by the Hudson Connecting Railway Company with them., but will be required to pay to the mortgagees of the Midland Company, for the value of the land and damages, such sun as this conrt shall direct, deducting the value of the crossing of the Midland Road over the Morris & Essex Road, under the agreement of 1872, for the land taken and damages done for and in the crossing permitted by this court. That the prayer of E. Ellery Anderson, trustee, &c., will be denied, except as to the Montclair branch, which is included in the lease from the Connecting Company to the Midland Company, but is not included in the Midland mortgages." It is probable that the case will be appealed. Northern Pacific — The directors of the Northern Pacific

It is probable that the case will be appealed.

It is probable that the case will be appealed. Northern Pacific—The directors of the Northern Pacific Railroad Company have decided to place under contract for construction the 200 miles of road lying between the head waters of the Columbia River and Lake Pend Oreille. Soveral cargoes of rails have been shipped for the work already. The building of this line, it is said, will be pushed forward to speedy completion. The stockholders have consented to the issue of the securities to be placed on this division. Work on the Missouri Division, lying between the Missouri and Yellowstone Rivers, is progressing rapidly. In consequence of the advanced price of the land grant stock, the company has made a reduc-tion of from \$1 to \$2 an acre in the price of its lands east of the Missouri River. The vacancy in the office of president of the company, caused by the resignation of C. B. Wright, was filled by the election of Frederick Billings, of Woodstock, Vt., for a long time a director of the company, and chairman of its execu-tive committee. tive committee.

Ohio & Mississippi.—A press dispatch is as follows: CIN-CINNATI, May 28.—At a called meeting of the Directors of the Ohio & Mississippi Railway, held in this city to-day, the committee on re-organization, appointed at the annual meeting, submitted a report covering a plan for placing the property again in the hands of the stockholders. This plan was approved by the board, and the committee was instructed to perfect it.

Pacific Mall.—The election took place at the office of the Company, 'on Wednesday. Mr. Henry Hart voted on 17,800 shares in his own name, which, with his proxies, amounted to about 50,000 shares. The O'Briens, William and John, voted about 22,000 shares for the "Hart" tieket. M. Morgan's Sons and Whitehouse & Co. cast about 65,000 votes in favor of the Babcock ticket. Mr. J. B. Houston and Mr. Ogden voted on nearly 30,000 shares of stock in favor of the Hart nominations, in the interest of the Panama Railroad Company. The follow-ing is the official vote for each nominee :

		George H. Potts	
		W. A. Street.	
		John E. Alexandre	
		Elihu Spicer, Jr.	
Horace Galpen	104,605	George B. Morowood	76.435
James O. Sheldon	108,055	John H. Clark	79.885
Charles F. Livermore	104,605	Eugene Kelly	79,885
RussellSagc	104,605	G. T. M. Davis	76,435
J. B. Houston	100,605	A. P. Wilcox.	3,450
David S. Babcock			

from overpayments made under the agreement of 1877 between the two companies will be dropped. The suit was begun about three months ago, but has not progressed further than the serving of a summons upon the defendants. About a month ago the Pacific Mail board of directors appointed Messrs. Henry Hart, George H. Potts and Horace Galpen a committee to con-fer with Mr. William P. Clyde for the purpose of arranging some settlement without litigation; but although several con-ferences have been held on the subject, no result has been arrived at.

Peoria Pekin & Jacksonville.—The new Toledo & Wabash Railroad managers have purchased \$630,000 out of the \$1,000,-000 outstanding of first mortgage bonds of the Peoria Pekin & Jacksonville Railroad, at 55 cents on the dollar, from Messrs. Arnold & Constable, Trowbridge, Enos, and the estate of Mark Hopkins. The terms are 10 per cent in cash and the remainder running over three years and bearing 6 per cent interest; but

the purchasers have the right to make payment in full at any time and acquire possession of the securities, which are held in escrew meantime. This gives the Wabash Company full con-trol of 94 miles of additional road from Peoria to Jackson-ville, including the bridge across the Illinois River at Pekin, and also secures them a direct connection from Jacksonville with St. Louis and Chicago. The sale was made without the knowledge of the receiver and other bondholders, who were negotiating with the Chicago & Rock Island Company, with prospects of obtaining a better price with more advantageous terms. With the Iowa Central Road in their possession—now a foregone conclusion—and the building of 30 miles of new road, the Wabash Company become competitors for through business with the Chicago Burlington & Quincy, the Chicago Rock Island & Pacific, and the Chicago & Northwestern roads.—N. *Y. Times.* Y. Times

Port Royal.—In the matter of the Union Trust Company es. the Port Royal RR., the U. S. Circuit Court in S. C. has decided that the mortgage given by the road to the Trust Company was properly recorded under the laws of Georgia and is prior to the judgment held by the Summerville & Augusta Railroad. The sale of the Port Royal RR. was confirmed and the receiver discharged discharged.

St. Louis & Can Francisco.—A dispatch from Joplin, Mo., says that the St. Louis & San Francisco Company has bought the Joplin road for \$665 000. The road extends from Girard, Kan., to Joplin, Mo., 36 miles.

Kan., to Jopin, Mo., 36 miles. St. Paul & Pacific.—The purchasers of the St. Paul & Pacific Railroad, at the sale under mortgage foreclosure, being the holders of the bonds, held a meeting at St. Paul May 23 and organized under the name of the St. Paul Minneapolis & Manitoba Railway Company. The following board of directors was elected : George Stephen. Montreal; J. S. O. Barnes, New York; Donald A. Smith, Winnepeg; and Norman W. Kittson, J. J. Hill, H. R. Bigelow and R. B. Galusha, of St. Paul. South Carellua Ruitread —In the United States Court at

South Carolina Railroad.-In the United States Court at Charleston, the following orders were consented to by all the counsel:

That the holders of first mortgage bonds pledged as collateral security for the debts of the company prior to the date of the second mortgage, October 1, 1872, and continued in pledge for the same debts or for their renewal or extension, are entitled to security for the debts of the company prior to the date of the second mortgage, October 1, 1872, and continued in pledge for the same debts or for their renewal or extension, are entitled to hold them against the complainants as valid securities entitled to the benefits of the first mortgage; that those holding first mortgage bonds in pledge be admitted to share in any distribution of funds in the hands of the receiver for the payment of interest, but that the injunction as to the pledged or hypothecated bonds be continued, in order to preserve the rights of the complainants, and the amount received by the defendants for interest shall be credited upon the evidences of indebtedness held by them. That the detached first mortgage conpons held by G. W. Williams and others, maturing July 1, 1877, and January 1, 1878, which were bought by them with their own moncy, which has not been re-paid, are valid securities, and the injunction as to the hypothecated second mortgage bonds is denicd, and the injunction is continued; that the receiver pay out of the funds in his possession \$26,332 of the first mortgage compons due July 1, 1878, and January 1, 1879, held by G. W. Williams and others, and the remaining like amount on or before January 1, 1878, and January 1, 1879, held by G. W. Williams and others of the company, the coupons payable in London to be paid through Baring Brothers; that the receiver be authorized to extend the track of the recat of the Cooper River, and construct the necessary wharf.
Washington City Virginia Midland & Great Southern.—A dispatch to the Baltimore Sun from Alexandria, May 27, said : "The Circuit Court of the city is in session, with fine weather and a large attendance of lawyers. The case of the trans, was up upon a potition of the representatives of the dire serve the angle of the company, the coupons payable in London to be adopted which would secure this valuable property to its creditors upon such terms secure this valuable property to its creditors upon such terms a

tion will be found." Union Pacific.—In the Supreme Court at Boston, a hearing was begun, May 29, upon a bill in equity brought by the Union Pacific Railroad Company against the Credit Mobilier of America, praying that the latter may be enjoined from prose-cuting a suit now pending in the Supreme Court for Suffolk County on a note for \$2,000,000 made by the Union Pacific Railroad Company, payable to the Credit Mobilier, and also to restrain the respondent from prosecuting a suit to recover \$1,994,709, which sum the directors of the Union Pacific voted to be due to the Credit Mobilier on January 31, 1876. The com-plainant claims that the charges of the Credit Mobilier were excessive, unjust and unreasonable. The respondents allege that when the Credit Mobilier was organized the fact that it had been organized was well known to the Union Pacific stock-holders, all of whom had an opportunity to take the risks and enjoy the profits, and that at that time the stockholders of the two corporations were nearly the same, but that great changes have since been made in the stock of both companies.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT. May 30, 1879.

The commercial week ended last night, inasmuch as to-day-Decoration Day-is a close holiday. Business has continued moderately active, in all branches of trade; and the evidence that laboring classes are better employed, is seen in the "strikes" for higher wages, which are reported in all directions-that of the ironworkers at Pittsburgh, in Pennsylvania, threatening to be a serious one. The weather has been generally favorable to crops, and the prospects are very promising.

The general provision market has shown easiness and at times sharp declines during the past week, but toward the close a slight reaction took place, more steadiness was noticeable, and a better movement reported. Old mess pork closed at \$9, and new mess at \$10@\$10 15; June quoted at \$9 90@\$9 95; July at \$10@\$10 05; August, \$10 15@\$10 20. Prime city lard sold at 6.15c., and do. Western at 6.27%@6.30c.; do. to June sold at 6.25@6.30c.; July at 6.35@6.37%c.; refined for the Continent sold at 6.57 1/2c. Bacon closes dull and wholly nominal at 4.95@5c. for long and short clear. Butter and cheese have had a fair sale at generally steady figures. Tallow weak at 6½c. for prime.

Raw sugar has not sold so freely as a few weeks ago, but a good trade in the refined product most of the week has rendered moderate purchases of raw necessary, and as importers consider the current prices as already too low, the market has remained steady at 6%@6%c. for fair to good refining.

	Hhds.	Boxee.	Bags.	Mclado.
Receipts since May 1, 1879	71,980	2,393	117,485	3,123
Sales since	-55,068	3,461	58,854	3,098
Stock May 28, 1879	61,214	26,542	743,787	2,144
Stock May 29, 1878	49,595	12,686	113,222	725

Refined has met with a brisk demand, both for export and home consumption, and prices close steady, with crushed 8%@ 85%c. Refining melasses has been less active at a decline to 27c. for Cuba 50-test; grocery grades have been rather quiet, except New Orleans, which has sold fairly ; prices unchanged. Rice has been in good demand at firm prices. Rio coffee has fallen back to 13c. for fair cargoes, and has most of the time been quiet; mild grades have been moderately active and steady.

Ocean freights have, at times, been quite active, particu-larly for grain accommodation. Rates, as a rule, have remained steady, though the supplies of tonnage are ample. Late engagements and charters include : Grain to Liverpool, by steam, 51/4d., 60lb.; provisions, 25s.@32s. 6d.; cotton, 5-32d.; grain to London, by steam, 6@61/4d., 60lb.; do. to Glasgow, by steam, 5½@55%d.; do. to Avonmouth, by steam, 6½d.; do. to Bristol, by steam, 7@7%d., 60lb.; do. to Cork for orders, 4s. 7½@4s. 9d. per qr.; do. to Cork direct, 4s. 1½d.; do. to Bayonne, 5s. 6d.; do. to London, 4s. 11/2d.@4s. 2d.; do. to Naples, 4s. 7d.; do. to Antwerp, 4s. 3d.; Rye to Rotterdam, 4s. 2d.; grain to Copenhagen, 4s. 41/2d.; crude petroleum, 3s! 4½d.; refined do. to the continent, 3s. 4½d.; do. to Cork for orders, 3s. 6d.

