

HUNT'S MERCHANTS' MAGAZINB. A Weekly Yewspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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The Chronicle.

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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 seers. 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 these issues, and their extent, the surprise should be that there has not been a downward turn sooner. That it has come now, ought 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 largest holders of bonds so as to enable them to gather in the ten-dollar certificates at a lower price, and at the same time invite and secure a short interest in the four per 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 continue 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 known, 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 organized. We have a free banking law now, and to say 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. 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 hands 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 enterprises 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.

THE 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 already 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 and be conceded. 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 anything 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. 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 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 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

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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 hasty, 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 presise is yet to be shown.

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 husband'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 inalienable, 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 gratuity. 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 beld; 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 premium 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 one, 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 lieu 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 outstanding 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 authorized by law; in liabilities, capital stock and all outstanding 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 Homeopathic-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.	Expo	orts.
		Domestic.	Foreign.
Baltimore, Md	\$629,412	\$4,338,650	\$4,015
Boston, Mass	1 5.145.237	11.047.511	115,198
Brazos, Texas		88,771	74,470
Buffalo Creek, N. Y	1 182.407	88,771 15,333	,
Cape vincent. N. Y	5.747	5.173	
Champiain, N. Y	84.099	67,650	
Charleston, S. C	713	813,117	
Corpus Christi, Texas	28.182	63,169	5,190
Detroit, Mich	70,707		4,578
Galveston, Texas	117,387	574,883	2,010
Huron, Mich	152,905	475,347	
Key West, Fla	55.335	75,359	571
Minnesota, Minn	13.709	100,308	
Mobile, Ala	60,144	889,546	
New Bedford, Mass	17,094	23,306	
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	
Oswegatenie, 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	136,453	2,785
Puget's Sound, Wash. Ter	472		
Richmond, Va	6.578	80,427	
Saluria, Texas	7,836	65,992	1,916
San Francisco, Cal	2,182,653	2,414,063	42,307
Savannan, Ga	11,227	805,500	22,000
Vermont, Vt	201,399	75,990	
Wilmington, N. C	1,035		
All other districts	248,710	708,978	314
Total	\$12,173,923	\$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 immediately preceding.

[Corrected to May 26, 1879.]

MERCH	NDISE.

H	CHANDISE.		
Exports and Imports.	For the month of April.	For the ten months end- ed April 30.	For the 12 months end- ed April 30.
1879.—Exports—Domestic Foreign	914,655	10,315,499	\$701,754,154 12,740,318
Total	42,173,923	371,549,357	\$714,494,472 442,273,702
Excess of exports over imports Excess of imports over exports	\$12,171,999	\$241,443,623	\$272,215,770
1878.—Exports—Domestic Foreign	1,160,481	1	13,573,210
Total	36,208,347	\$593,364,274 366,322,187	\$681,141,705 459,461,692
Excess of exports over imports Excess of imports over exports			\$221,680,013
GOLD AND SILV		,	
1879.—Exports—Domestic Foreign	\$2,333,370 1,235,137	\$12,955,111 6,505,977	\$18,207,983 7,908,416
Total	1,117,876	-	\$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
1878.—Exports—Domestic Foreign	\$2,927,597 1,084,225	\$21,809,013 5,275,801	\$38,787,184 9,066,155
Total	$\$4,011,822 \\ 6,266,847$	\$27,034,814 26,080,090	\$47,853,339 28,521,803
Excess of exports over imports Excess of imports over exports			\$19,331,536
	HANDISE AND	SPECIE.	
roreign	2,149,792	\$615,632,592 16,821,476	\$719,962,137 20,648,734
Total	43,291,799	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
1878.—Exports—Domestic	$\$61,902,849 \ 2.244,706$	\$603,441,608 17,007,480	\$706,355,679 22,639,365
Total	\$64,147,555 $42,475,194$	\$620,449,088 392,402,277	\$728,995,044 187,983,405
Excess of exports over imports Excess of imports over exports	\$21,672,361	\$228,046,811	\$241,011,549

Monetary Commercial English News

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

EXCHA	NGE AT	Γ LONDON— 16.		EX	CH	IANGE	ON .	LONDON.
ĸO	Time.	Rate.		Lat Da		Time.		Rate.
Amsterdam . Amsterdam . Antwerp . Paris . Paris . Hamburg . Berlin . Frankfort . St.Petersb'rg Vienna . Madrid . Cadiz . Milan . Genoa . Naples	Short. 3 mos.	$\begin{array}{c} 12.2\overline{3} \overline{w} 12.3\overline{4} \\ 25.35 \overline{w} 25.40 \\ 25.17\overline{1}_{2} \overline{w} 25.27\overline{1}_{2} \\ 25.35 \overline{w} 25.40 \\ 20.56 \overline{w} 20.60 \\ 20.56 \overline{w} 20.60 \\ 20.56 \overline{w} 20.60 \\ 22\overline{1}_{2} \overline{w} 22\overline{3} \\ 47\overline{1}_{2} \overline{w} 11.97\overline{1}_{2} \\ 47\overline{1}_{8} \overline{w} 47\overline{3}_{8} \\ 47\overline{1}_{4} \overline{w} 47\overline{1}_{2} \\ 27.87\overline{1}_{2} \overline{w} 27.92\overline{1}_{2} \\ 27.87\overline{1}_{2} \overline{w} 27.92\overline{1}_{2} \\ 27.87\overline{1}_{2} \overline{w} 27.92\overline{1}_{2} \\ \end{array}$	THE PROPERTY OF THE PARTY OF TH	May May May May May May May May May May	15 15 15 15 15 15 12 15 12 15 15	Short. Short. Cheq's. Short. " 3 mos. " 3 mos.	-	12.06 25.20 25.18 20.421 ₂ 20.421 ₂ 20.421 ₂ 231 ₁₆ 117.40 48.00 27.47 27.47
Alexandria Constan'ple New York	90 days	1s. 7d. 1s. 7d.	RARARA	May May May May May May May May	12 12	3 mos. 60 days 6 mos.	,	97 ³ 8 110.12 4.88 1s. 7 ³ 8d. 1s. 7 ³ 8d. 3s. 8 ¹ 8d. 5s. 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 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 failures 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:

Bank rate	Open-market rates— 4 months' bank bills 6 months' bank bills 4 & 6 months' trade bil	19.00
3 months' bills 14@138	2	

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

	Toint stock harden	Per cent.
	Joint-stock banks.	1
1	Discount houses at call	10

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.
١	Circulation, including	£	£	£	£
١	bank post bills	29,651,516	28,019,777	$\cdot 28,812,530$	28,213,477
ı	Public deposits	7,217,639	6,726,485		
١	Other deposits	29,498,741	21,417,030		20,271,249
١	Governm't securities.	14,675,257	15,556,488		
١	Other securities	20,972,066	19,914,371	19,365,162	
١	Res've of notes & coin	19,046,477	10,627,882	11,514,653	13,662,419
١	Coin and bullion in		, , , , , , , , , , , , , , , , , , , ,		,,
١	both departments	33,414,852	23,358,427	24,993,663	26,563,340
I	Proportion of reserve			, ,	,,
I	to liabilities	51.47	37.38	4014	49.22
I	Bank rate	2 p. c.	3 р. с.	3 p. c.	
I	Consols	9834	964	937_{8}	9638
I	Eng. wheat, av. price.	40s. 9d.	52s. 4d.	65s. 7d.	45s. 1d.
۱	Mid. Upland cotton	7d.	6d.	534d.	618d.
۱	No. 40 mule twist	914	91 ₂ d.		114d.
١	Clearing-House return	81,262,000	86,828,000	108,773,000	105,272,000
1					

The German Government has sold a considerable quantity of silver of late, and some gold has been taken out of the Bank in consequence. The week's arrivals of gold have, however, 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	ь.		B. a.
	Bar gold, fineper	oz. standard, 77	9120	
	Bar gold, refinableper	oz. standard. 77	11 @	
	Spanish doubloons	per oz. 73	9 @	
	South American doubloons	per oz. 73	8122	
Ì	United States gold coin	per oz. 76	33400	
	German gold coin	per oz. 76	3140	
	SILVER.		d.	d.
	Bar silver, fine per oz. s	tandard, nearest	50116	@
i	Bar silver, contain'g 5 grs. gold. per oz. s	tandard, "	50718	@
	Mexican dollars	per oz. "	4914	@
	Chilian dollars pe	er oz., none here.		@
١	Quicksilver, £6 2s. 6d. D	iscount, 3 per ce	at.	

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. 71/6d. 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 principal foreign markets:

1	0-1-0-0-0		-,				
		Bank	Open.	1	Bank		en
ı		rate.	market.	1	rate.	mai	ket.
Į		Pr. ct.	Pr. et.	P	r. ct.	Pr	ct.
I	Paris	3		Vienna & Trieste.	4^{1}_{2}	4	@414
I	Brussels		238@258	St. Petersburg	5	34	@334
I	Amsterdam	$3^{1}2$	$3^{1}\!4@3^{1}\!2$	Madrid, Cadiz &			
I	Berlin	3	$2 @2^{1}4$		4	4	25
۱	Hamburg	3	$2 @2^{1}4$	Lisbon & Oporto.	5	5	@6
I	Frankfort		$2^{1}\!4\widehat{a}2^{1}\!2$	New York		3	@4
ı	Leipzig	3		Calcutta	. 6		
	Genoa	4	3	Copenhagen4	$@4^{1}_{2}$	4	@412
I	Geneva	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 been officially stated, but they are reported to be as much as £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 up. 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 eld-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. Bauer & 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 8¾ per cent on underground and of 6¾ 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:

the british make the constitution of the const	0.000		
1878-9.	1877-8.	1876-7.	1875-6.
Imports of wheat.cwt.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 home-grown produce 34,238,150	26,865,280	29,037,200	28,781,000
Total	73,395,198	60,900,044	72,259,105
Deduct exports of wheat and 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:

IMI	PORTS.		
1878-9.	1877-8.	1876-7.	1875-6.
Wheatewt.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 1,096,390	1,256,748	913,022	1,079,539
Beans 884,024	2,453,328	3,310,679	2,608,642
Indian corn22,499,864	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.
Wheat	1,347,614	687,898	293,796
Barley 91,907	40,985	43,785	21,554
Oats 66,971	59,773	82,393	244,259
Peas 13,420	16,953	20,952	29,694
Beans	16,967	24,773	6,599
Indian corn 307,514	180,227	377,651	34,227
Flour	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 serious 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.

5			_			
	Sat.	Mon.		Wed.		Fri.
7	Iay 24.	May 26.1	May 27.	May 28.	May 29.	May 30.
Silver, per ozd.	503_{4}	51 💀	51	51	$51^{1}4$	$51^{1}4$
Consols for money	:	9815_{16}	981316	$98^{15}16$	993_{16}	993_{16}
Consols for account	:	981516	9878	9315_{16}	993_{16}	993_{16}
U. S. 5s of 1881	÷	1053_{4}	$105^{7}8$	10558	1055_{8}	1055_{8}
U. S. 4128 of 1891	₹.	10878	10834	10858	1085_{8}	1085_{8}
U. S. 4s of 1907	Holiday.	10512	105^{1}_{2}	$105^{1}8$.	$105\frac{1}{8}$	$105^{1}8$
Erie, common stock	<u></u>	285_{8}	2878	28^{1}_{2}	2818	
Illinois Central	\equiv	8812	8812	89	89	
Pennsylvania	:	3712	$38^{1}4$	381_{2}	381_2	
Philadelphia& Reading.		19^{12}	2012	,		
	_	~				

Liverpool Cotton Market .- See special report on cotton.

Liverpool Breadst	ıffs Ma	rket.—				
, <u> </u>	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State) \$\forall \text{ bbl.}	.24 0	24 0	23 - 6	23 - 6	23 6	23 6
Wheat,spr'g,No.2,10011	0.86	8 6	8 5	8 5	8 5	8 5
Spring, No. 3 "	7 6	7 6	7 5	7 5	7 5	7 5
Winter, West., n. "	9 3	9 3	$9 \ 3$	9 3	9 3	9 3
Southern, new . "	9 6	9 6	9 6	9 6	9 6	9 6
Av. Cal. white "	8 10	8 10	8 9	8 9	8 9	8 9
California club. "	9 3	9 3	9 3	9 3	$9 \cdot 3$	9 3
Corn, mix, sft, old, Beent	1 4 6	4 6	4 5	4 5	4 5	4 5
Prime, new "	$4 31_2$	$4 \ 3^{1}_{2}$	4 3	$4 2^{1}_{2}$	4 212	$4 2^{1}_{2}$
Timenas Duenicie	1/00	Toot				

ı			-		_								
Liverpool Provisions Market.—										e			
I	-	Sa	t.	Mo	n.	Tue	es.	We	d.	Thu	irs.	\mathbf{Fr}	i
I		8.	d.	s.	d.	8.	d.	s.	d.	8.	d.	s.	d.
ļ	Pork, West. mess 智b	bl.47	0	47	0	46	0	46	0	46	0		0
Ì	Bacon, l'ng cl'r, new.c	wt.25	6	25	6	25	6	25	6	25	6		6
I	Short clear, new.	" 26	0	26	0	26	0	26	0	26	O	26	0
I	Beef, pr. mess, new,₽	tc.75	0	75	0	76	0	76	0	76	O	76	0
1	Lard, prime West. Pcv	wt.32	3	32	6	32	6	32	3	32	3	~-	3
١	Cheese, Am. choice.	41	0	41	0	41	0	41	0	41	0	41	0
I	London Petroleu	m Me	arke	£t.—									

,	•	Sat.	d.	Tues. d .	d.	Thurs. d .	Fri.
Pet'leum, ref Pet'leum, spi	. 爭 gal rits" 6	$\frac{@}{34@734}$	738 @ 712	71470738	740	@	@

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.

ceding week and \$6,135,228 two weeks previous. The exports for the week ended May 27 amounted to \$5,372,627, 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:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

Dry Goods General mdse	1876. \$967,152 4,273,270	$ \begin{array}{c} 1877. \\ $744,260 \\ 6,038,421 \end{array} $	1878. \$846,949 3,413,583	\$1,019,354 4,424,475
Total week	\$5,240,422	\$6,782,681	\$4,260,532	\$5,443,829
Prev. reported	128,037,123	128,329,644	112,722,137	120,847,902

Tot. s'ce Jan. 1..\$133,277,545 \$135,612,325 \$116,982,669 \$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:

EXPORTS FROM NEW YORK FOR THE WEEK.

132	TOTELD LIFORE	TILL TOTETE TO		
	1876.	1877.	1878.	1879.
For the week	\$5,262,023	\$4,827,590	\$6,665,896	\$5,372,627
Prev. reported	91,482,538	101,872,011	133,702,070	121,124,235
		-		

Tot. 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:

May. 20—Str. NevadaLondonAm. silv. bars.	\$160,000
Mex. silv. dols.	24,700
20—Str. St. Laurent	1,000
(con'g \$600 g.)	5,500
22—Str. Canima	6,326 77.900
22—Str. WielandLondonAm. silv. bars. Mex. silv. dols.	17,800
23—Str. Republic Liverpool Mex. silv. dols.	61,641
24—Str. RheinLond'n & S'hamp'tn.Mex. silv. bars. Am. silv. bars.	$20,047 \\ 92,000$
Am. silv. dars.	92,000
Motel for the most the 200 000 miles and the old mold	\$466 Q14

Total for the week (\$459,988 silver and \$6,926 gold) \$466,914 Previously reported (\$7,489,284 silver, and \$249,070 gold) 7,738,354

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

The imports of specie at this port for the same periods have been as follows:

May.	
19—Schr. L. Hammond Mayaguez Am. silver	\$800
Am. gold	4,918
19—Str. City of Vera Cruz. Vera Cruz Am. silver	18,987
Foreign silver.	65,457 $4,305$
Am. gold Foreign gold	1,749
Silver bars	8,800
19—Str. AlpsAspinwallAm. 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 Am. silver	1,050
23—Schr. Azelda & Laura. Mayaguez Am. silver Am. gold	5,131 1.000
24—Str. NeckarBremenAm. silver	35,000
WI DU HOLKU DIOMONIA. BITYOT.	55,000

Total for the week (\$202,048 silver, and \$18,225 gold)..... Previously reported (\$3,383,966 silver, and \$578,144 gold)

Treviously reported (40	,000,000 sirver, and 4070	,144 gold) 0,002,110
Tot. since Jan. 1, '79 (\$3	3,586,014 silver, and \$59	6,369 gold)\$4,182,383
Same time in—	Same time in—	
1878 \$11,541,317	1874 \$2,280,541	1870 \$6,987,090
1877 $6.843.755$	1873 1,787,481	1869 8,807,883
1876 1,683,781	1872 706,535	1868 3,241,313
		1,056,579

Western Union Railroad.—In the foreclosure case of the Farmers' Loan & Trust Company vs. The Western Union Railroad Company, a large number of affidavits were filed on a motion for injunction before Judge Drummond, and some of them contained matters of a good deal of interest. The first one was by John S. Kennedy, attorney for John Cameron, George A. Jamison, and James Holdone, liquidators of the City of Glasgow Bank. These liquidators, as reported in the Milwaukee Sentinel, are the owners of 2,926 bonds of the Western Union Railroad Company for \$1,000 each. In February last the coupons on these bonds were presented for payment in New York, but default was made. For ten years before that time the Western Union road had been in the hands of the Chicago Milwaukee & St. Paul road, which owned one-half its stock and ten shares over, making \$2,100,000 out of the whole \$4,000,000 of capital stock. Of the remaining \$1,999,000 of stock, all but \$7,000 is held by the liquidators of the Glasgow Bank. Previous to February last Mr. Kennedy conferred with Alexander Mitchell, President of the Milwaukee & St. Paul Railroad and of the Western Union road, concerning the investments of the Glasgow Bank in the bonds and stock of the Western Union road, and Mr. Mitchell represented that the stock was worthless, and the bonds not worth more than 60 to 65 cents on the dollar, as the road could then be constructed for much less than when it was built. He also intimated that he would buy the bonds held by the bank at 60 per cent of the par value, provided the whole \$1,999,000 of capital stock should be thrown in. On Mr. Kennedy declining this offer, Mr. Mitchell Mr. Mitchell then said default would probably be made in the 'longer.

The total imports were \$5,443,829, against \$5,647,466 the pre- | next installment of interest, and the bank might foreclose and take possession if it chose. In pamphlets containing the annual reports of the Chicago Milwaukee & St. Paul road for 1876 and 1877, a report of the affairs of the Western Union Railroad Company 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 auditor's office, were over \$300,000. The officers of the Chicago Milwaukee & 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 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 letters and contracts between Alexander Mitchell and Charles S. Laresche, attorney for a committee in London of bond and stock holders of the Western Union Railroad, 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 Milwaukee & St. Paul Railroad, 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 Milwaukee & 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 indebtedness 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 Railroad 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:

Year. 1869, 6 months	$766,937 \\ 842,169 \\ 847,111 \\ 1,137,634 \\ 1,123,107 \\ 1,160,430 \\ 1,047,915 \\ 1,025,058$	Expenses. \$3.83,669 617,982 638,373 702,960 871,241 768,164 830,287 799,369 699,019 753,775	Net earnings. \$66,412 148,955 203,796 144,151 259,392 354,943 330,142 248,545 326,039 307,955
	1,061,731	219,149	307,955 78,2 02
Total	\$9,759,530	\$7,290,992	\$2,468,5 3 8

Besides these operating expenses, there have been paid for taxes and interest on bonds, \$1,786,997, and to the Racine Warehouse & Dock 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.—Washington, May 26.—The following circular was: issued this afternoon: TREASURY DEPARTMENT,

TREASURY DEPARTMENT,

OFFICE OF THE SECRETARY,

WASHINGTON, D. C., May 26, 1879

The holders of called bonds which mature before the first day of July next 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 occupy the different offices of the department in that month, and preference in the order of liquidation will be given to maturing bonds rather ence in the order of liquidation will be given to maturing bonds rather 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 Redemp-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 called bonds, the press of the country is respectfully 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 Treesumy may be avoided. in the Treasury may be avoided. JOHN SHERMAN, Secretary.

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 counter, 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 sterling bonds of the Province of Quebec, 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 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, offered 65 per cent for the bonds. This, too, was declined, and as the rate of interest is 1 per cent better and the time to run

The Bankers' Gazette.

No National Banks organized during the past week.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroad. Connecticut River. Iowa Falls & Sioux City. Kentucky Central, Com. Kentucky Central, Pref. Northern (N. H.) Miscellaneous. Spring Mountain Coal.	$\begin{array}{c c} 1 \\ 1 \\ 3 \\ \$2 \ 50 \end{array}$	June 2. May 27. May 27. June 2.	May 20 to May 28. May 20 to May 28.

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

The Money Market and Financial Situation.—The 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 103½ bid, against 102½ on Wednesday. The called bonds yet outstanding and the dates when they mature are as follows:

1867	Five	-twentie	s-91st	call	 	 \$10,000,000	June 4
**	"	66	92d	66	 	 10,000,000	June 12
66	66	66	93d	66	 	 10,000,000	June 29
46	66	66	94th				July 3
66	66	66	95th				July 4
1868	66	66	96th	66		37 436 600	July 4
Ten-f	orties	97th	call		 	 10,000,000	July 9
4.	66	98th	"		 	 160,000,000	July 18
- "	4.6	99th	"		 	 24,566,300	July 21
5s of	1858	3—100th					July 23
~							J
G	rand	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 withdrawn 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 of reserve to liabilities was 53 per cent, against 51½ 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.

-		Differ'nces fr'm previous week.		1877. May 26.
Loans and dis. Specie Circulation Net deposits Legal tenders.	18,802,400 19,856,600 227,345,600		19,827,100 20,005,800 198,985,300	21,348,700 16,069,000 225,432,600

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 a 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 1881, or the 4½ 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 30.	Range since Jan. 1, 1879.			
•	16.	16. 23.		Lowest.	Highest.		
U. S. 5s of 1881. U. S. 4 ¹ 2s of 1891. U. S. 4s of 1907.	X()×34	10870	10850	1061a Mab 04	111) Mar 0		

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

	Interest Period.		May 26	May 27.	May 28.	May 29.	May 30.
6s, 1880reg. 6s, 1880coup. 6s, 1881coup. 5s, fund., 1881coup. 5s, fund., 1881coup. 4128, 1891reg. 4128, 1891coup. 4s, 1907reg. 4s, 1907reg.	J. & J. J. & J. J. & J. J. & J. QFeb. QMar. QMar. QJan.	*1067e *10678 *10738 10712 *10378 *10378 *10658 *10778 10312 10312	$^{*1067_{8}}$ $^{*1067_{8}}$ $^{*1067_{8}}$ $^{1073_{4}}$ $^{1037_{8}}$ 104 $^{1065_{8}}$ $^{1073_{4}}$ $^{1031_{2}}$ $^{1031_{2}}$	*10634 *10634 107 10714 10334 10638 10638 10712 10318	106 ⁵ 8 *106 ⁵ 8 *107 ¹ 8 *107 103 ¹ 2 *103 ⁵ 8 106 ¹ 2 *102 ⁷ 8	106 ⁵ 8 106 ⁵ 8 107 ¹ 4 107 ¹ 8 *103 ⁵ 8 103 ³ 4 106 ¹ 4 107 ¹ 2 *102 ⁵ 8	n Day
6s, cur'cy, 1896reg. 6s, cur'cy, 1897reg. 6s, cur'cy, 1898reg. 6s, cur'cy, 1899reg.	J. & J. J. & J. J. & J.	$^*125^{3_8}$ $^*125^{1_2}$ $^*126^{1_2}$	$125\frac{1}{2}$ $125\frac{1}{2}$	*124 ¹ 4 *125 ¹ 4 *125 ¹ 4	$^{*125}_{*125}^{1}_{2}$ $^{*125}_{2}^{1}_{2}$	$^{*1247}_{8}$	De

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

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

	Range since	Jan. 1, 1879.	Amount M	ay 1,1879.
	Lowest.	Highest.	Registered.	Coupon.
6s, 1880-1 cp. 6s, 5-20s, 67.cp.	10534 Mch. 22	107½ May 21	\$201,637,450 53,723,200	
68, 5-208, 68.cp. 58, 10-408cp.			14,911,600 143,054,700	
5s, fund., '81.cp. 4 ¹ 2s, 1891cp.	104 Mch. 21	108 May 21	165,760,950	250,132,400 84,239,050
4s, 1907cp. 6s, cur'ncy.reg.	x99 Apr. 1 119 Jan. 4	103 ¹ 2 May 21 125 ¹ 2 May 22	01 000 540	219,104,500
	*			1.7

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 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 Salesroom:

oom:	
Shares. 20 Hoffman Fire Ins	Shares. 40 People's Bank
60 Fulton Bank136 ¹ 4	Oct., 1874, coupon on, for \$21

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

Cm a my q	May	May	Range since Jan. 1, 1879.			
STATES.	23. 29.	Lowest.	Highest.			
Louisiana consols	49	47	47 Mch. 18			
		*107	10358 Mch. 5	107 ¹ 2 May 15		
North Carolina 6s, old	*2312	2434	18 Feb. 8	243 May 29		
Tennessee 6s. old	*3512	*3534				
Virginia 6s, consol	*80	*78				
do do 2d series			4134 Apr. 29	44 Mch. 28		
Dist. of Columbia, 3-65s	9858		7912 Jan. 3			

* 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 developments 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 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 permanent 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 June, is regarded as a hopeful circumstance. It is hardly possible to take a very favorable view of the present aspects of trunk line business, and with the establishment of Wabash on the basis of a new route for through traffic it seems probable that low rates will continue, greatly to the advantage of the country at large, but not to that of the railroads.