Naval stores have latterly been very quiet, rosins particularly. but no changes are noted; common to good strained still quoted at \$1 35@\$1 40. Spirits turpentine has declined to 27c. Petroleum, under a dull state of affairs, closes quite nominal at 8%c. for refined in bbls. here. Wool has not been as active in several years; all prices have been advanced, and arrivals are readily taken; the stimulus is the active demands for woolen fabrics. Pig iron, both American and Scotch, continues dull and unchanged but rails have sold fairly at full figures. Ingot copper remains firm with 500,000 lbs. Lake sold at 161/4c. Whiskey quiet at \$1 05.

Kentucky tobacco has been quieter, the sales of the week amounting to only 500 hhds., of which 400 for home consumption and 100 for export. Prices, however, remain quite firm; lugs quoted at 3@41/2c., and leaf 5@12c. Seed leaf has been more active, and prices for the crop of 1878 begin to transpire. Sales for the week, 1,561 cases, as follows : 500 cases, 1878 crop, Wisconsin, on private terms; 300 cases, 1878 crop, do., Havana seed, 10½c.; 51 cases, 1878 crop, New England, Havana seed, 24c.; 350 cases, 1877 crop, N. E., 7% @21c.; 60 cases, 1876 crop, Pennsylvania, 121/2c., and 300 cases, 1877 crop, do., 83/@25c. The movement in Spanish tobacco is limited to 550 bales Havana at 85c.@\$1 10.

COTTON.

FRIDAY, P. M., May 30, 1879. FRIDAY, P. M., May 30, 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 30), the total receipts have reached 17,118 bales, against 16,673 bales last week, 19,897 bales the previous week, and 19,031 bales three weeks since; making the total receipts since the 1st of September, 1678, 4,389,721 bales, against 4,196,104 bales for the same period of 1877-8, showing an increase since September 1, 1878, of 193,617 bales. The details of the receipts for this week (as per telegraph) and for the corresponding weeks of four previous years are as follows: weeks of four previous years are as follows:

Receipts this w'k at	1879.	1878.	1877.	1876.	1875.
New Orleans	2,434	3,561	1,996	4,501	2,384
Mobile	390	960	328	943	445
Charleston	419	297	499	913	2,058
Port Royal, &c	7	386	63	185	
Bavannah	2,067	3,317	1,389	1,326	2,041
Galveston	2,987	1,634	411	1,002	285
Indianola, &c	35	2		39	95
Tennessee, & c	4,977	3,577	2,266	3,109	2,127
Florida	89		6	5	14
North Carolina	377	526	398	309	378
Norfolk	2,568	3,118	2,192	1,382	1.921
City Point, &o	763	842	121	96	41
Total this week	17,113	18,220	9,669	13,810	11,789
Total since Sept. 1.	4,389,721	4,196,104	3,905,643	4,018,014	3,408,425

The exports for the week ending this evening reach a total of 16,549 bales, of which 11,683 were to Great Britain, 4,160 to France, and 706 to rest of the Continent, while the stocks as made up this evening are now 250,844 bales. Below are the stocks and exports for the week, and also for the corresponding week of last season:

Week	EXPORTED TO-			Total	Same	STOCK.		
ending May 30.	Great Britain.	France.	Conti- nent.	this Week.	Week 1878.	1879.	1878.	
N. Orl'ns	1,799	4,060	704	6,563	7,916	51,177	80,281	
Mobile	1,954			1,954		3,052	7,389	
Charl't'n					1,273	1,291	4,420	
Savan'h.						3,451	5,901	
Galv't'n-					918	6,332	11,514	
N. York.	4,633	100	1	4,734	2,681	159,741	145,829	
Norfolk-						5,800	4,971	
Other*	3,297		1	3,298	1,895	20,000	25,000	
Tot. this week	11,683	4,160	706	16,549	14,683	250,844	285,303	
Tot.since								

Sept. 1. 1968,383 403,940 913,183 3285,506 3190,000

* The exports this week under the head of "other ports" include, from Balti-more, 200 bales to Liverpool; from Boston, 3,197 bales to Liverpool, and 1 bale to British Provincee.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an *increase* in the exports this week of 1,836 bales, while the stocks to-night are 34,459 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:

	Ou	Shipboa	rd, not c	leared-							
MAY 30, AT-	Liver- pool.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.					
New Orleans Mobile Charleston Savannah Galveston New York Other ports	12,750 None, None, 300 Noue, 3,000	4,000 None. None. None. None.	None, None, None, None, None, Not ree None,	200 None, 50 500 587 eived 1,000	16,950 Noue, 50 800 587 4,000	34,250 3,052 1,241 2,651 5,745 21,800					
Total	16,050	4,000	None.	2,337	22.387	68,739					

* Included in this amount there are-destination of which we cannot learn. - bales at presses for foreign ports, the

The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to May 23, the latest mail dates:

	RECEIPT		EXPOR	EXPORTED SINCE SEPT. 1 TO-					
PORTS.	8EPT		Great		Other	maker	Stock.		
	1878.	1877.	Britain.	France.	Foreign	Total.			
N.Orlns	1163,219	1353,525	649.015	206.672	344.073	1199.760	58.478		
Mobile.	360,084	407,443	56,000			121,260	6,256		
Char'n*	512,317	455,175	150,410	57,140	176,143	383,693	1,678		
Sav'h	699,116	581,442	205,032	23,616	232,677	461,355	4,336		
Gaiv.*.	552,794	437,400	223,518	59,478	61,010	347,006	5,564		
N. York	146,566	139,835	223,436	12,035	24,355	259,826	164,550		
Florida	56,260	14,199	13,756	1,967	135	15,858			
N. Car.	134,020	140,343	44,472	2,050	18,589	65,111	626		
Norf'k*	552,035	494,199	189,727	713	5,098	195,538	5,800		
Other	196,177	154,323	201,334	496	17,720	219,550	17,000		
This yr.	4372,608		1956,700	399,780	912,477	3268,957.	264.288		
Last yr.		t177,884	2031.830	481.975	661,512	3175,317	294.572		

Under the head of Charleston is included Port Royal, &c.; under the head of alveston is included Indianola, &c.; under the head of Norfolk is included City Gaiveston Point, &c.

The market this week has been quite variable and irregular. The demand for cotton on the spot has been small, and mainly for home consumption. There was an advance of £c. on Mon-day, which was lost on Tuesday; on Wednesday the market was weak, but the quotation remained at 13c. for middling uplands, with a better business for home consumption. Thursday the market was quiet and unchanged. To-day being a general holi-day the Exchange was closed. The speculation in cotton for future delivery has been active, but at fluctuating and irregular prices, and the net result to the close on Wednesday evening was a decline of 20@23 hundredths for this crop and September, and an advance of 2@4 hundredths for the next crop. The disparity between August and December, amounting to 2 04.100, was thus reduced to 1 81.100. The speculation in the later months seemed to be for the purpose of checking as much as possible the decline in this crop; it had no basis in crop accounts, because they con-tinued to be exceptionally favorable. Yesterday, the opening was lower, but the close firmer, by 15@20 points for this crop, and 10@15 for the next. The total sales for forward delivery for the week are 801,900 bales, including — free on board. For immediate delivery the total sales foot up this week 2.571 bales, including 145 for export, 2.388 for consumption, 38 for speculation, and — 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: The market this week has been quite variable and irregular.

May 24 to	U	PLANI	98.	NEW	ORLE	ANS.	1	TEXAS	
May 30.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y.#D Strict Ord	111518	$\frac{1113_{16}}{123_{16}}$	119 ₁₆ 1115 ₁₆	1111118 12116	$\frac{1115}{12516}$	$\frac{11^{11}}{12^{1}}$	1111 ₁₆ 121 ₁₆	$\frac{1115}{12516}$	1111 ₁₆ 121 ₁₆
Good Ord Str. G'd Ord	$125_{16} \\ 129_{16}$	129 ₁₆ 1213 ₁₆	12^{5}_{16} 12^{9}_{16}	$127_{18} \\ 1211_{16}$	$1211_{16} \\ 1215_{16}$	$\frac{127}{1211} \frac{16}{16}$	$\frac{127}{1211}$	$\frac{1211}{1215}_{16}$	$127_{16} \\ 1211_{16}$
Low Midd'g Str. L'w Mid Middling	127_{8}	1318	$\frac{127}{13}$	13 ¹²¹³ 16 13 13 ¹ 8	134	12^{13}_{16} 13^{13}_{18} 13^{16}_{18}	13	134	12^{13}_{16} $13^{18}_{13^{18}}$
Good Mid Str. G'd Mid	13916	$ 1313_{16} $	13_{16}^{13} 13_{16}^{16}	$137_{16} \\ 1311_{16}$	$\frac{1311}{1315}_{18}$	$137_{16} \\ 1311_{16}$	$137_{18} \\ 1311_{16}$	$1311_{16} \\ 1315_{16} \\ 1315_{16} \\ 16$	131116
Midd'g Fair Fair	$1444 \\ 154$	$14\frac{1}{2}$ $15\frac{1}{2}$	14 ¹ 4 15 ¹ 4	1438 1538			$143_8 \\ 153_8$		1438 1538
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y.#D Strict Ord.	111516	$119_{16} \\ 1115_{16}$:	12110	$\frac{1111}{12116}$		12118	$\frac{1111}{121}$ 16	
Good Ord Str. G'd Ord Low Midd'g	12916	12^{5}_{16} 12^{9}_{16} 1211	a.y	$ 12^{11}_{16} $	127_{18}^{10} 1211_{16}^{10} 1213_{16}^{10}	ay	$127_{16} \\ 1211_{16} \\ 1213_$	$127_{16} \\ 1211_{16} \\ 1213_{16} $	ay
Str.L'w Mid Middling	127_8 13	127_{8} 13	Holiday	13 13 ¹ 8	13 1348	Holiday	$13 \\ 13^{1_{8}}$	$13 \\ 13^{1_8}$	Holiday
Bood Mid Str. G'd Mid	13516	$13^{5}_{139}_{16}_{141_4}$	H	131116	$137_{16} \\ 1311_{16} \\ 1.1226 $			137_{10} 1311_{16} 143_{8}	H
Midd'g Fair Fair	144 154	14-4 15-4		143_{8} 153_{8}	143_{8} 153_{8}		143_{8} 153_{8}	14.08	
8	TAINI	ED.		Sat.		Tues	Wed	Th.	Fri.
Good Ordin Strict Good	Ordina	ry		1218	1238	$\frac{113}{1218}$	1248	$\frac{113}{1218}$	Holi-
Low Middling	ng		•••••	$127_{16} \\ 1213_{16}$	$\frac{1211}{1215}$ 16	$127_{16} \\ 1213_{16}$	$127_{16} \\ 1213_{16}$	$127_{16} \\ 1213_{16}$	day.