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

					- T	0		
		Cent. of N. J.	St. Paul.	North- west.	West'rn Un. Tel.	Del. L. & West.	Erie.	Lake Shore.
May		10,630	12,258			14,150		
	26 27			8,450	5,200	16,120		
66	28 29	16,409 10,767	16,200 7,850					
66	30			Decorat	ion Day			
	otal le stock.	63,730 $175,400$			$23,490 \\ 350,849$	132,520 524,000	61,525 771.077	136,755 494,665

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:

	Saturday May 24	Monday, May 26.	Tuesday, May 27.	Wednes., May 28.	Thursd'y, May 29.	Friday, May 30.
Canada South.		581/2 581/2	59 59	5814 5814	581/4 581/4	:
Cent. of N. J	48 483	1 4814 5034	493/ 51	49% 50%	501/6 51	:
Chic. & Alton.	83% 83%	*83 84	9316 8316 11634 11634	83 83	83 831/4	:
Chic. Bur. & Q.	116% 116%	117 117	11634 11634	116 116	1161/4 1161/4	:
Chic.M.& St.P.	48% 49%	48% 50%	5036 514	49% 51%	50% 51%	:
do pref.	8936 893	8916 9036	9018 91	9018 9058	9036 9056	:
Chic. & N. W.	6134 634	8914 9036 6114 6336 9436 9514	6236 6314	6218 62%	62% 62%	:
do pref.	9414 943	9436 9514	91% 95%	9434 95	95 95	÷
Chic. R. I. & P.	139 139	*138% 140	139 140	13914 13914	*138¼ 140 51¾ 52	÷
Clev. C. C. & I.	5114 513	5116 52%	5114 52%	50% 51%	5134 52	:
Clev.& P., guar	9614 9614		9614 97	9614 9614	9636 97	
Col. Chic.&I.C. Del.& H. Canal	736 75 46% 475	7 7¼ 48¾ 48¼	634 678 47 484	6¾ 6¾ 47¾ 48¼	656 658	: 1
Del.Lack.& W.		48% 48% 50% 58%		4178 4070	4814 49	:
Erie	5636 57	5056 5814 2734 2836		57 5818 27 27%	5734 59	
do pref	27% 281 511 513	521 521	271/4 283/4 501/4 525/8	27 27% 51 51%	2716 2756 5116 5116	
Han. & St. Jo.	2134 2234	21% 22%	20% 23%	2034 2134	21 2113	A A
do pref.	43% 44%		20% 23% 42% 43%	4214 4314	43 43	Day
Illinois Cent	86% 86%		8714 8714	86% 86%	8634 87	
Kansas Pacific	00/4 00/4	0.74 0.74	571 571	*57 59	00/4 01	Decoration
Lake Shore	73% 74%	7414 7516	7514 7638	75 75%	7514 7516	=======================================
Mich. Central.	79% 79%	79% 80%	80% 81	80 80%	795 805	2
Mo. Kans. & T.	155% 16	15 1534	14% 14%	1334 15	15 15	ဝွ
Mor. & Essex	901/2 91	90¾ 91¼ 119¼ 119¼ 15¾ 16¾	901 91	90% 91%	911/4 92	ē.
	120 120	11912 11918	1191 11916	11934 11934	119% 119%	\mathbf{e}
Ohio & Miss	15% 16%	15% 16%	1514 1614	15% 15%	1518 16	:
Pacific Mail	141/8 147/	14% 15%	1434 1536	1434 1534	1434 1534	:
Panama	149 149	1	* 150	* 150	149 149	. :
Pitts.F.W.& C.	1103/4 111	110 110	110 110		110 110	:
St.L&I.M.assn	291/8 293/4		29 2956	2534 2916	27% 28%	:
St. L. K. C.& N.	1536 1534	15% 15%	15 1538	141/2 151/2	15 1534	:
do pref.	42 4214	41% 42%	4034 42	4016 4156	40% 41%	:
St.L.& S. Fran.	10% 11 11% 12		2221 2221	1038 1016		:
do pref.	1134 12	1176 1176	1114 1134	111/2 11/2	1134 1134	:
do 1st prf.	2414 2414	1 *::: *:::	24 2414 456 434	2334 24	2334 2334	:
Sutro Tunnel.	456 434	434 484	456 432	456 434	456 456	:
Union Pacific.	7418 7412	7337 7414	14-78 14-50	74 7416	7416 7416	:
Wabash	371/2 383/4	37% 38%	3778 3978	37¼ 38¼ 113¼ 114½	3734 38	:
West. Un. Tel.	112/8 113/4	113 1144	113% 114%	113% 114%	1141/4 1145/4	:

* These are the prices bid and asked; no sale was made at the Board. Total sales this week, and the range in prices for 1878 and since Jan. 1, 1979, were as follows:

			-		-			
*	Sales of Week.	Prices since Jan. 1, 1879.			Range for 1878.			
	Shares.	Lowest	i.,	Hi	ghest		Low.	High.
Canada Southern	540	454 Jan			Mch	. 15	38	4512
Central of N. J	63,730	3312 Jan	2	5134	May			454
Chicago & Alton	1,337	75 Mch	. 3	88	Jan.			85
Chic. Burl. & Quincy.	830	1111 Jan	7	1224				11434
Chic. Mil. & St. P	81,443		4	514	May	27	2712	5478
do do pref.		7434 Jan	4	91	May			8434
Chicago & Northw	47,660	4958 Jan		6538	Jan.	27	3212	554
do do pref.		7678 Jan.	3		May	27	593	
Chic. Rock Isl. & Pac.	1,355	119 Jan		141	May			
Clev. Col. Cin. & Ind.	5,404	3434 Jan.		55	May		23	384
Clev. & Pittsb., guar.	1,994		2		May	6		85
Col. Chic.& Ind. Cent	2,675			9 2	Apr.			638
Del. & Hudson Canal	13,918		2	50	May			5978
Del. Lack. & Western	132,520			59	May			6178
Erie	61,525		4	2014	May	5	758	01.8
do pref.	4.150			54	May	5	2112	$\frac{22^{1}2}{38}$
Hannibal & St. Jo	22,745	13 ¹ 4 Jan.	4		May	02	10	
do do pref.	7,135	34 Jan.		4510	May	02	10	1678
Illinois Central	922	79 ¹ 4 Mch	06	89	Ton	20	2158	4158
Kansas Pacific	300				Jan.			87
Lake Shore					Apr.		4	1258
Michigan Central	136,755	7334 Jan.		7008	May	27	557a	7158
Missouri Kan. & Tex	12,758	734 Jan.			Jan.			75
Morris & Essex	7,650	538 Jan.	4	184	May	10	2	718
N. Y. Cent. & Hud. R.	10,248	754 Jan.		9218	May	19	6738	89
Obje & Mississippi	311	112 Mch	. 34	1204	May	19	10334	
Onio & Mississippi	30,410	734 Jan.	4	0	May			114
Pacific Mail	25,790	1038 Jan.		15,8	May		12^{1}_{2}	2378
Panama	250	123 Jan.		150	May	20	112	131
Pitts. Ft. W. & Chic.		101 Jan.	4	11212	May	21	85	102
St. L. I. Mt. & South.	14,495	13 Jan.		3078	May	23	5	1558
St. L. K. C. & North.	5,503	7 Jan.		1748	May	2	312	758
do_	8,960	25½ Jan.		454	May	1	19	2612
St. L.& S. Francisco.	600	318 Jan.	8	1138	Apr.	21	112	418
do pref.	905	418 Jan.		1342	Apr.	21	112	54
do 1st pref.	1,125	934 Jan.		28_{2}	Apr.	19	5^{1}_{2}	1134
Sutro Tunnel	7,270	238 Jan.		478	Mch.	17	$3^{1}2$	5
Union Pacific	4.888	57½ Jan.	31	81	Feb.	19	614	73
Wabash	40 000	450 35 1			3.0	~-		
Western Union Tel	23,490	174 Mch 943 Jan.		395 ₈ 1145 ₈	May	21	$\frac{12\frac{1}{8}}{75\frac{1}{4}}$	237_{8}

The latest railroad earnings and the totals from Jan. 1 to latest dates are given below The statement includes the gross earnings 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	n.			
—Latest ear	nings rep	orted.	Jan. 1 to la	test date.
Week or Mo.	1879	1878.	1879.	1878.
Ala. Gt. Southern. March	\$33,152	\$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. West February.	328,387	255,878	637,508	554,854
Atlantic Miss. & O. 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	150,304	408,136	352,376
Cairo & St. Louis. 1st wk May	4,924		75,970	69,876
Central PacificApril1	,437,000	1,529,255	4,871,857	4.849,364
Chicago & Alton3a 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		
Chic. 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 earn	lings rep	orted.—	Jan. 1 to lat	test date.
Week or Mo.	1879.	1878.	1879.	1878.
Dubuque & S.City.2d wk May	\$17,981	\$23,293	\$283,612	\$369,318
Gal. Har. & S. An. March	106,619	88,801	******	
Gal. Houst. & HApril	27,812	23,046	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 16	71,007	77,840	1,602,862	1,784,179
Hannibal & St. Jo. 3d wk May	27,269		707,027	650,285
Houst. & Tex. C. April	158,318		873,325	762,690
Illinois Cen. (Ill.)April	391,073	406,800	1,637,036	1,677,445
do (Iowa).April	111,054	127,038	432,371	528,848
Indianap. Bl. &W.1st wk Apr	22,837		286,932	348,883
lut. & Gt. North2d wk May	18,693	17,954	548,386	463,103
Aansas Pacific3d wk May	86,245	60,784	1,445,707	1,128,797
Mo. Kans. & Tex .3d wk May	47.596	44,592	941,475	976,258
Mobile & Ohio April	119,193	115,325	638,020	741,862
Nashv. Ch.& St.L. March	149,497	143,257	464,809	476,834
N. Y. L. Erie & W. February .1	,207,391		2,354,564	2,425,430
Pad.& Elizabetht.1st wk May	4,222	5,431	93,129	110,324
Pad. & Memphis1st wk May	2,211	4,039	53,040	70.771
Phila. & ErieApril	215,607	215,090	878,131	804,604
Phila. & Reading. April1		991,028	4,019,106	2,885.752
St.L.A.&T.H. (brs)2d wk May	8,780	8,527	193,299	166,421
St. L. Iron Mt. & 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	1,239,988
St. L.& Southeast.1st wk May	24,117	24,247	373,021	373,882
St. Paul & S. City. March	54.095	48,861		130.669
Scioto Valley April	25,462	20,788	91,199	65,849
Sioux City & St. P.March	30,161	33,486	72,833	87,570
Southern MinnApril	42,982	59,823	162,397	238,590
Tol. Peorie & War. 3d wk May	33,261	32,846	447,660	505,428
	747,761	679,769	1,438,302	1,377,268
Wabash3d wk May	72,370	86.209	1.542,183	1.762,400
Exchange.—Foreign ex	change	remains	steady, wi	th a tone

generally firm. The future price of exchange must depend greatly upon the movement of securities between this market and London, and unless there springs up a considerable demand there for our 4 per cents, it is probable that exchange will rule higher. On prime bankers' sterling bills the rates for business on Thursday were about 4.87½ for 60 days, and 4.89 for demand.

Quotations for foreign exchange were:

The following are quotations in gold for various coins:

Sovereigns......\$\frac{4}{86}\$ \@\\$\frac{4}{88}\$ 89
Napoleons......\frac{3}{83}\$ \@\ 3\ 88
X K Reichmarks. \frac{4}{73}\$ \@\ 4\ 78
X Guilders......\frac{3}{93}\$ \@\ 4\ 40
Span'h Doubloons.15\ 55\ \@\ 15\ 80
Mex. Doubloons.15\ 50\ \@\ 15\ 65
Fine silver bars...\frac{1}{2}\ \@\ 12\ \\ 2\ \\ 12\ \\ 12\ \\ 12\ \\ 12\ \\

New York City Banks .- The following statement shows the condition of the Associated Banks of New York City for the week