MARKET	AND	BALES.	
			_

	-	BAL	S OF 8	FUTURES.				
	SPOT MARKET CLOSED.	Ex- port.	Con- sump.	Spec- ul't'n	Tran- sit.	Total.	Sales.	Deliv- erles.
Mon . Tues . Wed . Thurs	Dull,irreg., ¹ 8 dcc. Adv. ¹ 4, but nom. Dull, ¹ 4 decline. Easy Quiet	 145 Deco	268 302 383 835 600 ration	38		340 383 980	$173,100 \\ 167,300 \\ 176,100 \\ 176,300 \\ 109,100 \\ \dots$	$ \begin{array}{r} 100 \\ 300 \\ 100 \end{array} $
Total		145	2,388	38		2,571	801,900	900

For forward delivery the sales have reached during the week following is a statement of the sa'es and prices :

		The second		
For May.	Bales. Cts.	Bales. Cts.	Bales.	Cts.
Bales. Cts.			1.700	18:27
100	200 12.83	400 18.58	2.600	18.28
50012.71	1.00012.85	1 000 1354	6,000	19-90
100. 12:05	200	700 13.55	4,900	19.90
100 e.n. 9th12.95	500	300	4,500	10-01
100 6.11. (3(112.82	100 12.90	300	3,000,	1001
100	400	81 800	2 100	10 00
	8,000	81,700	2 400	10.04
000	4 000 12 93		300	13.34
	2,800 12.94	For . ugast.	2.600	13'30
For Juae.	7,70012.0	10	4,200	
1,000	2,+06	600	9,100	
20012.70	1,800	200	5,700	13:38
100 12'71	1,30012.98	4 000	1,800	18 59
8 10 12.72	10012 99	16.21	4,900	13.40
70012.74	2,100	£0012·92	100	18.44
2,700	2,200, 13.01	1,100 12.53	1,400	13 60
20012.77	1,200	5,800	5,600	13.61
900	1.70013.03	100	1 200	13 62
2,100	1,100	900 12 97	1,600	
200	2, 900 13:05	006	4.400	13-64
500 12.82	1,600	2,700	7,500	
400 12.83	70.1	200	6 700	12.64
100	700 1. 08	1 000	5,100	19.47
1,100 12 86	600		3,000	12.44
700 12.87		1.300		
100 10.01	1,200	300 13.04	1,000	
400	1,600	2.700 13 05	6,400	
1,700	1,800	100,13.00	700	13.71
20012.94	1 900	1,40013.07	1,709	
100	4,200 13.15	1,600	005 000	
1,700	1.000 18.16	5,00013 09	225,300	
100 13.02	1,200 13.17	13,900		
80013.03	1,900	8,200	For Sept	
500 13.04	73013.19	10,000	200	12.63
100 13.25	7001S·20	7,400, 15.13	f 00	12.65
70013.27	800	12,000 13.14	f 00	13.67
300 13 28	3.000 13.22	6,000 13 15	1 000	
1.000	3,50013.23	2,500 13.16	3,600	
600,	2 500	8 400	500	12.72
300	2,500	4 600 12.18	2,000	12.79
200	6001S·26	3,700	6,400	
100	500 18.27	7,400	7.700	10-75
500	400	7.800 13 21	8 400	19-24
	1,200 18.47	3,800	15,500	19.00
19,800	1,600	1,100	17,500	
For July.	1500 1944	1.000	4.100	19.70
50012.75	.2,000	900 13.25	17,800	
1.000 12.77	100	1 800 19 8		
3.000	100	1,600	_4,800	

Hales, 3 800 900 4,500 400 800 100 Balos. 300 100 400 3 300 Bolos. 8,700, 1 600, 900, 1,800, 400, 18-46 18-46 18-47 18-48 18-49 1 2 29 1 2 30 1 2 31 1 2 32 1 2 33 1 2 34 1 2 35 1 2 35 1 2 35 1 2 35 1 2 35 1 2 35 1 2 35 1 2 40 1 2 44 1 2 48 1 2 50 100 100 200 700 1,100 1,100 2,100 4,100 1,700 300 1,000 900 \$34,300 1,400, 800, 500, 000, 200, 100, 800, 1,000, 1,000, For 200. 400. 400. 600. 100. 600. ·55 ·57 ·60 69 16 16 16 17 17 17 17 900 3,300 300 100 100 300 500 000 400 700 800 900 900 101.800 $\begin{array}{c} For November, \\ 390, & 1120 \\ 700, & 1290 \\ 700, & 1290 \\ 700, & 1290 \\ 700, & 1290 \\ 700, & 1290 \\ 700, & 1231 \\ 900, & 1232 \\ 900, & 1233 \\ 1400, & 1233 \\ 1400, & 1233 \\ 1400, & 1233 \\ 1400, & 1234 \\ 1200, &$ 1,000, 500, 200, 800, 109 300 500 300 400 200 400 100 400 200 100 1,000 1,000 100, 901, 1,500, 1,500, 1,500, 2,200, 500 400 100 500 100. 85,400 For January. 100....1117 800...1123 900...1124 100...1126 100...1126 100...1127 200...1128 200...1128 100...1130 100...1131 13 20 13 27 13 27 13 27 13 29 13 20 13 20 13 20 13 30 13 30 13 30 13 30 13 30 13 37 19 38 19 39 19 39 13 40 13 41 13 42 13 44

the past week.

Futures	Satur	day.	Mond	ay.	Tuesday.		
Market.	Varia	ble.	Firm	er.	Paule	ky.	
-	For Day.	Closing.	For Day. Closing.		For Day.	Closing.	
Sept'b'r October Nov'ber Dec'ber	13:40-12:80 13:20-12:63 12:11-11:55 11:52-11:20 11:41-11:10	$\begin{array}{r} 13 \cdot 17 \ 18 \\ 13 \cdot 50 \ - \\ 13 \cdot 08 \ - \\ 12 \cdot 04 \ - \\ 11 \cdot 52 \ - \\ 11 \cdot 41 \ - \end{array}$	13·56-13·46 13·72-13·60 13·49-13·27 12·50-12·22 11·80-11·62 11·70-11·52	$\begin{array}{r} 13^{\circ}18\ 21\\ -25\ 26\\ 13^{\circ}25\ 26\\ 13^{\circ}45\ 46\\ 13^{\circ}61\\ -13^{\circ}27\ 28\\ 12^{\circ}18\ 19\\ 11^{\circ}58\ 60\\ 11^{\circ}47\ 48 \end{array}$	High. Low. 13:00-12:85 12:95-12:95 13:04-12:80 13:27-13:00 13:44-13:13 13:09-12:73 12:12:11:79 11:40-11:30 11:30-11:20	$ \begin{array}{c} - & - \\ 12.77 & - \\ 12.98 & - \\ 13.12 & - \\ 12.77 & - \\ 11.78 & 79 \\ 11.31 & 32 \\ 11.21 & 22 \end{array} $	
Jan'ry . Tr. ord. Closed. Futures	11·37-11·17 13·0 Siead Wedne	0 1y.	11.63-11.55 13.25 Weak. Thursday.		12.80 Weak. Friday.		
Market.	Irregu	lar.	Varial	ble.	Holid	oliday.	
	For Day.	Closing.	For Day.*	Closing.	For Day.	Closlug.	
August. Sept'b'r October Nov'ber Dec'ber Jan'ry.	$\frac{11\cdot40\text{-}11\cdot29}{11\cdot30\cdot11\cdot20}$ $\frac{11\cdot31\text{-}11\cdot25}{11\cdot31\cdot11\cdot25}$	$\begin{array}{c} - & - \\ 12.76\ 77 \\ 12.96\ 97 \\ 13.15\ 16 \\ 12.82\ 83 \\ 11.90\ 91 \\ 11.40\ 41 \\ 11.29\ 31 \\ 11.29\ 31 \end{array}$	$\begin{array}{c} 12.92.12.70\\ 13.15.12.90\\ 13.31.13.07\\ 13.00.12.76\\ 12.05.11.86\\ 11.50.11.36\\ 11.39.11.26\\ 11.38.11.38\end{array}$	$\begin{array}{r} 13 \cdot 10 \ 11 \\ 13 \cdot 26 \ 27 \\ 12 \cdot 97 \ - \\ 11 \cdot 97 \ 98 \\ 11 \cdot 48 \ 49 \\ 11 \cdot 37 \ 39 \\ 11 \cdot 38 \ 40 \end{array}$	High. Low.	B(A. Ask	
Tr. ord. Closed.	12" Firr		12-9 Stead			-	

* Estimated.

TO 2 P. M. 113:00 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 afloan 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 30), we add the item of exports from the United States, Including in it the exports of 1878. 1877. 1876. 866,000 1,155,000 1,051,000 12,000 49,500 57,500 Total Great Britain stock . 640,500 878,000 1.204,500 1.108,500

Stock at Havre	121 000	233.000	223.250	183.750
Stock at Marsellies	2.750	6,500	14,000	8.000
Stock at Barcelona	47.750	46,000	61,000	89,750
Stock at Hamburg	3 000			
Glock of Themen		7,500	15,000	14,250
Stock at Bremen	27,500	44,500	72.750	54,750
Stock at Amsterdam	38 000	60,750	62,750	58,250
Stock at Rotterdam	2,000	12,000	11.750	17.250
Stock at Antwerp	6.500	6,500	6,750	18,750
Stook at other contl'ntat ports.	9,250	20,000		
wedde as denot coner ment horton	0,	20,000	17,000	23,250
Platet entite or a to such a	010 010	100 0000	Contraction of the summary of	
Total continental ports	257,750	436,750	484,250	468.000
-				
Total European stocks	898.250	1.314.750	1,698,750	1.576.500
Indla cotton afloat for Europe.	300,000	192.000	360.000	368.000
Amer'n cotton alloat for Eur'pe	303.000			
		227,000	227,000	220,000
Egypt, Brazil, &c., afit for E'r'pe	12.000	19,000	29,000	32,000
Stock in United States ports	250,844	285,303	413,737	392.449
Stock in U. S. laterior ports	26.305	23,912	39,289	54.806
United States exports to-day	1,000	1,000	6,000	
Current or Porte to day	-,000	a,000	0,000	7,000
Motol mights some by	CO. 000	0.000.00*	0.5.40.554	
Total visible sapplyI	1101,399	2,062,965	2,163,776	2,050,754

Of the shows the totals of				
Of the above, the totals of follows:	American	and other	descriptio	
American-	1879.	1878.	1877.	1876.
American- Liverpool atock	*173,000	6/18,000	743,000	620.000
Continental stocks.,	221,000	373,000	401,000	335,000
American atloat for Europe	303,000	227,000	227,000	220,000
United States slock United States Interior slocks		295,303	413,737	392,448
United States exports to-day.		23,912 1,000	80,280 0.000	54.806
control or porto to they			0,000	7,000
Total American	1,275,149	1,578,215	1.830.026	1.635.254
East Indian, Brazil, do				-,
Liverpool stock	125,000	198,000	412,000	425,000
London stock	42,500	12,000	49,500	57,500
India affoat for Europe	30,750	63,750 192,000	83,250 360,000	133,000
Egypt, Brazil, &o., afloat	12,000	19,000	29,000	32,000
			20,000	02,000
Total East India, &o	516,250	494,750	933,750	1,015,500
Total American	1,275,149	1,578,215	1,830,026	1,635,254
Motel adaibte enoniw	1 -01 000	0.040.007	0.000.000	
Total visible supply Price Mid. Upl., Liverpool	613.ad	2,002,965 6 ³ 16d.	2.703,770	2,930,754
a rice said. O pit, Laverpoor	010100.	0.160.	0.60	64.
. we at a t				

* Estimated.

These figures indicate a decrease in the cotton in sight to-night of 271,566 bales as compared with the same date of 1878, a de-orease of 972,377 bales as compared with the corresponding data of 1877, and a decrease of 859,835 bales as compared with 1876.

The very decided decrease in the comparison with last year in the visible supply for the last two weeks is due to a change which took place in May last year, spinners having taken cotton out of the market during that month very rapidly. Ellison gave the invisible supply or spinners' stock in all Europe, May 1, 1878, at 238,000 bales, and on June 1, 1878, at 443,000 bales; this shows a gain in invisible supply and a consequent loss in visible supply of 205,000 bales, about all of which was secured during the last half of the month-the Continental increased spinners' stocks was mainly in Russia.

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 1878—is set out in detail in the following statement:

	Week en	ding May	30, '79.	Week en	ding May	31, 78.
1	Receipts	Shlpm'ts	Stock.	Receipts	Shlpm'ta	Stock.
Asgusta, Ga	313	271	3.217	740	1,622	4,901
Columbus, Ga	67 16	220 206	2,861 630	82	251	1,347
Macon, Ga Montgomery, Ala	547	771	2,168	605	405	1,495
Selma, Ala	71	231	249	204	1,812 233	2,278
Memphis, Teun.	572	5,030	15,417	2,126	3,619	1,699
Nashville, Tenn	3	572	1,763	204	438	11,400 792
construction a construction			4,700	ave.	200	104
Total, old ports.	1,589	7,301	26,305	3,982	8,380	23,912
				0,002	0,000	201013
Dallas, Texas	15		77	20	30	85
Jefferson, Tex	19	2	191	75	218	200
Sbreveport, La	238	212	747	422	597	201
Vickaburg, Miss :	600	675	600	350	443	300
Columbus, Miss	26	227	48	19	37	182
Eufaula, Ala		529	200	155	362	565
Griffin, Ga	5	10	20	4	31	374
Atlanta, Ga	300	364	1,800	127	1,109	1,674
Rome, Ga	73	113	500	519	113	986
Charlotte, N. C	100	181	500	260	141	398
St. Louis, Mo	1,872	3,948	8,116	1,075	1,898	4,932
Cincinnati, O	2,011	2,519	3,094	4,439	5,368	5,216
_ * .						
Total, new p'rts	5,261	8,780	15,893	7,463	10.347	15,113
Total, all	6,850	16.081	42,198	11,447	18.727	39,025

The above totals show that the old interior stocks have decreased during the week 5,712 bales, and are to-night 2,393 bales more than at the same period last year. The receipts at the same towns have been 2,393 bales less than the same week last year.

RECEIPTS FROM THE PLANTATIONS .--The following table is repared 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.

Ŀ.	ABOUNT IS A ROAT A DAMAATIONS.											
l	ş	Veck	Receip	ts at the	Ports.	Stock a	t Inter'	r Ports	Rec'pta	from P	lant'ns	
	en	ding-	1877.	1878.	1879.	1877.	1878.	1879.	1877.	1878.	1879.	
L	Jan.	S	115,268	165,755	143,155	249,905	253,239	281,634	108,778	157,119	130,508	
L	8-6	10	101,132	142,000	121,001	223,007	236,293	253,647	74,234	125,153	93,104	
L	44	17	115.015	153,727	113,613	214,057	237,380	233,236	106,065	154,814	93,202	
Ľ	84	24	109,447	164,059	148,640	195,082	242,013	218,585	90,472	168,092	133,997	
L	++	81	138,374	159,186	167,097	182,240	214,494	220,935	125,532	161,667	100,447	
L	Feb	7	140,006	137,138	171,608	170,208	240,708	214,117	137,032	133,352	164,790	
Ł	8.6	14	120,720	120,090	150,841	174,977	233,103	100,765	116,431	118,485	127,480	
Ł	6.0	21	88,068	109,736	134,328	173,478	226,685	182,246	86,569	103,318	125,800	
1	15	28	68,615	94,349	110,947	173,175	210,935	170,438	68,315	78,591	98,299	
Ł	Mar.	7	50,742	90,917	83,266	169,201	192,485	165,610	48,855	72,477	78,447	
Ł	**	14	44,537	82,264	78,490	105,747	100,636	159,419	40,903	69,435	72,250	
Ł	9.6	21	32,366	75,723	60,202	158,041	146,658	141,012	24,660	52,740	42,306	
Ł	85	28	30,397	65,470	60,608	151,199	131,795	131,463	23,555	50,612	50,549	
L	Apr.	4	26,287	50,886	54,283	140,040	119,991	110,879	15,797	48,082	39,099	
Ł	8.9	11	21,183	51,301	44,851	133,363	108,633	107,005	13,897	40,083	34,977	
Ł	**	18	18,010	39,016		128,411		91,966				
I.		25	26,641	38,856		117,074						
1	May	2	16,560	31,196	22,2-3	107,534				17,604	13,451	
	**	9	17,309	24,253	19,081							
E	1.1	16										
1	54	23	12,147									
1	5.4	30	9,669	18,220	17,113	67.786	39.025	42,189		10.040	7.882	

557

The above statement shows-

The above statement shows— 1. That the total receipts from the plantations since Sept. 1 in 1878-9 were 4,420,267 bales; in 1877-8 were 4,218,647 bales; in 1876-7 were 3,926,657 bales. 2. That although the receipts at the out ports the past week were 17,113 bales, 'he actual movement from plantations was only 7,882 bales, the balance being drawn from stocks at the interior ports. Last year the receipts from the plantations for the same week were 10,949 bales, and for 1877 they were — bales.

same week were 10,949 bales, and for 1877 they were — bales.
WEATHER REPORTS BY TELECRAPH.—The weather the past week has been generally favorable, except that rain is now needed badly in some sections. In the coast counties of Texas they have had a shower this week, but it was not enough. Galveston, Texas.—We have had a shower on one day the past week, the rainfall reaching fifty-eight hundredths of an inch; but it was not enough, and we are needing more throughout the coast belt, and are also beginning to need rain elsewhere. Bolls abundant. Average thermometer 79, highest 86, lowest 73. Indianola, Texas.—There has been no rainfall during the week. Cotton is needing rain, and corn is suffering dreadfully. The thermometer has averaged 80, the highest being 90, and the lowest 71.

lowest 71.

Corsizana, Texas.—The weather during the week has been warm and dry, and while cotton is not suffering, a shower is de-sirable. Crops promising. The thermometer has ranged from

64 to 94, averaging 79. Dallas, Tezas.—It has not rained here this week, and we are beginning to need rain again, but the plant is generally doing well. The thermometer has averaged 79, the extreme range having been 64 to 94.

1. -We have had a sprinkle on one day of the Brenham, Texas.week, with a rainfall of five hundredths of an inch. We are beginning to need some rain baaly in spots. Crops are in good condition. Average thermometer 82, highest 92, and lowest 76.

New Orleans, Louisiana.-There has been no rainfall during he past week. 'The thermometer has averaged 77.

New Orleans, Louisiana.—There has been no rainfall during the past week. The thermometer has averaged 77. Shreveport, Louisiana.—Telegram not received. Vicksburg, Missi-sippi.—Telegram not received. Columbus, Missi-sippi.—The weather during the week has been warm and dry, rain having fallen on only one day, to a depth of ten hundredths of an inch. The thermometer has ranged from 80 to 93. Good progress is being made in clearing the fields of weeds. We have had a rainfall during the past month of four inches and sixty-one hundredths. Little Rock, Arkansas.—The past week has been clear and warm, the thermometer averaging 78, and ranging from 66 to 90. Crop prospects hereabouts are favorable, but the south-western part of the State, our heaviest cotton section, is suffering

western part of the State, our heaviest cotton section, is suffering from drought.

Nashville, Tennessee.—It has rained lightly on one day of the week, and more is needed. The thermometer has averaged 77, the highest being 93, and the lowest 59. The rainfall for the

the highest being 93, and the lowest 59. The rainfall for the week is one hundredth of an inch. *Memphis, Tennessee.*—There has been no rainfall the past week. The crop is developing promisingly, and is generally very clean. Laborers are working well. The thermometer has averaged 81, the highest being 96, and the lowest 64. *Mobile, Alabama.*—It has been showery one day, the rainfall reaching sixty-eight hundredths of an inch, but the balance of the week has been pleasant, though warm. The crop is develop-ing finely. The thermometer has ranged from 64 to 92, averag-

The thermometer has ranged from 64 to 92, averaging finely.

ing finely. The thermometer has ranged from 04 to 32, averag-ing 76. Montgomery, Alabama.—The weather during the week has been warm and dry, no rain having fallen. The crop is develop-ing promisingly, and accounts are more favorable. Average thermometer 79, highest \$6, and lowest 61. Selma, Alabama.—It has rained during the past week on one day. The crop is developing promisingly. Madison, Florida.—The weather during the week has been warm and dry, no rain having fallen. The thermometer has averaged 74, the highest being \$5, and the lowest 63. Weeds have grown so fast as to become troublesome. It is now very

have grown so fast as to become troublesome. It is now very

dry. Macon, Georgia. - There has been no rainfall during the week The thermometer has averaged 82. Labor is very scarce, which

results in the fields being full of grass. Columbus, Georgia.—The days have been warm but the nights have been cold during the past week, the thermometer averaging 82.

Savannah, Georgia. --It has not rained here during the week, e weither having been pleasant. The thermometer has aver-

Savanah, Georgia. —It has not rained here during the week, the weather having been pleasant. The thermometer has aver-aged 75, with an extreme range of 59 to 89. Augusta, Georgia.—We have had warm, dry weather during the week. It has rained on only one day, lightly, the rainfall reaching nine hundredths of an inch. Cotton is backward, but with this exception accounts are very favorable. Wheat is being gathered, and promises a large yield. Average thermome-ter 77, highest 91 and lowest 58. Charleston, South Carolina.—There has been no rainfall the past weak. The thermometer has ranged from 59 to 86 average

Charleston, South Carolina.—There has been up and a star and a star and the star an ast week. ing 74.

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

PORT RECEIPTS FROM SATURDAY, MAY 24, '79, TO FRIDAY, MAY 30, '79.