ending at the	commend	sement or	busines	s on may	24, 1019	<u>:</u>
			Aver	age amou	int of	V
Banks.	Capital.	Loans and		Legal	Net dep'ts	Cinquia
	_	discounts.	Specie.	Tenders.	other	Circula- tion.
		3			than U.S.	
	2,000,000	\$ 000	\$ 200	\$ 000	\$	\$ 44,00
New York	2,000,000	8,061,200 6,240,600	527,800 169,300	1,934,000 700,100	8,352,800 4,310,500	44,00
Manhattan Co Mechanics'	2,050,000 2,000,000	7,226,400	493.400	1,345,700	6,686,500	78.50
Merchants	2,000,000	7,321,300	563,200	962,400	F K 129 500	44,50
Union	1,200,000	4 101 200	295,500	558,200	3,013,300	132,00
America	3,000,000 1,000,000	8,834,600 2,232,000 7,281,900 2,988,400	549,500 291,000	918,200 335,500	3,013,300 6,183,700 2,000,000 7,446,800	1,10 262,40
Phœnix	1,000,000	7,281,900	1.274.600	864,000	7,446,800	202,40
radesmen's	1,000,000	2,988,400	210,600 206,500	251,200	1,000,400	778,60
fulton	600,000	1,400,000	206,500	385,800	1,188,200	
Chemical	300,000	11,699,300 3,421,200	1,564,300 203,000	1,872,500 521,300	11,348,900 2,749,100	529,30
Fallatin Nation'l	1,000,000	3.757.400	57 400	388 000	2,087,400	534,300
Butchers'&Drov.	1,000,000 300,000	1,275,900 1,179,000	175,400 60,000 14,300	144,400	1.075.300	255,20
Mechanics' & Tr.	300,000 200,000	1,179,000	60,000	210,000	1,002,000 722,700	198,000
reenwich	200,000 600,000	820,100 2,747,400	200,900	165,500 284,400	2,037,600	2,700 407,300
Leather Man'f'rs	300,000	864,700	62,600	153,100	792,100	36,40
Seventh Ward State of N. York.	800,000	9 450 906	6,300	588,500	2,095,500	45,000
American Exch	800,000 5,000,000 5,000,000	11,855,000 13,230,800 5,739,400 3,281,400 2,218,100	1 100 000	1 980 000	8,251,000	174,00
ommerce	5,000,000	13,230,800	1,431,000 373,800 370,200 63,500	3,265,900	9,718,600	1,620,400
Broadway	1,000,000 1,000,000	3 281 400	370,500	595,900 228,900	3,658,800 2,785,700	884,000 179,300
acific	422,700	2,218,100	63,500	491,100	2,156,800	210,000
Republic	1,500,000	4,001,100	103,000	407,000	1,868,200	762,700
hatham	450,000	3,301,500	105,900	705,000	3,219,500	398,000
People's	412,500 700,000 1,000,000 500,000 3,000,000	1,307,700 1,748,000	51,300 82,000	178,700 180,000	1,209,800 1,501,000	5,400
North America Hanover	1.000,000	6.217.200	82,000 535,300 115,100 559,000	939,000	6,200,300	270,000
rving	500,000	6,217,200 2,149,700	115,100	939,000 441,900 1,518,000	2,059,300	214,800
letropolitan	3,000,000	12,180,000	559,000	1,518,000	8,646,000	2,169,000
Citizens'	000,000	1,557,700 2,082,500	102,200 $22,800$	339,800 239,300	1,647,300 1,902,600	247,200
Nassau	1,000,000	2 215 800	28,200	420 800	1.726.500	3,900 344,700
t. Nicholas	500,000 500,000 500,000 1,000,0 0	1,767,000 3,230,500 3,681,700	22,300 28,200 24,700 329,000 65,200 18,000 40,300	285,900 292,300 464,000 1,212,300	1,221,800 2,884,100	450,000
shoe & Leather	500,000	3,230,500	329,000	292,300	2,884,100	445,000 4,700
orn Exchange	1,000,0 0	3,681,700	65,200	1 912 200	2,490,400 3,712,306 1,267,000	4,700
Continental	1,000,000 300,000	3,733,600 1,434,400	40 300	170,000	1.267.000	781,900
Oriental	400,000	2,418,000	35,000	646,000	2,402,000	357,000
mporters' & Tr	1.500.000	16 009 100	1.009.800	3.725,800	18,390,860	1,098,300
Park	2,000,000	11,690,700 637,500 535,400 717,400 757,100	529,700	3,136,400	14,384,700 544,800	530,200 307,400
Mech. Bkg. Ass'n	500,000 300,000	535,400	74,500 5,500	145 700	535 200	307,400
Frocers'	240,000	717.400	43.300	121,000	714,200	
Cast River	250,0001	757,100	84,900	63,900 145,700 121,000 86,100	535,200 714,200 610,300	143,100
Januf'rs & Mer	100,000	491,000	1,000	100,000	428,2001	4 071 400
ourth National. Central Nat	3,200,000	15,950,500	1,111,200	3,381,800	15,430,200 6,621,000	1,051,400 1,463,000
entral Natlecond National.	2,000,000 300,000	2.503.000	172,000	1,246,000 510,000 624,900	2,674,000	269.000
Winth National	750,000	3,594,300	316,200	624,900	9 999 1001	547,000
irst National	500,000	7,498,000 2,503,000 3,594,300 8,082,100	448,000 172,000 316,200 1,266,100	1,192,600 863,700	9,139,400	269,000 547,000 45,000
hird National!	1,000,000	0,140,000	ייטט,666	120 200	0,161,800	800,000 268,100
I. Y. Nat. Exch	300,000 250,000	1,291,0001 1,180,600 ₁	58,600 23,000	139,300 255,000	804,800 932,000	224,300
N. Y. Nat. Exch Bowery National V. York County	200,000	1,102,400		329.500	932,000 1,247,900	180,000
erm'n Americ'n	750,000	1,859,800	135,100	283,700 557,400	1,716,300	080 000
hase National	300,000	3,359,900	66,800	557,400	2,101,600	270,000
				43,284.900		

or FRASER

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share.

The following abbreviations are often used, viz.: "M.," for mortgage; "g.," for gold; "g'd," for guaranteed; "end.," for endorsed; "cons., for consolidated; "conv.," for convertible; "s. f.," for sinking fund; "l. g.," for land grant.

Quotations in New York are to Thursday; from other cities, to late mail dates.

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

Subscribers Will	conte	raia	vor by giving notice of any e	1	1 1		Dia	Anh
UNITED STATES BONDS.	Bid.	Ask.	STATE SECURITIES.	Bid.		CITY SECURITIES.	Bia.	Ask.
UNITED STATES BONDS. 6s, 1880regJ&J	10612	10658	Tennessee—6s, old, 1890-98J & J 6s, new bonds, 1892-1900J & J	32'8	36	Dist. Columbia—Continued— Perm. imp. 7s, 1891J&J	10712	110
6s, 1880J&J 6s, 1881regJ&J	100-2	$10634 \\ 10748$	6s, new series, 1914	102	103	Wash.—Fund.loan (Cong.) 68, g., 92 Fund. loan (Leg.) 68, g., 1902 Var.	104-2	10712
6s. 1881	107	10718	7s, gold, 1892-1910	110-2	111	East Saginaw, Mich.—8s Elizabeth, N. J.—7s, short	45	55
5g. funded, 1881regQ-F	10328	10334	10s, pension, 1894J & J Vermont—6s, 1890J & D	99	100	7s, funded, 1880–1905	40	44
58, funded, 1881	1064	100-2	Virginia-6s, old, 1886-'95J & J	32-2	34.7	7s, 1905. Fall River, Mass.—6s, 1904. F& A	110	45 111
41 28, 1891	10258	10234	6s, new bonds, 1886-1895J & J 6s, consol., 1905J & J	78	507	56, 1894, goldF&A Fitchburg, Mass.—68. '91, W.L. J&J	103	$104 \\ 112$
4s, 1907	$102^{5}8$ $124^{1}2$	10234	6s, do ex-coup., 1905J & J 6s, consol., 2d seriesJ & J	40	58 ⁷ 8 42	Fredericksburg, Va.—78M&N	103	
6s, Currency, 1896regJ&J 6s, Currency, 1897regJ&J	124 '8 125	125-2	6s, deferred bonds	84		Galveston, Tex.—10s, '80-'95 Var Galvest'n County, 10s, 1901. J & J	102	103
6s, Currency, 1898regJ&J 6s, Currency, 1899regJ&J	1252		Albany, N. Y.—6s. longVarious	105	108	Georgetown, D.C.—See Dist. of Col Harrisburg, Pa.—6s, couponVar.	100	108
FOR EIGN GOV. SECURIT'S. Quebec-5s, 1908	1	101	78	107		Hartford, Ct.—City 6s, var. dates Capitol, untax, 6s	1110	109
STATE SECURITIES.			6s, 1876-'90J&. Wharf 7s, 1880J&J		115	Hartford Town bonds, 68, untax	109	$102 \\ 110$
Alabama—5s and 8s, fundable. Var. 8s, Mont. & Euf.	2	1	Allegheny Co., 5s. J&J Atlanta, Ga.—7s.	90	$\begin{array}{c} 97 \\ 103 \end{array}$	Houston, Tex.—10s	17	30 25
8s, Ala. & Chat	20		Do. 8s	107	$\begin{array}{c} 110 \\ 102 \end{array}$	Indianapolis, Ind.—7-30s, '93-99.J&J	91	100
Class "A," 2 to 5, 1906dosmall	48	49-2	Augusta, Me.—6s, 1887, mun. F&A Augusta, Ga—7s. Variou	103	104	78, do 1899-1902J & J	98	103 100
Class "B," 5s, 1906	584	60	Augtin Tevas-10s	1	110	7s, assessment, '78-79.J&J-M& N 7s, improvement, 1891-'94 Var	98	100 100
Arkansas—6s, funded, 1899J & J 7s, L. R. & Ft. S. issue, 1900. A & O	3		Baltimore—6s, City Hall, 1884.Q—6s, Pitts. & Con'v. RR., 1886. J&	110	111	78, Bergen, long	98	$\begin{array}{c} 100 \\ 102 \end{array}$
7s, Memphis & L. R., 1899 A & C 7s, L. R. P. B. & N. O., 1900 A & C	3		6s, consol., 1890	1110	117	do 7s.M&S and J&L	1100	107
7s, Miss. O. & R. Riv., 1900. A & C 7s. Ark. Central RR., 1900. A & C	3		6s, Park, 1890	LIL	117 119	Bayonne City, 7s, longJ&J Lawrence, Mass.—6s, 1894A& O	1111-	112
7s. Levee of 1871, 1900J & J		3	6s, do exempt, 1893M&\) 5s funding 1894	117	$\frac{120}{118}$	Long Island City, N. Y. Louisville, Ky.—7s, long dates. Var.	ITUT	$ \begin{array}{c c} 1071_{2} \\ 1031_{2} \end{array} $
California—6s, 1874	106	108	6s, 1900	117	$\frac{119}{119}$	78, short dates	100	10112
Delaware-6sJ&J*	110	85	5s, consol, 1885Q-	1106	108	6s, short	11111	$2 1011_{2} \\ 112 $
Florida—Consol. gold 6sJ & J Georgia—6s, 1879-80-86F & A	102		5s, new 1916	1110.7	110^{1}_{2} 105^{1}_{2}	Lynchburg, va.—68	1117	
7s, new bonds, 1886J & J 7s, endorsed, 1886	11114		6s, water, 1905. J&J 6s, E.& N.A. Railroad, 1894. J&J	11111	$\frac{108}{105}$	Lynn, Mass.—6s, 1887F&A	11111	$2 \begin{vmatrix} 110 \\ 112 \end{vmatrix}$
78, new bonds, 1886	1114	117	Go B & Pigestannis RR. '99. A&O	TILUT	10512	5s, 1882	55	$\frac{103}{70}$
Illinois—68, coupon, 1879 3 & 3	100		Bath, Me.—6s, railroad aidVar 5s, 1897, municipal			Manchester, N.H.—5s, 1883-'85J&J 6s, 1894J&J	HILOI	0.02
War loan, 1880	102	110				Memphis, Tenn.—6s, old, CJ&	11.19	$\begin{bmatrix} 25 \\ 25 \end{bmatrix}$
Louisiana—Old bonds, fundable. Var 8s, non-fundable	30		6s, currency, short, 1880Var 5s, gold, 1905Var	11104	2 111	68, gold, Illia., 1300	15	25 25
New consol. 7s, 1914J &J &	47	$102\frac{1}{4}$	4s, currency, 1899	103	110034	68 CODSOIS	J 32	37
War debts assumed, 6s, '89.A& O War loan, 6s, 1883	11134	2114	do 5s, gold, 1899J&J do 5s, gold, 1902A&O	1106	$\frac{108}{110}$	Milwaukee, Wis.—5s, 1891J & 1 7s, 1896-1901	102	108
Maryland—6s. defence, 1893J&J	11094	111	Brooklyn, N.Y.—78, '79-80J & 78, 1881-95J &	1 101	$104 \\ 115$	7s, water, 1902	J 108	25
6s, exempt, 1887	1110	117	7s, Park, 1915-18J & 7s, Water, 1903J &	1 120	123	5sJ&	J 15 N 21	25 25
6s , 1890Q— 5s , 1880-'90Q—	11100	115	7g Bridge 1915	11191	$ \begin{array}{c c} 2 & 122 \\ 1 & 122 \\ 1 & 12 \end{array} $	Montgomery, Ala.—New 3sJ & Nashville, Tenn.—6s, old	J 40	50 90
Massachusetts—5s, 1880, gold .J&J 5s, gold, 1883J&.	111034	21104	6s, Water, 1902-5J & 6s, Park, 1900-1924J &	1 113-	2	6s, new	.1 80	90
5s, gold, 1894	109	111	Kings Co. 78, 1882-'89M & do 68, 1879-'86M &	1101	$ 110 \\ 110 \\ 100$	7s, longVar. 7s, water, longVar.	1.1100	110 116
do do 1894M&N do do 1888A&O	105	$\frac{110}{107}$	Buffalo, N, Y.—7s, 1876-'80Va 7s, 1880-'95Va	103	106	New Bedford, Mass.—6s, 1893. A&C N. Brunswick, N. J.—7s.	1112	$113 \\ 103 \\ 1_2$
M ichigan—6s, 1878–79J & 6s, 1883J &	J 101 J 106		7s, water, long	8 102		Newburyport, Mass.—68, 1890.J&c	III TIO.	1111 1111
7s, 1890	1112		Cambridge, Mass.—5s, 1889A&C 6s. 1894-96, water loanJ&	1113	107 $ 114 $	N. Haven, Ct.—Town, 6s, Air Line. Town, 6s, war loan		108
Missouri—6s, 1886J & Funding bonds, 1894-95J &	[106		6s, 1904, city bondsJ&d Camden Co., N. J.—6s, coupJ&d	* 114	115	do 6s, Town Hall	. 1110	117 104
Long bonds, '89-90	J 107		Camden City, N. J.—6s, coup. J&5 7s, reg. and coupJ&5	* 110	1	New Orleans, La.—Premium bond	8. 20	26 32
Hannibal & St. Jo., 1886J & do do 1887J &	11054		Charleston, S.C.—6s, st'k,'76-98Q-7s, fire loan bonds, 1890J &	J; 59	$\begin{array}{c c} 62 \\ 70 \end{array}$	Consolidated 6s, 1892va Railroad issues, 6s, '75 & '94Va	r. 24	26
N. Hampshire—6s, 1892-1894. J&J War loan, 6s, 1901-1905J &	11144	2 115	7s, non-tax bonds. Chelsea, Mass.—6s, '97, water l.F&A		.1 89	Wharf impr., 7-30s, 1880J &J &	101	102
War loan, 6s. 1884	5 1074	2 108	Chicago, Ill.—6s, long datesJ&. 7s, sewerage, 1892-'95J&.	1		6s, do 1879 Q-F 5s. do 1890 Q-F	103	105
New Jersey—6s, 1897–1902J&J 6s, exempt, 1877–1896J&J	* 115		78, water, 1890-'95J&. 78, river impr., 1890-'95J&.	1		68, do 1883-90Q—	$\begin{array}{c c} F & 104 \\ \hline F & 104 \end{array}$	110
New York—6s, gold, reg., '87J& 6s, gold, coup., 1887J&	1110	111	78, 1890-'95. J&. Cook Co. 78, 1880. M&N	1		7s, pipes and mains, 1900M&	N 115 F 109	118 110
6s, gold, 1883	J 120	111	do 7s, 1892	N		5s, Cent. Park bonds, 1898Q -	F 104 F 107	$\begin{vmatrix} 105 \\ 108 \end{vmatrix}$
6s, gold, 1892	J 122		Lincoln Park 7s	. 102	2 1034	7s, dock bonds, 1901	N 1116	$\frac{118}{110}$
N. Carolina—6s, old, 1886-'98J&. 6s, old) 244	2	South Park 7s	. 102	103	6s, do 1905	N 116	117 108
6s, N C. RR., 1883-5	J 106 106		Cincinnati, O—6s, longVar 6s, shortVar	.† 100	103	78, do 1879-90.M &	N	114
6s, do coup. off	J 86		7-30s	† 115	108	6s, street impr. stock, 1888. M &	N 102	12 100
6s, Funding act of 1866, 1900 J& 6s, do 1868,1898A&	JI 84	2	Southern RR. 7-30s, 1902J&.	† 114	$\frac{1141}{112}$	7s, do do 79-82.M & 6s gold, new consol., 1896	N 104	112
6s, new bonds, 1892-8J& 6s, doA & 6	J 141	4	do 6s, g., 1906 M& Hamilton Co., O., 6s	103	104	7s, Westchester Co., 1891	106 J 115	116
6s, Chatham RR	3^{1}	8	do 7s, short do long 7s & 7-30s	† 100	$\frac{102}{110}$	5s, 1905, water loan	J 106 J 99	102
6s, do class 2 A & 6s. do class 3 A & 6	3	334	Cleveland, O.—6s. longVariou	. 105	107	8s, coup., 1890-93Va 8s, water, 1901	r. 110 N 115	118
Ohio—6s, 1881	J 105		6s, shortVariou 7s, longVariou	. 103	104 115	Norwich, Ct.—58, 1907	104	
Pennsylvania—5s. gold. '77-8.F&A	* 100	106	78, 1019 Variou 78, short Variou Special 78, 1879-'89 Yearly	st 105	107 107	Oswego, N. Y.—78.	ar 107	102-2
5s, cur., reg., 1877-'82F&A 5s, new, reg., 1892-1902F&A	11121		Columbia, S.C.—6s, bonds			Potorshurg Va -68	2.11 98	TOT
6s. 10-15, reg., 1877-'82	1103	$\begin{vmatrix} 102^{1}4 \\ 108^{1}2 \end{vmatrix}$	Covington. Ky.—7-30s, long	† 110	112	8s. Jó 8s, special tax. Philadelphia, Pa.—5s, reg. J&	108	12
Rhode Island—6s, 1882M&S 6s, 1893-9J&	J 112		7-30s, short	† 114	104	6s, old, reg	71 TOO	1110
80uth Carolina—6s J &	J 40 0 10		Dallas, Texas—8s, 1904			6s, new, regJs Pittsburg, Pa.—4s, coup.,1913. J&	J* 60	
6s, funding act, 1866J & 6s, Land C., '89J &	J 10		Dayton, O.—8sVar Detroit, Mich.—7s, longVar	1 107	110	To wroten page from '93-'98 AA	() 112	11212
6s, Land C., 1889 A&C	0 40		7s, water, long	A 87	$\frac{115}{877}$	7s, street imp., reg, '83-86V	1 106	11012
6s, non-fundable bondsVar 6s, consols, 1893J &	. 21	$\begin{vmatrix} 2^{7} \\ 92 \end{vmatrix}$	Consol. 3-65s, 1924, reg	87	88	6s, railroad aidVa	1105	-2 100
* Price nominal: no late transa			† Purchaser also pays accrued i			† In London.		