D'ye of we'k	New Or- leans.	Mo- bile.	Char- leston.	Savan- nah.	Gal- vest'n.	Nor- folk.	Wil- ming- ton.	All others.	Total,
Sat	338	21	50	497	228	443		1,156	2,733
Mon	1,323	125	56	530	780	609	72	418	3,913
Tues	34	80	120	188	530	225	64	1,998	3,259
Wed	469	26	10	401	260	381	10	461	2,018
Thur	89	19	55	316	529	510	2	387	1,907
Fri	181	119	128	135	640	400	10	1,670	3,283
Tot	2,434	390	419	2,067	2,987	2,568	158	6,090	17,113

The movement each month aince Sept. 1 has been as followa:

		Year Beginning September 1.									
Monthly Reccipta.	1878.	1877.	1876.	1875.	1874.	1873.					
Sept'mb'r	288,848	98,491	236,868	169,077	134,376	115,255					
October	689,264	578,533	675,260	610,316	536,968	355,323					
Novemb'r	779,237	822,493	901,392	740,116	676,295	576,103					
Decemb'r	893,664	900,119	787,769	821,177	759,036	811,668					
January .	618,727	689,610	500,680	637,067	444,052	702,168					
February.	566,824	472,054	449,686	479,801	383,324	482,689					
March	303,955	340,525	182,937	300,128	251,433	332,703					
April	167,439	197,965	100,194	163,593	133,598	173,986					
Tot.Ap.30	4,307,978	4,099,790	3,834,786	3,921,275	3,319,082	3,549,894					
Pero'tage	of tot. port			1							
receipts	April 30.	94.34	94.96	l 93·56	94.91	93.31					

This statement shows that up to April 30 the receipts at the ports this year were 208,188 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'I Apr.30	4.307.978	4,099,700	3,834,786	3,921,275	3,319,082	3,549,894
May 1	2,575	4,145			2,501	4,399
" 2	6,454	2,707	3,561	3,551	S.	4,976
" 3	2,455	7,161	1,675	4,906	7,347	8.
" 4	8.	2,032	4,512	3,098	5,874	6,694
# 5	4,854	8.	2,032	4,761	2,117	5,570
# 6	3,936	5,164	S.	4,694	2,584	2,918
. 7	2,726	4,062	5,243	S .	2,948	3,298
4 8	2,439	3,851	4,187	7,008	2,275	5,915
" 9	2,621	4,257	2,435	2,484	s.	2,971
" 10	1,953	4,886	1,794	4,642	5,161	8.
# 11	8.	2,925	3,575	3,478	2,945	9,842
" 12	3,998	8.	2,489	3,594	3,371	3,378
" 13	4,211	4,324	8.	2,832	3,415	4,274
" 14	3,161	3,390	4,167	8.	3,683	3,741
" 15	1,771	3,619	2,644	6,189	4,465	4,311
" 16	4,803	3,232	2,075	2,786	8.	3,824
" 17	2,718	2,607	2,895	2,902	3,654	8.
" 18	8.	2,703	3,634	2,039	2,130	9,717
" 19	4,074	S.	1,304	3,941	2,651	4,672
" 20	4,097	4,140	8.	1,775	1,584	4,666
" 21	2,759	2,696	2,927	8.	3,429	3,042
" 22	1,541	2,915	2,756	4,394	3,154	4,728
4 23	1,484	2,129	894	2,427	S.	4,791
" 24	2,733	5,149	1,843	3,856	2,885	8.
" 25	8.	3,038	2,335	2,779	3,484	
" 26	3,913	8.	1,171	2,285	2,166	3,842
" 27	3,259	4,072	s.	1,519		
# 28	2,018	2,800	1,503	8.	2,249	3,922
" 29	1,907		1,791	4,062		4,816
" 30	3,283	2,553				2,713
Total	4,389,721	4,193,559	3,902,221	4,012,323	3,393,604	3,674,150
	e of total			-		
	ta May 30.		96.63	95.73	97.18	96.28

This statement shows that the receipts since Sept. 1 up to to-night are now 196,162 bales more than they were to the same day of the month in 1878, and 487,500 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 30 in each of the years named.

BOMBAY SHIPMENTS.—According to our cable dispatch received to-day, there have been 18,000 bales ahipped from Bombay to Great Britain the past week and 23,000 bales to the Continent: while the receipts at Bombay during this week have been 35,000 bales. The movement since the 1st of January is as follows. These figures are brought down to Thursday. May 29.

	Shipme	ents this	s week	Shipm	ents sinc	Receipts.		
	Great Contl- Brit'n. nent. Total.		Great Conti- Britain. nent.		Total.	This Week.	8ince Jan. 1.	
1070	1 4 000	30.000	134 000	$\frac{183,000}{230,000}\\304,000$	324.000	004,000	35,000	623,000 693,000 881,000

From the foregoing it would appear that, compared with last year, there has been an *increase* of 7,000 bales in the week's ship-ments from Bombay to Europe, and that the total movement since January 1 shows a *decrease* in shipments of 136,000 bales, compared with the corresponding period of 1878.

THE CHRONICLE

ALEXANDRIA RECEIPTS AND SHIPMENTS .- Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we shall hereafter receive a weekly The cable of the movements of cotton at Alexandria, Egypt. receipts and shipments the past week, and for the correspond-Ing weeks of the provious three years, have been as follows :

Alexandria, Egypt, May 29.	1870.	1878.	1877.	1876.
Receipts (caniars)-				
This week	4,000	2,000	3,000	2,000
Since September 1	1,650,000	2,580,000	2,643,000	2,825,000
Exports to Europe (bales)-				
This week	3,000	2,000	2,000	1,000
Since September 1	211,000	397,000	429,000	452,000

This statement shows that the receipts the past week have been 4,000 cantars, and the shipments to all Europe havo been 3.000 bales

3,000 bates. GUNNY BAGS, BAGGING, &C.—Bagging has been in better request since our last, and there is a firmer feeling among holders, who are not disposed to sell, except at full figures. There have been sales, since our last, of 1,800 rolls in Boston at $10\frac{1}{2}$ c. for standard quality, while here sales of 1,200 rolls are reported, of various weights, at $9\frac{1}{2}$ @10 $\frac{1}{2}$ c., with $9\frac{1}{2}$ @10 $\frac{1}{2}$ c. the best figures at the close, according to quality. Butts are also ruling firmer, and there is a fair demand reported by dealers. We head of sales of 2,000 bales at 24c for prime quality on spot. We heard of sales of 2,000 bales at 24c. for prime quality on spot, and helders are now asking $2\frac{1}{2}\frac{1}{2}$, according to quality, the latter for prime bagging descriptions. To arrive parcels are reported placed to the extent of 1,500 bales at $2\frac{1}{2}\frac{1}{2}$.

THE EXPORTS OF COTTON from New York this week show decrosse, as compared with last week, the total reaching 4,733 bales, against 4,763 bales last week. Below we give our usual table showing the exports of cottan 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 previons year.

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

		Week e	nding-		Total to	Same
Exported to-	May 7.	May 14.	May 21.	May 28.	date.	previ'us year.
Liverpool. Other British ports	854	5,662	4,763	4,241 392	$222,865 \\ 5,204$	
TOTAL TO GREAT BRITAIN	854	5,662	4,763	4,633	228,069	305,316
Havre. Other French ports		75		100	12,035 100	5,353 115
TOTAL FRENCH		75	•••••	100	12,135	5,468
Bromen and Hanover Hamburg Other ports				•••••	$\substack{13,708\\2,202\\2,835}$	18,376 4,986 10,332
TOTAL TO NORTH. EUROPE					18,745	33,694
Spain, Op'rto, Glbralt'r, &e All other				i	5,610 1	2,398
TOTAL SPAIN, &0				1	5,611	2,398
GRAND TOTAL	854	5,737	4,763	4,734	264,560	346,876

The following are the receipts of catton at New York, Boston Philsdelphia and Baltimere for the past week, and since Septem ber 1, 1878:

Receipts	New York.		Bo	ston.	Philad	olphia.	Balt	more.
from-	This	Since Sept. 1.	This	Since Sept. 1.	This	Since Sept.1.	This	Since
	WCCK.	cohe r.	WCCK.	sebr r.	WCCK.	sept.r.	week.	Sept. 1.
N. Orl'ans	3 475	140.930	4.342	11.679		840		
Toxas		118.655		11.727	******	3.040		
Savannah		138.164		34.215	301	22,676	54	45,187
Mobile				1,100				20,201
Florida	25							
S.Carolina				100		45	441	19,501
N.Car'llna	95						14	13,235
Virginia	366	142,054		54,108	*****		479	52,866
North.p'ts		$6,520 \\ 146,795$		122,974	1.010			27
Tenn., &c. Foreign	566			96,949	1,019	57,053		27,300
roloign	500	692.412		4				
This year.	9,079	850,841	10,214	332,859	1,320	83,654	988	158,116
-								
Last year.	12,403	876,560	3,767	319,467	492	66,761	1,492	138,375

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 32,909 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 with the table. night of this week.

- 879.....

BALTIMORE-To Liverpool, per steamers Austrian, 800,.... Ame

 BALTINORE TO INTEROM, PERMETALIAN, 634....Pombroke, ean, 200.
 BOSTON TO Liverpool, per steamers linzilian, 634....Pombroke, 30...Partha, 178...Iohemian, 1,905.... To other foreign vorts, per _____, 1...
 PHILADKLIMIA-TO Liverpool, per steamer Lord Gough, 220.... 2.756 220

Total **** 32.909 The particulars of these shipments, arranged in our usual form,

are as lollows:						
				Oth	er foreig	a
I	iverpool.	Hall.	Hayro.	Naples.	porta.	Total.
New York	4.241	392	100	1		4.734
New Orleans	10.177					10,177
Charleston			****			5.381
Savannah	4.4.12					4.442
Texas	4,198					4.108
Balthnore	1.000					1.000
Hoston	2.756				1	2.757
Philadelphia	220					220
						220
Total	32.415	392	100	1	F	32.909
		001		~	-	02,000

Below we give all news received to date of disasters to vessels

- Delow we give all news received to date of disasters to vessels carrying citlon from United States ports, e'c.: Hisronius, steamer (Br.), from New Orleans, while going into dock at Liverpool, May 26th, struck a pier. Her head was twisted and plates damaged and broken by the collision. CAMPERDOWN, ship (Br.), Jones, from New Orleans for Reval, was spoken (leaky) off Bermuda, by bark Hidalgo (Br.), Howell, which arrived at Hull, May 20th, from Bull River. The C. arrived at Deal May 25th.
- 25th. CHINA, ship, from New Orleans for Reval, which stranded near Lyngby. had 4.501 bales cotton on board. She was full of water May 9, and as she lies in an exposed place it is doubtful if she will be floated. A contract has been made with Svitzers to save the cargo cotton) and had it at Fredrickshaven at 20 per cent for dry and 30 per cent for wet, and the ship with the remaining bales at 30 per cent at Elsinore. On the shi about 250 bales were taken out and landed at Fredrickshaven, but work was stopped, owing to bad weather. It is hoped that with fairly moderate weather all the cargo may be saved.

- It is hoped that with fairly moderate weather all the cargo may be saved.
 UNION, ship, from New Orleans for Liverpool, which was towed into Bal-thnore, leaky, &c., cleared thence May 22d, having repaired.
 NORDMALING.—The salvage awarded in the case of bark Nordmaling (Swd.), from Galveston for Liverpool, wrecked on Sandy Cay, Hahamas, March 29th (before reported), was £2 Ss per bale for the dry cotton and £1 2s per bale for the wet.
 WETTERHORN, bark, from Galveston for Liverpool, which pat into Bermuda in distress, &c., salled thence May 15th, having repaired.
 HERA, brig (Nor.), for some past ashore at Bird Island. Galveston, was go off and towed up to that city May 17th. On May 20th laborers were busily engaged in getting out the remainder of the cotton left in the brig and landing it on Kuhn's wharf, the brig being kept comparatively free of water by a powerful steam pump. On the 21st the brig was listed over and eaulkers were engaged in replacing the oakum which worked out of the seams while the vessed was ashore. The eraft had not then been hove down, and consequently the full extent of the damage sustained was not then ascertained.
 Cottom freights the past week have been as follows: Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.						
do sail.d.	318@1364	316@1364	316@1364	316@1384	318@1364	3
Havre, steamc.	@12*	@12*	@*12	@19*	@:9*	Holida
do sallc.	@12	@12	@12			E
Bremen, steamc.	@12"	@1g*	@12*	@19*	@1g*	Ŧ
do sailc.	@716					ay
Hamburg, steam.c.	@*916	@*916	@*916	@*916	@*918	A
do sailc.	@la	@1g	@12	@12		Ior
Amet'd'm, steam c.	@	@	@	@		at
do saiic.	@	@	@		@	10
Baltic, steamd.	@	@	@			Decoration
do saild.		@	@			
* Compressed.						

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

	25-0	20.00	15 00	
	May 9.	May 16.	May 23.	May 30.
Sales of the week bales.	83,000	03.000	53.000	
Forwarded	8,000	9,000	4,000	q
Sales American	60,000		36,000	40
Of which exporters took	3,000	4,000	6,000	G
Of which speculators took				00
Total stock	599,000			Ä
Of which American	485,000	450,000		ot
Total import of the week				A
Of which American				2
Actual export				
Amount afloat	282,000			
Of which American.	155,000	180.000	184,000	:

The tone of the Liverpool market for spots and futures, each day of the week ending May 30, 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 р.м.	Fiat and irregular.	Sleadler.	Quiet.	Duli and caslar.	Duli.	ired
Mid. Upl'ds Mid. Orl'ns.	615 ₁₆ 615 ₁₆	77	77	67g 67g	$\begin{array}{r} 6^{13}_{18} \\ 6^{13}_{16} \end{array}$	t receiv
Market, 5 P. M.			—		-	on de
Sales Spec. & exp.	5,000 1,000	7,000 1,000	6,000 1,000	7,000 1,000	6,000 1,500	dispatch not
Futures. Market, 5 P. M.	Firm.		Firmer, more buy. last quo.	Sleady.	Firm, offerings light.	Cabled

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.

SATUSDAY.

559 Total Balos

1,000

560

THE CHRONICLE

	Delivery.
May6:518	AugSept
May-June 61518	SeptOet
June-July	OctNev
July-Aug	May
AugSept	May-June
SeptOct7116@332	July-Aug
OctNev 634@2532	AugSept SeptOct
June-July7 July-Aug71 ₁₆	
uuy nug	TITES

FRIDAY. Cable dispatch not received.

BREADSTUFFS.

MONDAY. elivery.

THESDAY.

WEDNESDAY.

THURSDAY.

718

 7^{18} $.7^{18}$ $.6^{18}_{16}$ $.6^{31}_{32}$ $.6^{31}_{32}$ $.7^{3}_{32}$ $.7^{5}_{32}$

32

FRIDAY, P. M., May 30, 1879.

There has been only a moderate demand for flour, and prices have weakened, especially for high grades-so much so that in revising quotations there is a pretty general reduction of 10@ 25c, per bbl., with only favorite and special brands bringing outside figures ; others strictly prime going 25@50c. under them. Common extras and extreme low grades, not being very plenty, have been best supported. There has been no important change in rye flour and corn meal. Yesterday, there was no decided change, but prices favored buyers.

The wheat market has been moderately active, and prices are without much change, except for winter growths, which are lower. Spring growths have received some support from the detention of supplies by canal and the fact that owing to a speculative "corner" we are much below the parity of prices at the Western markets. Besides, the ocean steamers have accepted grain shipments very readily owing to the strike of the longshoremen embarrassing the loading of other descriptions of freight. On Wednesday, the transactions were large, embracing No. 2 Spring, \$1 04@1 05 on the spot and \$1 03 for June ; No. 2 red winter, \$1 16@1 16½ on the spot and \$1 15 for July, and No. 1 white, \$1 13@1 13½ on the spot and \$1 13½@ 1 14 for June; also, extra white, on the spot, at \$1 151/2, and rejected spring 74c. Yesterday, spring growths and white wheats were firm, but red and amber winter a little weak.

Indian corn materially declined early in the week under review, followed by some recovery in values ; and on Wednesday, with the non-arrival of supplies due from the Erie Canal, the sales were at 441/4@443/4c. for No. 2 mixed afloat, and 461/4@ 46% c. for Ang., with June deliveries held at 44% c. and July 45c.; steamer mixed sold at 43%c. spot and May, 43%c. for June, and 43%c. for July. White corn continues comparatively scarce. Yesterday, the market was weak, with sales of No 2 mixed at 44c.

Rye has continued in demand, and considerable sales have been made of prime Canada at 641/2c., and of No. 2 Western at 6034@61c. Barley remains almost nominal. Oats have been active, and latterly prices were advanced. Large lines of No. 2 mixed were sold at 35½c. in store and afloat. Yesterday, the market was firmer, with No. 2 graded quoted at 35% c. for mixed, and 38½c. for white. No. 2 Chicago sold for June at 35¾c.

The following are closing quotations:

The second second frequencies							
FLOUR.			GRAIN.				
No. 2 2 bbl.	\$2 400	3 20					
Superfine State and		1.00	No.3 spring, 2 bu. \$0	92 @0	94		
Western	3 300	3 80		04 @1	05		
Extra State, &c	3750	3 85	Rejected spring.	74 @	76		
Western spring wheat			Red winter, No. 2 1	151201	16		
, extras	3 650	3 90			1512		
do XX and XXX	4000	6 00					
Western winter ship-			Corn-West. mixed	41 0	4440		
ping extras	4150	4 40	Western No. 2	43340	44		
do XX and XXX	4 500	6 00	Yellow Southern.	46 @	47		
Minnesota patents	5 500	7 75	White do	50 @	54		
City shipping extras.	3750	5 00	Rve-Western	60 @	62		
Southern bakers' and			State and Canada		65		
family brands	5 000	6 25	Oats-Mixed		36		
South'n ship'g extras.	4 250	485	White		42		
- Ryo flour, superfine	3 100	3 40					
*Corn meal-			State, 4-rowed				
Western, &e	2 100	2 30		·····@ .			
Brandywine, &c	2 50@	2 55	Peas-Cau'da, b.&f.		92		

ļ	Receipts of flour and grain	at Western lake and river ports
ł	for the week ending May 24:	-

d.	for the week ending May 24:
June-July7	
July-Aug7 AugSept73	Flour, Wheat, Corn, Oats, Barley, Rye, buls. bush. busb. busb. busb. busb. busb.
AugSept	$At_{}$ (196 lbs.) (60 lbs.) (56 lbs.) (32 lbs.) (48 lbs.) (56 lbs.)
$ \begin{array}{c} June-July \dots .7^{3}{}_{32}\\ July-Aug \dots .7^{5}{}_{32} @ {}^{3}{}_{16}\\ AugSept \dots .7^{1}{}_{4} @ {}^{7}{}_{32}\\ Oct & Vot \end{array} $	Toleda 265 105,118 179,838 14,203 Detroit. 6,607 262,926 1,902 7,538 1,653 145
OctNev	Cleveland 3,540 16,000 24,450 19,200 400
Delivery.	1 100112 1,000 10,200 400,010 173,800 0.000 23,400
July-Aug	Duluth
$ \begin{array}{c} July-Aug \dots 6^{31}{}_{32} \\ Aug.Sept \dots 7^{1}{}_{32} @^{1}{}_{16} \\ Sept - Oct \dots 7^{1}{}_{16} \end{array} $	Total 194 194 1 460 979 2 064 264 1042 944 52 070 02 922
OetNov634 Shipment.	Total 124,134 1,460,878 2,064,364 1042,844 52,070 93,822 Previous week 119,515 1,142,573 1,539,389 701,627 57,888 68,906
SeptOct., sall, ouitted	Total receipts at same ports from Jan. 1 to May 24, inclusive,
ofult ted	for four years:
Delivery.	1879. 1878. 1877. 1876. Flourbbls. 2,569,194 2,381,642 1,699,861 2,038,928
June-July	
LAUG-Sept	Wheatbush. 22,485,393 24,680,397 6,845,606 14,063,596 Corn 31,211,969 33,030,279 27,339,505 24,575,573
May	Oats 10,032,578 9,590,733 6,525,815 7,813,253
	Barley 2,139,846 2,606,306 2,139,203 2,612,060 Rye 1,211,654 1,647,224 800,544 527,213
Delivery. June-July	
July-Aug	Total grain 67,080,440 71,555,539 43,650,763 49,591,605
SeptOct	Total receipts (crop movement) at the same ports from Aug. 1
	to May 24, inclusive, for fonr years:
eđ.	1878-9. 1877-8. 1876-7. 1875-6. Flourbbls. 5,313,750 5,154,036 4,353,553 4,343,829
FS.	
•	COTD 71 282 364 68 119 895 66 289 406 45 074 245
r, P. M., May 30, 1879.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
d for flour, and prices s—so much so that in	Rye 4,167,997 3,624,041 2,658,088 1,747,063
eral reduction of 10@	Total grain 189,207,702 170,997,680 130,962,633 130,492,143
cial brands bringing	Comparative shipments of flour and grain from the same
going 25@50c. under	ports from Jan. 1 to May 24, inclusive, for four years:
rades, not being very	1879. 1878. 1877. 1876.
e has been no import-	Fleurbols. 2,698,513 2,363,221 1,693,196 2,202,563
sterday, there was no	Wheatbush. 18,328,272 21,933,682 6,163,462 14,136,315 Corn 25,606,639 27,141,470 19,862,747 21,522,540
	Oats
active, and prices are	Barley 1,863,021 1,452,720 1,655,508 1,130,701 Ryc 1,053,146 1,293,296 540,227 483,113
r growths, which are	
me support from the	Total grain 54,242,474 57,140,028 33,136,018 43,226,965
fact that owing to a	Rail and lake shipments from same ports for the last four
the parity of prices	weeks:
ocean steamers have	Weck Flour, Wheat, Corn, Oats, Baricy, Rye, ending— bbls. bush. bush. bush. bush. bush. bush. bush.
ng to the strike of the	1 Mov 91 198 AD2 1.686 946 2.289 247 b80.701 04.99b 90.22b
of other descriptions	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
ions were large, em-	May 3 121,238 1,565,368 2,459,693 387,448 60,467 85,384
ie spot and \$1 03 for	Total, 4 w/ks. 517.298 6.850.444 9.969.247 2.254.491 251.869 436.480
he spot and \$1 15 for	Total, 4 w'ks. 517,298 6,850,444 9,969,247 2,254,491 251,869 436,480 Tor.4 wks'78 453,242 5,659,274 10,010,491 2,269,590 155,752 341,456
ne spot and \$1 13½@	Receipts of flour and grain at seaboard ports for the week
spot, at \$1 15½, and	ended May 24:
vths and white wheats	Flour, Wheat, Corn, Oais, Barley, Rye, At— bbls. bush. bush. bush. bush. bush.
le weak.	New York 94,781 1,328,415 1,025,664 379,104 3,300 132,414
in the week under re-	Boston
; and on Wednesday,	Montreal 19.155 231,371 291,910 279 15,000
n the Erie Canal, the	Baltimore 15,777 412,450 274,300 33,500 2,500
ted afloat, and 46 ¹ / ₄ @	New Orleans, 12,982 50,000 229,362 61,465 10,000
and May, 43 ¹ / ₄ c. for	Total weck 197,480 2,410,736 2,799,186 583,298 9,100 175,264
tinues comparatively	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
, with sales of No 2	Cor. week '77 154,548 304,808 2,746,772 358,038 32,182 65,028
, 1111 Editos of 110 2	And from Jan. 1 to May 24, inclusive, for four years:
nsiderable sales have	1879. 1878. 1877. 1876. Flourbbls. 3,991,943 3,390,177 2,738,462 3,537,530
of No. 2 Western at	
al. Oats have been	Wheatbush. 32,310,754 28,056,703 2,550,793 12,168,305 Corn43,169,929 43,656,583 32,935,548 30,666,964
. Large lines of No.	Aata
loat. Yesterday, the	Barley 1,389,367 2,186,277 1,134,058 1,861,234 Rye
qnoted at 3534c. for	
ago sold for June at	Total
	Exports from United States seaboard ports and from Montreal,
	for week ending May 24: Flour, Wheat, Corn, Oats, Rye, Peas,
GRAIN.	From - bbls, bush, bush, bush, bush, bush,
ng, \$2 bu. \$0 92 @0 94	New York 79,634 752,911 756,146 9,450 166,383 3,968 Boston 14,330 471 246,117
ng 104 @105 spring 74 @ 76	Portland
er, No. 2 1 15 ¹ 2@1 16 1 10 @1 15 ¹ 2	Philadelphia. 1,242 315,727 482,925 21,000
te 114 @	Baltimore 9,248 413,096 741,814 38,606
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Total for w'k 127,640 1,545,727 2,382,692 48,056 187,383 56,059
uthern. 46 @ 47 do 50 @ 54	Deevloup mode 110 950 9 315 974 1 740 172 54.456 85.152 150.265
ern 60 @ 62	Two weeks ago 93,953 1,399,288 1,865,567 43,668 190,362 84,361 Same time '78. 92,852 1,801,768 2,532,378 185,511 84,134 72,364
Canada 63 @ 65	* 3,047 bushels barley.