^{*} Price nominal; no late transactions.

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

See genis, 1800, waster boam. As 1 150 1	For	Explan	ati	ons See Notes at Head of l	First :	Page	of Quotations.		
Doublement, S. Y. "To surface of the proof in the proof i	CITY SECURITIES.	Bid. A	sk.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
Description C. Company C.	Portsmouth, N.H.—6s, '93,RR.J&J	†10612 10	712	Bur. & Mo. (Neb.)—1st, 6s, 1918.J&J	†1057 ₈	106	Cin. Ham. & D.—1st M., 7s,'80.M&N	10012	101
6. 1986. 300. West Point A 5, 91 07 108 Bark Bouttow - 1-19 M, 5 , 90 M, 5	Poughkeepsie, N. Y.—7s, water Providence, R.I.—5s, g., 1900-5.J&J	107_{2}	812	Consol. m., 6s, non-exemptJ&J	†102	10212	Consol. mort., 7s, 1905A&O	†	9712
Schemen, V. 2-68, 76-1909 Var. 1 10 10 10 10 10 10 10	68. gold. 1900, water loanJ & J	119-5111	4				Cin. Rich. & Chic1st, 7s, '95.J&J	†84	60 85
Decident, N.Y.—63, 799, 2007, 100 100	Richmond, Va.—68J&J	104 100		Cairo & St.L.—1st M., 7s, 1901.A&C	t25	35			75 91
Dockman Mar. Dock	Rochester, N.Y.—6s. '76-1902. Var.	100 10	3	Califor. Pac.—1st M., 7s, g., '89. J&J	107		7s, 1887 extendedM&S		68
Securement Co. London, 2007 1.05	Rockland, Me.—6s, '89-99, RR. F&A	195 90	6	3d M. (guar. C. P.), 6s, 1905. J&J			Clev. Col. C. & I.—1st, 7s, '99. M&N		118 104 T
8. 1904, W. J	Sacramento Co. bonds, 68			Camden & Atl.—1st, 7s, g., '93J&J	11614	117	Bellef. & Ind. M., 7s, 1899J&J		
S. Primaricon-Tray, Old. — Ver. 5. 27, 76 (September 1997), 100 —	5s. 1904, W. LJ&J	104 2 10	•	Cam.& Bur. Co.—1st M., 6s,'97.F&A	*105		S. F. 2d mort., 7s, 1876M&S		
29, 1907	S. Francisco—7s, gCity & CoVar. Dupont street 7s			Cape Cod—7s, 1881 F&A	†105	106	Consol. S. F., 7s, 1900M&N	115	
Se, Joseph, Mo.—N	Savannah, Ga.—7s, oldVar. 7s. newVar.	74 70					Columbus ext., 7s, gold, 1901	¶35	
Se. Losia, Ma.—Geour., long, Med. Var., 104. Water Geo. 2011, 1857-90. J. 451 (105); 1675. Georgia Charles, 1857-90. A 60 (105); 1675. Georgia Charles, 1	St. Joseph, Mo.—78Var.			New mort., 7s, 1900F&A Cedar F. & Min.—1st, 7s, 1907.J&J	100	10312	Col. Chic. & Ind. Cent.—		
Water 66, gold, 1857-90. A 2 Dil 1009 1072 Cont. of Cha. 141, cont. 76, 1904 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 1905 & 70 1075 Cont. of Cha. 141, cont. 76, 19	St. Louis, Mo.—6s cur., long bds. Var.	104	i	Cedar R. & Mo.—1st, 7s, '91F&A	111112	111	1st cons. mort, 7s, 1908A&O 2d mort, 7s, 1909F&A		69 1 2 25
Bridge approach, 9. 106	Water 6s, gold, 1887-90J & D	1109-5/10	712	Cent. of Ga.—1st, cons., 7s, '93.J&J	TIT	113	Trust Co. cert., 1st, cons		65
Severe, 18, 60, 61, 1991 - 2003. Yes. 106 1078 78 600 1078 78 600 1078 78 600 1078 78 600 1078 78 600 1078 78 600 1078 78 600 1078 78 600 400 600 400 600 400 600 400 600 600 400 600 400 60	Bridge approach, 6s	106 10	712	Central of New Jersey—	11634	1174	Col.& Ind. C., 1st M., 7s, 1904.J&J		110 90
Currency, 7a, 1867-88. Var. 1055 105 105 105 105 105 105 105 105 10	Sewer, 6s. gold, 1891-'93Var.	106 10	712	7s, conv, 1902			Un.& Logansp.,1st,7s, 1905.A&O	91	93 96
27. 1574-20. M. C.N. 105 105 105 105 105 105 105 105 105 105	Currency, 7s. 1887-'88Var.	10012		Consol. M., 7s, 1899 Q-J			Cin. & Chic. A. L., 1886-'90		
58. 1893 08. 56. 1695 109 1016 68. 1695 109 1016 68. 1695 109 1016 68. 1695 1095 1016 68. 1695 1095 1016 68. 1695 1095 1016 68. 1695 1095 1016 1016 1016 1016 1016 1016 1016 101	78. 1874-90	105 109	9	Adjustment bonds, 1903	102	1024	Col. & Hock. V.—1st M., 7s, '97.A&O	1041_2	106
## All Andrew Company 100	8s, 1889.96Var. Somerville, Mass.—5s, 1895A&O	102_{12}	1	Small bonds, 1908M&N	60	61	2d M., 7s, 1892J&J	†91	93 .
Springfold, Mass., -6a, 1902. A&O 113	68. 1885J&J	107 1108	5			76	Col. Springf.& C1st, 7s, 1901.M&S	200 (1)(0)	10012
Special Color Colo	Springfield, Mass.—6s, 1905A&O	1113 1114		Leh.& Wilkesbarre Coal,'88,M&N Small bonds, 1883M&N		33	Col. & Xenia—1st M., 7s,1890.M&S Conn. & Passump.—M., 7s, '93.A&O	†10734	108
88, 1877-59. Var. 106 88, water, 1892 & 91. Vyar. 106 88, water, 1892 & 91. Vyar. 108 81. Wilmington, N.C.—68, gold, con. on 88, gold, con. on 89, gold, con	Stockton, Cal.—8s	g.95 100)	Consol., 7s, gold, 1900Q-M		87 76	Massawippi, g., 6s, gold, '89 J&J	* 195	
washington, D.G.—See Dist: of Col. State Aid: 7, sp. 1, 1841. Mark See	8s. 1877-89 Var.	104		Cent. Ohio-1st M., 6s, 1890M&S			Conn. West.—1st M., 7s, 1900.J&J		$\begin{array}{c} 18 \\ 112 \end{array}$
98. gold, con. co. Wercester, Mass56, 1892. A&A 1135 1137	Washington, D.C.—See Dist. of Col.			1st mort., 6s, gold, '95-98J&J	1121 ₂ 1061 ₀	1123_{4}	Cumberl'd&Penn.—1st,6s,'91,M&S		
Sa. 1909. A. Accol. 105 107 RAILROAD HONDS. Al. Cent. 1-st. M., Sa. g., 1901. 3.64 Al. Cent. 1-st. M., Sa. g., 1902. 3.64	8s. gold. cou. on			S. Joaquin, 1st M., 6s, g. 1900. A&O	101	10234	Dakota Southern-7s. gold, '94, F&A	†96	100
### RAILROAD BONDS. Ala. Cent.—1st M., Sa, g., 1901, 1&2 Alb. y & Susq.—1st M., 7a, 88, 1&3 Alb. Cent.—1st M., Sa, g., 1901, 1&2 Alb. y & Susq.—1st M., 7a, 88, 1&3 Alb. y & Susq.—1st M., 7a, 88, 1&4 Alb. y & Susq.—1st M., 7a, 88, 1&4 Alb. y & Susq.—1st M., 7a, 180, 1&4 Bond. exten. M., 7a, 1910. Acc Onnost. mort, 7a, 180, 1, 100 Alch. y & Susq.—1st M., 7a, 180, 1, 100 Alch. y & Susq.—1st M., 180, 1, 100 Alch. y & Susq.—	5s. 1905A&O	105 107	7	Cal.& Or. C.P.bonds, 6s.g., '92 J&J	‡103	105	Dan. Ur. Bl. & P.—1st. 7s. gA&O		50
And Cent—181M, 88, 62, 101.1 de Concrete St. 100 de Concrete Carlo 101. de Concrete Carlo 1	Yonkers, N. Y.—Water, 1903	110		West. Pacif., 1st, 6s, g., '99J&J	107		2d mort., 7s, 1887M&S	1100	
Alla & Chatt — 14, Sag., gd, 99.JaJ 10 12 24 morta, 7s.	RAILROAD BONDS.		- 11	2d mort., 7s, 1910J&J	60		Dayt. & West.—1st M.,6s, 1905.J&J	185	100 90
78, receiver's certs, (vin, Nos.). 20 60 Chee. & OhioPur, money (H., 1881). 40 7 8 8 10 10 10 10 10 10 10 10 10 10 10 10 10			2	Cheraw & Darl.—1st M.,8s,'88.A&O 2d mort., 7s	86		Delaware-Mort., 6s, guar., 95 J&J	*110	
2d mortrage, 7a, 1855 A6O 166 1069	7s, receiver's certs. (var. Nos.)		5	Ches. & Ohio—Pur. money fd., 1884 6s, gold, series B, int. def. 1908	44		Del. & Bound B'k—1st, 7s, 1905F&A Del. Lack. & W.—2d M., 7s, '82.M&S	1047_{8}	
Consol. mort., 78, 1906. A&C 1028 1032 1034 Va. Cent., 14M., 68, 1880A&C 35 1034 Va. Cent., 14M., 68, 1880A&C 35 1034 Va. Cent., 14M., 68, 1876A&C 1034 1034 Va. Cent., 14M., 68, 1876A&C 1034	2d mortgage, 7s, 1885A&O	106 106	312	6s, gold, small bonds, 1908			Convertible 7s, 1892 J&D Mort. 7s, 1907 M&S		113
Dest M. & Fr.D. 1916 A&C 730 A&C	Consol. mort., 7s, 1906A&O	10218 103	312	6s, currency, small bonds, 1918.	00		Denver Pac.—1st M.,7s, g.,'99.M&N		70 95 ⁵ 8
Atchin A Phics P.—Ist, 68.2.9534KN 105 112 Cheshire—68, 1896-1899 J. G. 1002 103 List M., 88, end. M. C. 1002, MAN 105 105 List M., 88, end. M. C. 1002, MAN 105 105 List M., 78, 78, 71 105 List M., 78, 78, 71 105 List M., 78, 78, 107 List M., 78, 107 Li	East. exten. M., 7s, 1910A&O	*93 104	L 11	do 3d M., 6s, 1884J&J	99		Des M. & Ft. D.—1st, 6s, 1904.J&J		
Atch. Top., &S.F.—ist., 7s., 9.9, J.E.J. 1137s 1144 138 Chester Val.—ist. M., 7s., 173, 93. J.E.J. 1158 138 Chester Val.—ist. M., 7s., 7s. 35. J.E.J. 1158 158 Chester Val.—ist. M., 7s., 7s. 35. J.E.J. 1158 158 Chester Val.—ist. M., 7s., 7s., 35. J.E.J. 1158 158 Chester Val.—ist. M., 7s., 7s., 35. J.E.J. 1158 158 Chester Val.—ist. M., 7s., 7s., 35. J.E.J. 1158 158 Chester Val.—ist. M., 7s., 7s., 35. J.E.J. 1158 158 Chester Val.—ist. M., 7s., 7s., 35. J.E.J. 1158 158 Chester Val.—ist. M., 7s., 7s., 35. J.E.J. 1158 Chester Val.—ist. M., 6s., 150. J.E.J. 1158 Cheste	Atch'n& Pikes P.—1st,6s,g.'95M&N			Cheshire—6s, 1896-1898J&J	11022	103	1st M., 8s, end. M. C., 1902. M&N		107 1093
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Allantic & Gr. Western— 1st mort, 7s, gold, 1902. M&S. 2d mort, 7s, gold, 1902. M&S. 3d mort, 7s, g., 1902. M&S. 3d mort, 18s, g., 1903. M	Consol. mort., 7s, g., 1903A&O	1154 116	>	Sterling mort., 6s, g., 1903J&J	:111	113	Det.& Pontiac, 1st M., 7s, '78.J&J		95