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 24, was as follows:

THE	CHR	ONI	CLE
-----	-----	-----	-----

-	0	100
to.	15	
	1)	

	Wheat,	Corn,	Onie,	Barley,	Rye,
In Store at—	bush.	bush.	bush.	bush.	bush.
New York	1,813,601	464,715	269,675	154,786	153,172
Albany	800	29,000	67,000	14,800	44,000
Buffalo	116,065	482,000		15,680	3,508
Chleago	4,683,726	2,062,256	240,405	185,602	50,806
Milwaukeo	1,813,586	50,858	44,948	145,351	20,127
Duluth (est.)	350,000				
Toledo	289,746	161,072	35,678	15,000	588
Detroit	169,403	1,524	7,082	090	
Oswego (est.)	155,000	120,000		145,000	
St. Louis	95,006	947,639	64,755	7,188	35,413
Boston	31,455	222,058	01,183	2,535	406
Toronto	150,208	1,589	14,305	23,883	
Montreal (17th)	108,652	91,639	15,835	70,449	18,080
Philadelphia	520,202	297,122			59,861
Peorla	10,063	70,171	101,578	550	56,250
Indianapolis	19,050	27,000	5,100		4,800
Kansas City	125,189	191,360	181	*******	556
Baltimore	320,748	410,877	FUT 0 10	E 4 000	00 200
Rail shipments	625,712	1,233,910	521,940	54,996	33,526
Lake shipments	1,061,234	1,055,337	158,761	31,000	56,706
On Canal	1,501,000	1,867,000	41,000	31,000	270,000
Total	13,960,446	9.897.127	1.649.426	873,810	807.793
May 17, '78					831,379
May 10, 79					877.174
May 3, '79					952,300
April 26, '79	16,972,424	12,246,085	1,865,490	1,646,400	972,603
May 25, '78					507,728

THE DRY GOODS TRADE.

FRIDAY, P. M., May 30, 1879.

The dry goods market has displayed less animation than during the previous week, but a very satisfactory business for the time of year was effected by manufacturers' agents, representing the most staple makes of cotton and woolen goods. There was a liberal movement in brown, bleached and colored cottons, flannels, blankets, Kentucky jeans, hoisery, nnderwear, &c., on account of former orders, but new business was of lessened proportions, owing partly to the now depleted condition of stocks in first hands. For men's-wear woolens there was a steady though somewhat less active demand by the clothing trade, and prices ruled firm with an upward tendency. A feature of the week's business was a peremptory auction sale of 1,200 packages Saxonville blankets which was held by order of the Treasurer of the Saxonville Mills. The sale was largely attended and proved to be an unequivocal success, the entire offering having been closed out at a material advance upon the prices obtained for the same class of goods at a public sale held last summer.

DOMESTIC COTTON GOODS .- The exports of cotton goods from this port to foreign markets. for the week ending May 27, were 1,337 packages, including 704 to Great Britain, 150 to U.S. of Colombia, 148 to Brazil, 49 to British Honduras, 49 to Central America, 45 to British Guiana, 43 to Mexico, &c. The tone of the cotton goods market continued very strong, and while many additional makes of plain and colored cottons were further advanced in price, there was a manifest indisposition on the part of agents to accept orders for future delivery unless "at value." Stocks of nearly all manufactured cotton goods are almost unprecedentedly light in first hands, and many leading makes of brown and bleached goods are sold up to the productive capacity of the mills for weeks to come. Print cloths ruled very firm at 4¼c., cash, bid for 64x64s, and 3¾c., cash, bid for 56x60s, at which figures manufacturers were reluctant sellers at the close of the week. Prints remained quiet but firm; ginghams sluggish and lawns in good demand.

DOMESTIC WOOLEN GOODS .- There was a fair demand for fancy cassimeres and cheviot suitings by the clothing trade, and plaid-back overcoatings continued in steady request. Worsted coatings and cotton-warp worsteds met with considerable sales, and there was a moderate movement in Moscow and cotton-warp beavers. Prices of men's-wear woolens ruled very firm, owing to the comparatively light supply and the heavy advance in wool. There was a slight reaction from the activity lately reported in flannels and blankets (owing mainly however to the light stocks held by agents), but prices remained firm at the late advance. Kentucky jeans and doeskins were in steady request, and there was a moderate inquiry for satinets and repellents. Worsted dress goods were rather quiet, aside from dress buntings, for which there was a very fair demand, at unchanged prices.

Foreion DRY Goods .- There has been a very light movement in imported goods from first hands, and selections were almost wholly restricted to small parcels of the most staple goods. Silks are rather more firmly held, owing to the advancing tendency of raw silk, and values generally are unchanged. The offerings of foreign goods at auction were meagre and unimportant as a rule.