2d mort, 78, £, 1902. M&N 3d mort, 18, £, 19, £, 2d mort, 78, £, 1902. M&N 3d mort, 18, £, 19, £, 2d mort, 78, £, 1902. M&N 3d mort, 18, £, 19, £, 2d mort, 78, £, 1902. M&N 3d mort, 18, £, 19, £, 2d mort, 78, £, 1902. M&N 3d mort, 18, £, 19, £, 2d mort, 78, £, 2d mort, 78, £, 1902. M&N 3d mort, 68, £, 1902. M&N 3d mort, 18, 11, 18, 11, 18, 11, 11, 11, 11, 11	Atlantic & Gt. Western—		•	Bds. Kan. C. line, 6s, g., 1903. M&N	105		Dixon Peo.& H1st, 8s,'74-89.J&J	10512	
3d mort. 7s, K., 1902. M&N. 21 tst mortragge trustees certifics 34	1st mort., 7s, gold, 1902J&J 2d mort., 7s, g., 1902M&S		:::		113	116	1st mort., 2d Div., 1894J&J	111	
2d. do	3d mort 7s, g., 1902	±34 36	3				East Penn.—1st M., 7s, 1888M&S	*110	$109 \\ 117$
Con. mort. Bischoff certs. 78, 1892 Chile. Clin. Lub. Minn78, 78, 1784 Chile. Chile. Clin. Lub. Minn78, 78, 1845 Chile. Minn78, 1845 Chile. Minn78, 1845 Chile. Minn78, 1845 Chile. Minn78, 18	2d do do do			5s, 1901A&O				90	
Leased L. rental, 7s. g., 1902_46J 56 65 60 60 7s. g., 1903_46J 13 16 60 60 7s. g., 1903_46J 13 60 60 7s. g., 1903_46J 13 60 60 60 7s. g., 1903_46J 13 60 60 60 60 60 60 60 6	Con. mort. Bischoff certs.,7s, 1892			Chic. Cinn.& Louisy.—1st M., guar.					
West. ext. certiffs, 8s, 1876. J&Z	Leased L. rental, 7s, g., 1902.J&J		3	Chic. & East. Ill., 1st mort. 6s			Sterling debs., 6s, g., 1906 M&S		82 116
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Ist mortgage, 7s. J&J 100 104 P. D. 1st mort, Ss. 1898. F&A 131 111 112 114 112 114 115 115 116 115	Atlantic & Gulf—Cons. 7s, '97.J&J	102 105	5	Chic.& Mich.L.Sh.—1st, 8s, '89.M&S			Erie & Pittsb.—1st M., 7s, '82 J&J		105
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Atl. & St. Law—style 2d, 6s, g. A&O 103 105 105	At.Miss.&Ohio.—Cons.,g.1905.A&O	142 44	- 11	St. P. & Chic., 7s, g., 1902J&J	11118	111_{2}	Bangor & Pisc. 6 & 7s, '99A&O		107
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Battimore & Ohio— 68, 1880.	3d mort., 1891	103 105	11	I. & M., 1st M., 7s, 1897J&J I'a. & Dak., 1st M., 7s, 1899.J&J	107^{1}_{2}		7s, 1894		
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Sterling mort., 6s, 2, 1910. M&S 112 114 114 114 114 100 6s, g., 1910. M&S 109 111 101 102 102 103 103 104 104 104 104 104 104 104 104 104 105	6s, 1885A&O	108 108	12	1st mort., consol., 7s, 1905J&J			Cons. S. F., 8s, 1902M&N	*	40
Balt. & Pot'e—1st, 6s, g., 1911. J&d. 100 101 102 103 104	Sterling, 6s, 1895	112 114	:	Chicago & Northwest—	111	112	Bay C.& E. Sag.—1st, 10s,, \$2.J&J	90	92
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$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Belvidere Del.—1st.6s,c.,1902.J&L	110	!!	Consol., gold, 7s, cp., 1902. J&D	115	116	Cent. exten., 7s, 1903 M&N		
Boston & Albany -7s, 1892-5 F&z 1193 1204 1103 11114 1193 12114 Peninsula, 1st, conv., 7s, '98.M&s 118 120 Chic. & Fram'ghain & Lowell -1st, 7s, 1891 52 53 54 118 1193 11114 Peninsula, 1st, conv., 7s, '98.M&s 118 120 Chic. & Kill., 1st M., 7s, '98.J&d 116 120 Madison ext., 7s, g., 1911. A&o 106 120 Gal. Hous.&H.—1st, 7s, 1908, J&d 160 Gal. Hous.&H.—1st, 7s, 1909. J&d 100 Madison ext., 7s, g., 1911. A&o 106 100 Madison ext., 7s, g., 1911. B&o 100 Madison ext., 7s, g., 1911. A&o 106 100 Gal. Hous.&H.—1st, 7s, 1908, J&d 115 115 Madison ext., 7s, g., 1911. A&o 106 Gal. Hous.&H.—1st, 7s, 1909. J&d 115 115 Madison ext., 7s, g., 1911. A&o 106 Gal. Hous.&H.—1st, 7s, 1909. J&d 115 115 Madison ext., 7s, g., 1911. A&o 106 Gal. Hous.&H.—1st, 7s, g., 1902. J&d 115 115 Madison ext., 7s, g., 1911. A&o 106 Gal. Hous.&H.—1st, 7s, g., 1902. J&d 115 115 Madison ext., 7s, g., 1911. A&o 106 Gal. Hous.&H.—1st, 7s, 1908. J&d 115 115 Madison ext., 7s, g., 1911. A&o 106 Gal. Hous.&H.—1st, 7s, 1908. J&d 115 115 Madison ext., 7s, g., 1911. A&o 106 Gal. Hous.&H.—1st, 7s, 1908. J&d 115 115 Madison ext., 7s, g., 1911. A&o 106 Gal. Hous.&H.—1st, 7s, 1909. J&d 115 115 Madison ext., 7s, g., 1911. A&o 106 Gal. Hous.&H.—1st, 7s, 1909. J&d 115 115 115 Madison ext., 7s, g., 1911. A&o 107 Gal. Hous.&H.—1st, 7s, g., 1902. J&d 115 115 115 Madison ext., 7s, g., 1911. A&o 107 Gal. Hous.&H.—1st, 7s, g., 1902. J&d 115 11	3d mort., 6s, 1887	102 104	_	Iowa Mid., 1st M., 8s, 1900. A&O		116	Ft.W. Mun.& C.—1st, 7s, g., '89.A&O	*12 2	
Bost.Clint. & F — 1st M., 6s, '84, J &	6s, 1895	11034 111		Gal. & Cnic. ext., 1st, 7s,'82.F&A Peninsula, 1st, conv., 7s,'98.M&S	118		do (notes), 8s, 1883	5	7
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Bost. Conc. & Mon. — S. F., 6s, '89.J & '19612 100 Consol. mort., 7s, 1893 A&O Bost. Hart. & E.—1st, 7s, 1900. J&J 1st mort., 7s, guar. J&J 1st mort., 7s, 1sg.g., gold, not guar. A&O Ex land.—1st M., 7s, 1g., gold, not guar. A&O Ex land.—1st M., 7s, 1g., gold, not guar. A&O Ex land. Gr. Rap. & Ind.—1st M., 7s, 1g., gold, not guar. A&O Ex land. Gr. Rap. & Ind.—1st M., 7s, 1g., gold, not guar. A&O Ex land. Gr. Rap. & Ind.—1st M., 7s, 1g., gold, not guar. A&O Ex land. Gr. Rap. & Ind.—1st M., 7s, 1g., gold, not guar. A&O Ex land. Gr. Rap. & Ind.—1st M., 7s, 1g., gold, not guar. A&O Ex land. Gr. Rap. & Ind.—1st M., 7s, 1g., gold, not guar. A&O Ex land. Gr. Rap. & Ind.—1st M., 7s, 1g., gold, not guar. A&O Ex land. Gr. Rap. & Ind.—1st M., 7s, 1g., gold, not guar. A&O Ex land. Grap. Bas. Bas. Bas. Bas. Bas. Bas. Bas. Bas	N. Bedford RR., 7s, 1894J&	107 109		Menominee ext., 7s, g., 1911.J&D	10578		Gal. Hous. & H.—1st, 7s, g., 1902. J&J	115	85 119
Bost. Hart. & E.—1st, 7s, 1900. J&J 40 39 1151 11534	Sost. Conc. & MonS. F., 68, '89. J&.	†96½ 100	110	Chic. & Pad1st M., 7s, 1903.J&J	4		6s	91	108
Boston & Lowell—New 7s, '92 A&O 115¹4 115³4 16°4 100³4 100³4 100³4 100³4 100³4 100°4	Sost. Hart.& E.—1st, 7s, 1900. J&J	40		Chic.R.I.&Pac.—S.F.,in.,6s,'95F&A			1st M.,7s, l.g., gold, not guar. A&O	89	
New 6s, 1896	Soston & Lowell-New 7s, '92. A&O	1154 115	31	6s, 1917, regJ&J	11512				-90 50
Bost. & N. Y. Air L.—1st 7s. Bost. & N. Y. Air L.—1st 7s. 106 Bost. & Providence—7s, 1893 J&J Buff. Brad. & P.—Gen. M. 7s, '96 J&J Buff. N. Y. & Erie—1st, 7s, 1916 J&D Buff. N. Y. & Erie—1st, 7s, 1916 J&D Buff. N. Y. & Phil.—1st, 6s, g. '96 J&J Bur. C. R. & N.—1st. 5s, new, '06 J&D Bur. & Mo. R.—L'd M 7s, 93.A&O Bur. & Mo. R.—L'd M 7s, 93.A&O Buff. N. Y. & M	New 6s. 1896	1064 106	2	Land M., inc., 68, g., 1918 M&N	$82^{1}2$	83	Hack's'k&N.Y. E.—1st, 7s,'90. M&N	10	
Bost. & Providence—7s, 1893. J&J 116 118 Ten. lien, 7s, 1897	ost. & N. Y. Air L.—1st 7s	106		2d mort. 6s, 1907J&D	45	60	Han. & St. Jo Conv. 8s, 1885. M&S	10734	108
Buff.N.Y.& Erie—1st, 7s, 1916.J&D 117½ 118½ Cin. & Indiana—1st M., 7s, '92.J&D	ost. & Providence—7s, 1893.J&J 1806.J&J 1806.J&J	116 118 *50		Chic. & S.W.—1st,7s, guar.,'90. M&N		11	Kans. C. & Cam., 1st, 10s, '92. J&J	11212	
Bur. C. R.& N.—1st.5s, new, '06.J&D 8134 8178 Cin.&Sp.—7s, C.C.C.&I., 1901.A&O 9634 Housatonic—1st M., 7s, 1885.F&A 107 Bur. & Mo. R.—L'd M., 7s, 93.A&O 115 116 do guar., L.S.&M.S., 1901.A&O 10312 110 2d mort., 6s, 1889J&J 103	Buff.N.Y.& Erie—1st, 7s, 1916.J&D 1 Buff.N.Y.& Phil.—1st, 6s.g.,'96.J&J	$\begin{array}{c c} 117^{1} & 118^{1} \\ 93 & 100 \end{array}$	12	Cin. & Indiana—1st M., 7s, '92.J&D 2d mort., 7s, 1882-87J&J	-		Harl.& Portchester—1st M,7s,.A&O Harrisb, P. Mt. J.& L.—1st, 6s. J&J	*107	111
	ur. C. R.& N.—1st.5s,new,'06.J&D ur. & Mo. R.—L'd M., 7s, 93.A&O	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	78	Cin.&Sp.—7s, C.C.C.& I., 1901.A&O		963	Housatonic-1st M., 7s, 1885.F&A	107	
* Price nominal; no late transactions. † The purchaser also pays accrued interest. † In London. ¶ In Amsterdam.	Conv. 8s, 1894 series	115 1116	110	Cin. Laf. & Ch.—1st. 7s, 2., 1901. M&S		8712'	1		

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED.

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

· FOR	Exp	anac	ions see Notes at Head of F	ITSC IT	age o	duotations.		
RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
Houston & Tex. C.—1st, 7s, g., '91	107	109	Maine CentMort. 7s, 1898J&J	1109	110	North Carolina-M., 8s, 1878.M&N		112
West. Div., 1st, 7s, g., 1891. J&J Waco & N. W., 1st, 7s, g., 1903. J&J	101	104 105	Exten. bonds, 6s, g., 1900A&O Cons. 7s, 1912A&O	197	97 981 ₂	North Missouri—1st M., 1895. J&J North Penn.—1st M., 6s, 1885. J&J	10912	110
Cons. mort., 8s, 1912A&O Houst. E. & W. Tex.—1st, 7s, 1898.	1	103	Androscog. & Ken., 6s, 1891.F&A Leeds & Farm'gt'n, 6s, 1901.J&J	1101	103 99	2d mort., 7s, 1896	117	121 119
Hunt. & Br. Top-1st, 7s, '90A&O 2d mort., 7s, g., 1895F&A	112	$115 \\ 1061_{2}$	Portl'd & Ken., 1st, 6s, '83A&O	1101	103 103	Northeast., S.C.—1st M., 8s, '99, M&S 2d mort., 8s, 1899		112
Cons. 3d M. 7s, 1895 A&O Illinois Central—	48	50	Mansf. & Fr'ham.—1st, 7s,'89J&J Equipment 6s, 1882M&N	100	101 100	North'n Cent.—2d mort.,6s,'85.J&J 3d mort., 6s, 1900A&O	1084	
1st mort.Chic.& Springf'ld'98J&J	1108	110	Marietta & Cin1st M.,7s,'91.F&A	90	92	Con. mort., 6s, g., coup., 1900.J&J	104	104 ¹ 4 106 ¹ 2
Sterling, S. F., 5s, g., 1903A&O Sterling, gen. M., 6s, g., 1895.A&O	1112	104 114	Sterling, 1st M., 7s, g., 1891.F&A 2d mort., 7s, 1896	86 393 ₈		6s, g., reg., 1900	6612	70
do 5s, 1905J&D Ill. Grand Tr.—1st M., 8s, '90.A&O	11234	105	3d mort., 8s, 1890J&J Scioto & Hock.Val., 1st, 7sM&N	15½ 90	16 100	Con. mort, stg. 6s, g., 1904J&J Northern Cent'l Mich.—1st, 7s	‡94	96
Ind'lis Bl. & W.—1st, 7s, g.,'09.A&O 2d mort., 8s, 1890J&J	3	45	Balt. Short L., 1st, 7s, 1900J&J Cin. & Balt., 1st, 7s, 1900J&J	102	105	Northern, N.J.—1st M., 6s, '88.J&J Norw'h&Wore'r—1st M., 6s. '97.J&J	95 106	97 108
Extens'n 1st M., 7s, g., 1912.J&J Ind'polis C. & L. –7s of '97,Low Nos		9	Marietta P. & Clev.—1st, 7s, g., '95 Consol. 7s		50	Ogd'nsb'g&L.Ch.—1st M.6s,'98,J&J S. F., 8s. 1890	191	$\begin{array}{c} 96 \\ 94 \end{array}$
do do High Nos 3d mort.,7s, 1899J&D	1		Marq'tte Ho.& O.—Mar.& O.,8s, '92 6s, 1908	*105 70	110	Ohio&Miss.—Cons. S. F. 7s, '98. J&J Cons. mort., 7s, '98J&J	11114	11212
Ind'apolis & Cin., 1st, 7s, '88.A&O Indianapolis Peru & C.—1st mort	10112	105	Mass. Central—1st, 7s, 1893 Memp. & Charl'n—1st. 7s, '80. M&N	39 99	40 101	2d mort., 7s, 1911	$\frac{93}{33}$	933 ₄ 40
Ind'polis & St. L.—1st,7s, 1919.Var. 2d mort., 7s, 1900	70	75 30	2d mort., 7s, 1885J&J Mem. & L. Rock—1st, 7s	77 39	80 41	Oil Creek—1st M., 7s, 1882A&O Old Colony—6s, 1897F&A	80 11073	85 108 ¹ 2
Ind'apolis& Vin.—1st, 7s,1908.F&A 2d mort., 6s, g., guar., 1900.M&N	100	105	Metrop'n Elev.—1st M ., 1908, J&J Mich. Cent.—1st mort., 8s, '82 A&O	10618	106^{1}_{2} 109^{1}_{2}	6s, 1895. J&D 7s, 1895	110734	108-2
Intern'l & Gt.No.—Int. 1st, 7s. A&O	84	87	Consol., 7s, 1902		119	Omaha&N.W.—1st, l.g., 7.3, g.J&J	12	25 122
Conv. 8s, 1892		87	1st M. on Air Line, 8s, 1890.J&J Air Line, 1st M., 8s, guarM&N	100	101	Omaha & S.W.—1stM.,8s,1896.J&D Or'ge& Alex'ndria—1st,6s,'73M&N	95	110
2d do do H. & Gt. No., 1st, 7s, g., with certs.	243 ₄ 84	26	Equipment bonds, 8s, '83A&O Gd. Riv. V., 1st 8s, guar., '86.J&J	101		2d mort., 6s, 1875J&J 3d mort., 8s, 1873M&N	90 50	100 60
do Conv. 8s, 1892F&A do 1st Purch. Com. Receipts	23	86	do 2d mort., 8s, 1879. M&S Kalamazoo&S.H., 1st, 8s, '90. M&N	†99 99	10022	4th mort., 8s, 1880	22 62	29 63 ¹ 4
do 2d do do Ionia & Lansing—1st 8s, '89J&J	108	2412	Mich. L. Shore 1st M., 8s, '89.J&J Mil. & North.—1st, 8s, 1901 J&D	35	50	Oregon & Cal. 1st M. 7s, 1890. A&O Frankfort Com. Rec'ts, x coup	;35 ;30	$\begin{array}{c} 40 \\ 32 \end{array}$
I'a Falls & Sioux C.—1st, 7s, '99A&O Ithaca & Athens.—1st m., 7s,g.J&J	†105	108	Minn. & St. L., 1st m., 1927J&D do guaranteed	$\begin{array}{c} 90 \\ 103 \end{array}$	104	Osw. & Rome—1st M., 7s, 1915.M&N Osw. & Syracuse—1st, 7s, '80.M&N	95 95	100
Jackson Lansing & Saginaw-	1	109	Miss. Cen.—1st M., 7s, '74-84. M&N do 2d m., 8s, ex coup	101	104 103	Ott. Osw. & Fox RM., 8s, '90.J&J	113	113
1st M., 8s, '85, "white bonds" J&J North Exten., 8s, 1890 M&N Consol. mort., 8s, 1891 M&S	1107	108	Miss.& Tenn.—1st M., 8s, series "A" do 8s, series "B"		114	Paris & Danville—1st M., 7s. 1903. Paris & Dec't'r—1st M., 7s. g., '92. J & J		
Jamest. & Frankl.—1st, 7s, '97.J&J 2d mort., 7s, 1894J&I)	*		Mo. F. Scott & G.—1st., 10s, '99.J&J 2d mort., 10s, 1890	$\frac{88}{15}$		PekinL.&Dec.—1stM.,7s,1900.F&A Pennsylvania—1st M., 6s, '80J&J		105 ¹ 2
Jefferson—Hawl'y Br. 7s, '87. J&J 1st mort., 7s, 1889J&J	90		Mo. Kansas & Texas— Cons. assessed, 1904-6F&A		6738	General mort, 6s, coup., 1910 Q-J	1154	11534
Jeff. Mad. & Ind.—1st, 7s, 1906. A&O	†111	112	1st, 6s, g., 1899, (U. P. S. Br.)J&J		8614	Cons. mort., 6s, reg., 1905Q-M	103	110 110
2d mort., 7s, 1910	100	$103\frac{1}{4}$ $100\frac{1}{2}$		3314	90	do 6s, coup., 1905J&D Navy Yard, 6s, reg., 1881J&J	*102	10412
Joliet & Chic.—1st. M., 8s, '82 J&J Joliet & N. Ind., 1st, 7s (guar. M.C.)	102	107	Han. & C. Mo., 1st 7s, g., '90.M&N do 2d, 1892M&N			Penn. Co., 6s, reg., 1907Q.—J Penn.&N.Y.—1st.7s, 96&1906.J&D		125
Junction RR. (Phil.)—1st,6s,'82 J&J 2d mort., 6s, 1900A&O	*104		Mo.Pac.—1st mort6s,gld.'88,F&A 2d mort.,7s, 1891J&J		10812	Peoria Pekin & J.—1st, 7s, '94.J&J Perkiomen—1st M., 6s, 1897 A&O	*35 80	60
Kalamazoo Al.& Gr. R.—1st, 8s.J&J Kal.& Schooleraft—1st, 8s, '87.J&J	100	109	Car. B., 1st mort., 6s, g. '93A&O 3d mortgage		95	C. M., guar., P.&.R., 6g., 1913. J&D Ex fd. cps., Dec., '77, to J'e, '80, inc.	‡55	60
Kal.& Wh. Pigeon—1st, 7s, '90. J&J Kansas C. Lawr. & So. 1st, 4s. 1909	$\begin{array}{c} 100 \\ 693_4 \end{array}$	71	Income, 7s, 1892	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., 7s, '80. J&J	19312		Ex. certif., ster., 6s, 1883 M&N Interest 8s, 1883 M&N	75 60	85 70	2d mort., 8s, 1902J&J Phil. & Erie—1st M., 6s, 1881.A&O	36 105½	$\begin{array}{c} 39 \\ 106 \\ ^{1}2 \end{array}$
K.C.St.Jos.&C.B., M. 7s,1907.J&J do inc. bds, rg.,6s,1907.A&O	20	89	2d mort., 8s, varMarch New 1st mortgage	$\begin{bmatrix} 12 \\ 85 \end{bmatrix}$	15 88	2d mort., 7s, 1888J&J 2d mort., guar., 6s, g., 1920.J&J	109	118
K.C.Topeka&W 1st M.,7s,g.,.J&J Income 7s	107	115 108	New debenture (1st) Mont.&Euf.—1st, end.8s,g'86 M&S	37 90	$\begin{array}{c} 40 \\ 105 \end{array}$	Philadelphia & Reading— 1st mort., 6s, 1880J&J		10512
Kansas Pac.— 1st, 6s, gold, '95.F&A With coupon certificates		118	Morris & Essex—1st, 7s, 1914 M&N 2d mort, 7s, 1891	$123 \\ 1131_{2}$		1st mort., 7s, 1893A&O Debenture, 1893J&J		120
1st mort., 6s, g., 1896J&D With coupon certificates	119	119_{12}	Construction, 7s, 1889F&A Bonds, 7s, 1900J&J	89	91	Mort., 7s, coup., 1911J&D Gold mort., 6s, 1911J&D	(1000 to 1000	$\begin{array}{c} 115 \\ 105 \end{array}$
1st mort., Denver1899.M&N With coupon certificates	111^{1}_{2}		General mort., 7s, 1901A&O Consol. mort., 7s, 1915J&D	10934 101	10158	Improvement mort., 6s, 1897 New convertible, 7s, 1893 J&J		
Land 1st mort., 7s, g., 1880. J&J With coupon certificates		118	Nash.Chat.&St.L.—1st,7s,1913 J&J 1st, Tenn. & Pac., 6s, 1917J&J	105^{1}_{4} 93^{1}_{4}		G. s. f., \$&£,6s,g.,1908, x cps.J&J Scrip for 6 deferred 2 coupons	†63 †70	$\begin{array}{c} 65 \\ 80 \end{array}$
Land 2d mort., 7s, g., 1886 With coupon certificates	91		1st, McM. M. W.&A.,6s,1917.J&J Nashv.& Decat'r.—1st,7s,1900.J&J	$\begin{array}{c} 92 \\ 108 \end{array}$	$\begin{array}{c} 95 \\ 1083 \end{array}$	Coal & I., guar. M., 7s, '92. M&S Phil.Wil.&Balt.—6s, '92-1900.A&O	50 *108	55
Leav. Branch, 7s, 1896M&N With coupon certificates		8112	Nashna & Low.—6s, g., 1893.F&A Nebraska—1st,7s,(end.B.& M.)A&O	$105\frac{1}{4}$ $106\frac{1}{2}$	106	Pitts.C.&St.L.—1stM.,7s,1900.F&A 2d mort., 7s, 1913A&O	10612	10712
Income bds, No. 11, 7s, 1916.M&S do No. 16, 7s, 1916.M&S	67 66		Newark & N. Y.—1st, 7s, 1887.J&J New'k S'set&S.—1st, 7s, g., '89.M&N	82	90 100	Pittsb.&Con'llsv.—1stM.7s,'98.J&J Sterling cons. M., 6s, g., guar.J&J	110^{1}_{2}	$\begin{array}{c} 112 \\ 106 \end{array}$
Denver Div., Trust. Rects Detached coup. Rects	1113_{8} 101		N. Haven&Derby, 1st M., 7s, '98. Var N. H. & N'th'ton—1st M., 7s, '99. J&J	$\frac{100}{112}$	103 114	Pitts.Ft.W.&C.—1stM.,7s,1912.J&J 2d mort., 7s, 1912J&J	$125 \\ 122 \\ {}^{1}_{2}$	124
Keokuk& Des M.—1st.5s, guar.A&O Small bonds	$\begin{array}{c} 92 \\ 90 \end{array}$!	Conv. 6s, 1882	91 •48	92 49	3d mort., 7s, 1912		$\begin{array}{c} 120 \\ 112 \end{array}$
Laf. Bl.& Miss.—1st, 7s, g.,'91.F&A Laf.Munc.& Bl.—1st,7s,g.1901F&A		50 50	2d mort., 7s, 1881F&A N. J. Southern—1st M., 7s, '89.M&N	11 40	12	Pitts. Titusy. & B.—New 7s, '96F&A Pleas't Hill & De Soto—1st, 7s, 1907.	30	32
Lake Shore & Mich. So.— M. So.& N.I., S.F.,1st, 7s,'85.M&N	11014	11034	N'burgh&N.Y.—1st M.7s,1888.J&J N. Lon.&North.—1st M.,6s,'85.M&S	65	75	Port Hur.&L.M.—1st,7s,g.,'99 M&N Portl'nd&Ogb'g—1st6s,g.,1900J&J	30 70	50 80
Cleve. & Tol., 1st M., 7s, '85J&J do 2d M7s, 1886.A&O	$1111_{2} \\ 1093_{4}$	112	2d mort., 7s, 1892J&D N.O.Jack.&Gt.N.—1stM.,8s'86,J&J		112	Vt. div., 1st M., 6s, g., 1891M&N Portl.&Roch.—1st M., 7s, 1887. A&O	5	20
Cl. P. & Ash., 2d M., 7s, '80J&J do 3d M., 7s, 1892.A&O	$103 \\ 11334$		2d mort., 8s, 1890, certifs A&O 2d mort. debt		105 104	Pueblo & Ark. V.—1st, 7s, g., 1903. Quincy&Wars'w—1stM.,8s,'90.J&J	1061_{2} 113	107
Buff. & E., new bds, M., 7s, '98. A&O Buff. & State L., 7s, 1882J&J	116		N.O.Mob.&Chatt1st,8s,1915.J&J N.Y. & Can£ M., 6s, g., 1904.M&N	42 195	45 97	Ren.&S'toga—1st 7s,1921 cou,M&N 1st 7s, 1921, reg		125
Det. Mon. & Tol., 1st, 7s, 1906 Lake Sh. Div. bonds, 1899 A&O		118	N.Y.C & H.—Mort.,7s,cp.,1903.J&J Mort., 7s, reg., 1903J&J	$123 \\ 124 \\ 1_2$	12412	Rich'd&Dan.—Con.,6s,'78-90.M&N General mort., 6s, gold	94	.96
L. S.& M. S., cons., cp., 1st, 7s. J&J do cons., reg., 1st, 7s, 1900.Q—J	$120 \\ 1181_{2}$	122	Subscription, 6s, 1883 M&N Sterlingmort., 6s, g., 1903 J&J	104	119	Piedmont Br., 8s, 1888A&O Rich. Fred. & Potomac—6s, 1875	105	
do cons., cp., 2d,7s, 1903J&D do cons., reg., 2d, 7s, 1903J&D		118	N. Y. C., premium, 6s, 1883. M&N do 6s, 1887J&D	1054		Mort, 7s, 1881-90J&J Rich. & Petersb., 8s, '80-'86A&O		
Lawrence—1st mort., 7s,1895.F&A Lehigh & Lack.—1st M.,7s, '97.F&A			do real est., 6s, 1883 M&N Hud. R., 2d M., 7s., 1885J&D		i i	New mort., 7s, 1915 M&N RomeWat'n&O.—S.F.,7s,1891.J&D	$\frac{100}{971_2}$	
Lehigh Val.—1st M., 6s, 1898. J&D 2d mort., 7s, 1910	116	118 121	N. Y. Elevated.—1st M., 1905.J&J N.Y.&Harlem—7s,coup.,1900.M&N	$114\frac{1}{2}$	11518		70 44	46
Gen. M., s. f., 6s, g., 1923J&D Delano Ld Co. bds, end., 7s, '92J&J	104 100	105	7s, reg., 1900	$121\frac{1}{2}$		Rutland—1st M., 8s, 1902M&N Equipment, 8s, 1880M&S	18012	81 ¹ 2 57
Lewisb. & Spruce Cr.—1st, 7s. M&N Little Miami—1st M., 6s,1883.M&N		101	1st mort., 7s,1897, extended M&N		120	Equipment, 7s, 1880	†53	57
L. Rock& Ft.S.—1st,l.gr.,7s'95.J&J Little Schuylkill—1st, 7s, '77. A&O	†42	43	2d mort., 7s, 1879 M&S 3d mort., 7s, 1883 M&S 4th mort., 7s, 1880 A&O	$103 \\ 108 \\ 103 \\ 12$	109	Sag. Val. & St. Louis—1st M. 8s, M&N Sandusky M. & N.—1st, 7s, 1902. J&J Savannah & Chas.—1st M., 7s, '89 J&J	100	102
Long Island—1st M., 7s, 1898.M&N Newtown & Fl., 7s, 1903 M&N		106 ¹ 2	5th mort., 7s, 1888J&D	$114\frac{1}{2}$		Chas. & Sav., guar., '6s, 1877. M&S	k100	45
N. Y. & Rockaway, 78, 1901.A&O Smitht'n & Pt. Jeff., 78, 1901.M&S		80	1st cons. M., 7s, g., 1920.ex. M&S New 2d cons. 6s, 1969J&D	73	7318	Sham. Val. & P.—1st, 7s, g., 1901J&J Sheboyg'n & F-du-L.—1st, 7s, '84J&D Shore L. Conn.—1st M. 7s, '80 M&S	*	25 103
Louis'a & Mo.R.—1st, 7s, 1900F&A		109	1st cons. fund coup.,7s,1920 M&S 2d cons. f'd cp., 5s& 6s,1969 J&D	75 ⁵ 8	76	Shore L., Conn.—1st M.,7s.'80.M&S SiouxC.&St.P.—1st M.,8s,1901 M&N	*50	103
Lou'v.C.& Lex.—1st,7s,'97 J&J(ex) 2d mort., 7s, 1907	95		2d con. M. funded cp. bds.5 p.c. till June 1, '83,& 6 p.c. aftwds	*****		Sioux C. & Pac., 1st M., 6s, '98.J&J So.&N.Ala.—1st,8s,g.,end.'90J&J	70	76
Louisville & Nashville— Consol. 1st mort., 7s, 1898. A&O	111	11112	Long Dock mort., 7s, 1893J&D N.Y.& N.Eng.—1st M., 1905J&J	10658	10678	Sterling mort., 6s, g M&N So. Carolina—1st M.,7s,'82-'88.J&J	$^{\ddag 95}_{97^{1}_{2}}$	
2d mort., 7s, g., 1883M&N Louisville loan, 6s, '86-'87A&O	$\frac{1011}{99}$	10212	N.Y.&Os.Mid.—1st M.,7s,g,'94.J&J Receiver's certifs. (labor)	18 53	19 60	1st, sterl. mort., 5s,g.,'82-'88.J&J Bds,7s,'02,2d M.,unenjoinedA&O	35	98 42
Leb. Br. ext., 7s, '80-'85. Leb. Br. Louisv. l'n, 6s, '93 A&O Mem & O. et l. M. 7s, or 1001 LbD	101	102	do do (other) N.Y.Prov.&B'n—Gen. 7s, 1899. J&J			Bds.,7s,non. mort.,enjoined A&O South Side, L.I.—1st,7,1887M&S	85	90
Mem.& O., stl., M., 78, g., 1901J&D M.&Clarksv., st'g, 68, g., 1902 F&A	1102	112 104	6s, due 1830. Norf'k&Petersb.—1stM.,8s,'87.J&J	†99 105	-	do S. F., 2d, 7s, 1900.M&N South Side, Va.—1st, 8s, '84-'90.J&J	20 105	25
L. Paducah & S.W.—88, 1890 M&S Macon & Aug.—2d. end78.'79.J&J	¶18 ¹ 4 97	100	1st mort., 7s, 1887J&J 2d mort., 8s, 1893J&J	100		2d mort., 6s, 1884-'90J&J 3d mort., 6s, 1886-'90J&J	85 80	
* Price nominal; no late transa	ctions.	+ T)	ne purchaser also pays accured inte			* Ir London. ¶ In Amsterdam		