1877. 1878. 1879. Pkgs. Vaine. Pkgs. Vaine. Pkgs. Vaine. Manufactures of- 226 79.618 175 61.340 229 80.900 Cotton 529 140.038 500 135.380 855 231.314 filk 286 178.257 335 102.042 486 310.001 Flax 600 133.608 336 79.239 751 148.006 Miscellaneous 3,102 83.214 118 36.209 3000 70.626 Total 4.827 624.335 1.482 504.210 2.601 851.(417 WITHDEAWN FROM WABEHOUSE AND THROWN INTO THE MARKET DUR- ING THE BAME PERIOD. 142 55.409 152 56.480 Solution 161 42.575 105 23.293 152 56.480 Solution 161 42.574 148 45.400 147.842 54.409 Solution 161 42.577 105 23.993	1877, have been as follows: ENTERED FOR CONSUMPTION FOR THE WEEK ENDING MAY 20, 1879.						
Manufactures of- Wool. 226 529 79,618 175 175 61,340 812 229 80,900 Cotton 529 140,638 500 135,346 845 231,314 Bilk 286 178,257 335 192,042 486 31,001 Flax 690 133,608 336 79,239 751 148,906 Miscellaneous 3,102 83,214 118 36,209 3000 70,626 Total 4,827 624,335 1,482 504,210 2 601 851,647 WITHDEAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DUR- ING THE SAME PERIOD. 363,029 152 56,480 Cotton 161 42,575 105 23,093 142 58,400 Silk 35 29,656 56 41,982 54 45,400 Flux 374 65,185 198 39,127 178 38,347 Miscellaneous 57 624,335 1,482 504,219 2,601 \$51,617 Total <t< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th></t<>							
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		Pkgs.	Value.	l'kgs.	Value.	Pkgs.	Value,
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Manufactures of-	000	*		*		
6(lk	W 001	226					
Flax 600 133,008 836 70,239 751 148,006 Miscellaneous 3,102 83,214 118 36,209 3000 70,626 Total 4,827 624,335 1,482 504,210 2 601 851,617 WITHDEAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD. Maunfactures of 142 55,320 156 63,709 152 56,480 Wool 161 42,575 105 23,203 142 38,409 Silk 374 65,185 198 39,127 178 28,347 Miscellaneous 57 142,257 1,418 504,210 2,601 \$51,647 Miscellaneous 57 142,277 1,418 13,352 2,269 \$54 45,400 Flux 374 65,185 198 39,127 178 28,347 Miscellaneous 57 14,287 1,418 504,219 2,601 \$51,617 Total 7069 207,023 1,	BUK	280					
Miscellancous	Flax						
WITHDEAWN FROM WABEHOUSE AND THROWN INTO THE MARKET DUR- ING THE BAME PERIOD. Manufactures of- Wool	Miscellaneous	3,102					
ING THE BAME PERIOD. Manufactures of- Wool. 142 55,320 156 63,709 152 56,480 Cotton. 161 42,575 105 23,213 142 38,409 Silk 35 20,636 53 41,082 54 45,409 Finx 374 65,185 198 39,127 178 38,347 Miscellaneous 57 14,287 1,416 13,354 2,239 21,648 Total 769 207,023 1,931 181,464 2,765 200,284 Ent'd for consempt. 4,827 624,335 1,432 504,219 2,601 851,617 Total on market 5,506 S31,358 3,413 695,683 5,366 1,031,931 ENTERED FOR WAREHOUSE DURING SAME FERIOD. Manufactures of- 220 86,965 139 59,043 165 60,098 Cotton 310 72,269 54 15,075 91 29,588 Silk S6 <	Total	4,827	624,335	1,482	504,210	2 601	851,647
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	WITHDEAWN FROM					IE MAU	KET DUR-
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Manufactures of-	f	1	1			
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Wool						
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Cotton						
Miscellaneous 57 14,287 1,416 13,354 2,239 21,648 Total 769 207,023 1,931 181,464 2,765 200,284 Ent'd for consumpt. 4,827 624,335 1,432 504,219 2,601 \$51,617 Total on market 5,506 331,358 3,413 635,683 5,366 1,031,931 ENTERED FOR WAREHOUSE DURING SAME FERIOD. Manufactures of- Wool. 220 86,965 139 59,043 165 60,098 Cotton 310 72,269 54 15,075 91 29,588 Silk S6 59,490 53 24,303 67 54,316 Fhax 385 69,002 195 42,821 221 21,432 Miscellaneous 48 12,931 35 11,735 259 20,423 Total 1,049 299,656 476 151,977 803 207,529 Ent'd for consumpt 4,827 624,335	-Bilk						
Total 769 207,023 1,931 181,464 2,765 200,284 Ent'd for consumpt. 4,827 624,335 1,432 504,219 2,601 \$\$51,617 Total on market 5,596 \$31,358 3,413 635,663 5,366 1,051,931 ENTERED FOR WAREHOUSE DURING SAME FERIOD. Manufactures of- Wool 220 86,965 139 58,043 165 60,998 Cotton 310 72,269 54 15,075 91 23,588 Silk 96 59,499 53 24,303 67 54,316 Flux 385 69,0602 195 42,821 221 23,423 Miscellaneous 48 12,931 35 11,735 259 20,423 Total 1,049 299,656 476 151,977 803 207,529 Ent'd for consumpt 4,827 624,335 1,482 504,219 2,601 851,647	Miscellaneous				13.854		
Ent'd for consumpt. 4,827 624,335 1,482 504,219 2,601 \$51,637 Total on market 5,596 331,358 3,413 635,683 5,601 \$51,637 Total on market 5,596 331,358 3,413 635,683 5,306 1,051,951 ENTERED FOR WAREHOUSE DURING SAME FERIOD. Manufactures of - 220 86,965 139 59,043 165 60,998 Cotton							
Total on market 5,596 331,358 3,413 685,683 5,366 1,031,931 ENTERED FOR WAREHOUSE DURING SAME FERIOD. Manufactures of				1,931	181,464		
ENTERED FOR WAREHOUSE DURING SAME PERIOD. Manufactures of- Wool. 220 86,965 139 59,043 165 60,998 Cotton. 310 72,269 54 15,075 91 23,588 Silk. 96 59,499 53 24,303 67 54,316 Flax. 385 69,002 195 42,821 221 43,204 Miscellaneous. 48 12,931 35 11,735 259 20,423 Total 1,049 299,656 476 151,977 903 207,529 Ent'd for consumpt 4,827 624,335 1,482 504,219 2,601 851,647	Entra for consumpt.	4,827	624,335	1,492	504,219	2,601	851,647
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Total on market	5,596	\$31,358	3,413	685,683	5,366	1,051,931
Wool	ENTERED	FOR W	AREHOUSE	DURIN	G SAME P	ERIOD.	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$		1		1			
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$			86,965				
Flux 385 69,002 195 42,821 221 13,204 Miscellaneous 48 12,931 35 11,735 259 20,423 Total 1,049 299,656 476 151,077 903 207,529 Ent'd for consumpt 4,827 624,335 1,482 504,219 2,601 851,647							
Miscellaneous 48 12,931 35 11,735 259 20,423 Total 1,049 299,656 476 151,977 803 207,529 Ent'd for consumpt 4,827 624,335 1,482 504,219 2,601 851,647					24,303		
Ent'd for consumpt. 4,827 624,335 1,482 504,219 2,601 851,647	Miscellaneous.				11,735		43,204 20,423
Ent'd for consumpt. 4,827 624,335 1,482 504,219 2,601 851,647	Total	1,049	299,636	476	151.977	803	207.529
Total at the port 5,876 923,991 1,958 656,196 3,404 1,059,176	Ent'd for consumpt.	4,827		1,482			851,647
	Total at the port	5,876	923,991	1,958	656,196	3,404	1.059.176

Importations of Dry Goods. The importations of dry goods at this port for the week ending May 29, 1879, and for the corresponding weeks of 1878 and

Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port since Jannary 1, 1879, and for the same period in 1878: The quantity is given in packages when not otherwis

the American American American and a set of the the set of the the set of the							
		1879.	1878.		1879.	1878.	
Thing	5.0			Mutala fra			

	1879.	1878.		1879.	1878.
China, &e			Metals, &c-		
Chlna	4,640	4.748	Lead, pigs.	3,943	3,835
Earthenw .	15,446	15.860	Spelter, lbs.	838,695	566,659
Glass	97,817		Steel	30,882	17.673
Glassware.	12,903		Tin, boxes.	501,511	399,997
Glass plate.	2,236	2,515	Thuslbs.,1bs	6,547,571	5,279,453
Buttons	4,609	3,980	Paper Stock.	50,871	57,570
Coal, tons	12,457	29,406	Sugar, hhds,	00,011	01,010
Cocoa, bags.	12,574	-8,693	tcs., & bbls.	275,279	201,542
Coffee, bags.	935,628	614,795	Sugar, boxes		
Cotton, bales	5,535	1.661	and bags	787,320	854,969
Drugs, &c-		-,00-	Tea	373,306	
Bark, Peru.	18,311	10,269	Tobaeco	25,091	
Blea. powd.	7.438	12,143	Waste	276	
Cochineal.	1,545	898	Wines, &e		200
Gambier	28,471	5,970	Champ'gne		
Gum, Arab.	2,335	1.440	baskets	36,374	34.091
Indigo	2,990	3,600	Wines	57,878	51,846
Madder, &c	1,380	1.410	Wool, bales.	17,975	12,557
Oil, Olive	16,213	16,793	Reported by	11,010	12,000
Opium	423	362	value.	\$	¢
Soda, hi-ch.	7,515	12,501	Cigars	555,459	607,033
Soda, sal	26,109	23,130	Corks	26,770	16,849
Soda, ash	26,139		Fancy goods	325.044	308,389
Flax	1.205	1.641	Flsh	154,911	153.730
Furs	3,162		Frults, &c	TOTIOTT	100,700
Gunny eloth	500	388	Lemons	407,962	431,335
Hair	1,707	1,797	Oranges	1,193,437	1.130.888
Ifemp, bales	90,752	90,853	Nuts	322,927	336.847
Hides. &c			Ralsins	345,150	251,312
Bristles	525	645	Hides, undr.	4,467,185	4,917,903
Hides, dr'sd	1,933	1,917	Rlee	59,028	63.079
Indla rubber	21,746		Splees, &c	00,000	00,010
1vory	429	595	Cassia	169.323	100.038
Jewelry, &e-			Ginger	75,499	25,526
Jewelry	1.111	1.048	Pepper	265.343	193,998
Watches	261		Saltpetre	164,696	78,495
Lluseed	251.579		Woods-		10,200
Molasses	30,362		Cork	211,308	194,095
Metals, &c-			Fustlo	69,690	16.071
Cutlery	2.014	1,781	Logwood	338,560	351.340
Hardware .	192	247	Mahogany .	88,512	34,150
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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 24, 1879, and their distribution:

то—	Pork, bbls.	Beef, bbls.	Lard, lbs.	Bacon, Ibs.	Cheese, lbs.	Tallow, lbs.
Liverpool	530		660,524		1,849,302	810,100
London	550		94,650	1,078,165		
Glasgow	182		45,760	821,750		
Bristol		39	55,700	401,850		
1full		37		333,125	8,700	
Br. Ports						165,000
Bremen	18		1,378,126	95,950		45,414
Hamburg	50		836,100	36,575		
Antwerp			61,600	993,925		
Rotterdam			181,120			*******
Italy			256,000	01.054		322,800
Cont'l ports		150	527,800	21,674 18.083		13.967
S.&C.America	68			216.802		
West Indles	2,138		1,369,422	5,210		
Oth'r countr's	599			11.835		
Br. N. A. Col.	1,905	133	2,163	11,000	100	*******
Total week	5,740	3,420	5,784,645	9,783,673	2,315,465	2,028,579
Previous w'k	5,889	3,135	7,662,802	6,955,297	2.314.375	2,194,685

Legal Notice.

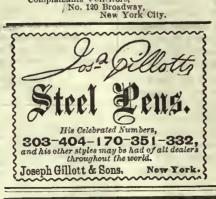
UNITED STATES CIRCUIT COURT, SOUTHERN DISTRICT OF NEW YORK.— In equity.—Between JOHN G. STEVENS and others, complainants. and the NEW YOKK & OS-WEGO MIDLAND RAILROAD COMPANY and ethers, defendants.

The parenance of a decree of forcelosure and sele for the Circuit Cort of the United States for the Sonthern District of New York, sitting in Equity, and the above entitied suit, and dated the sec-sion dary of October, e. Witch, the Abeter, therein a dreme Decot of the New York & Oswego Mid-formstof entity and State of New York, and structure of the sector of the sector of the sec-sion dary of Orange, and State of New York, and structure of the sector of the sector of the sec-end dary the twenty eight day of June, deglacen durated and seventy shift, all welves of clock, noo-structure of a sector of the sector of the sector of seld day, the premises needs by the seld defendant, the New York & Oswego Midland Railroad, Com-pare sector of the forcelesure of which this self effort. Incompt the counties of Oswego, Onedan, Madieon, Chennew, Otrego, Delaware, Suithan and York and Der Raite, through the counties of Grantad, Medison and the county of Ornisad, by way of Grantad, Medison and the county of Ornisad, by way of Grantad, Medison and the county of Chenade, through the counties of Delaware, the destination of Grantad, Medison and the county of Chenade, through the counties of Delaware, the sector of presented main line. The Delahi branch, from Fuencing, in the county of Ornisad, by way of Grantad, Medison and the counties of Uster and will and englise the bedawties of Uster and will and englise the sole of the sector of the forebay will all information of the sector of the forebay will all information of the sector of the sole of the sole of the sector of the forebay will all information of the sector of the sole of th

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Legal Notice.

or Angust. one thousard eight hundred and severity all now held and possessed by him. And also excepting certain lands in the village of Middletown performance in the village of Middletown held and possessed by him. And also excepting all those several loss, ticces and parcels of Middletown held and possessed by him. And also excepting all hose several loss, ticces and parcels of Middletown held and possessed by him. And also exception of all those several loss, ticces and parcels of Middletown held and possessed by him. And also excepted by march as a loss of the several loss, ticces and parcels of Middletown held and possessed by the several division of the loss of the several division of the loss of the several division of the loss of th



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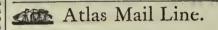
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