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED.

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

For	Exp	lanat	ions See Notes at Head of	First I	Page (of Quotations.		-
RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD STOCKS.	Bid.	Ask.
So. Cen. (N.Y.)—1st7s, 1899. F&A	50	75	Winona&St.Pet.—1stM.,7s,'87.J&J	108	10912	Kansas Pacific50	57	59
2d mort. 7s, gold, 1882, guar So. Minnes'ta—1st M., 7s (pink)J&J	98		2d mort., 7s, 1907M&N Ex., l. g., mort., 7s, g., 1916J&D	104 ¶0334	105	Keokuk & Des Meines100 do pref100	$\frac{111}{271}$	
1st mort. 7s, 1888J&J Extension	95 85	100	Wisconsin Cent.—1st, 7s, 1901. J&J Worc'r & Nashua—5s, '93-'95 Var.	20 †75	30 80	Lake Shore & Mich. So100 Lawrence (Pa.), leased, 1050	75 ¹ 8	
So.Pac.,Cal.—1st.,6s,g.,1905-6.J&J		110	Nash. & Roch., guar., 5s, '94.A &O		80	Lehigh Valley	\$383	39
Southwestern(Ga.)—Conv.,7s,1886 Steubenv.&Ind.—1stM.,6s,'84. Var.	10212	103	RAILROAD STOCKS. Par.	401-	710	Little Miami, leased, 850 Little Schuylkill, leased, 750	10534	
St.I.Alt.&T.H.—1st M., 7s, '94.J&J 2d mort., pref., 7s, 1894 F&A	82	$\begin{array}{c} 116 \\ \mathbf{S5^{1}_{2}} \end{array}$	Ala. Gt. South.—Lim., A., 6s,pref Lim., B, com	$^{\ddagger 61_2}_{\ddagger 11_2}$	2 1	Long Island50		
2d income, 7s, 1894 M&N St. Louis & I. Mt.—1st, 7s, '92, F&A	$\begin{array}{c} 54^{1}_{2} \\ 114 \end{array}$	56 116	Albany & Susqueh., Guar., 7100 Allegheny Valley50		1	Louisville & Nashville100 Lykens Valley, leased, 10100		
2d mort., 7s, g., 1897 M&N	94	94	Atchison & Nebraska100 Atchison Topeka & Santa Fe100	3012	31^{1}_{2}	Macon & Augusta		1
1st 7s, pf. int. accumulative 2d 6s, int. accumulative		58	Atlantic & Gulf100	1		Manchester & Lawrence106	136	138 7
Cons. mort., 7s, g., 1914A&O Ark. Br. I. gr., M., 7s, g., '97.J&D	97	100	do Guar.,7100 Atl. & St. Law., leased, 6, £100	‡106	108	Marietta & Cin	6	7
Cairo Ark. & T.,1st,7s,g.,'97.J&D Cairo & Ful., 1st,l.g.,7s,g.,'91.J&J		$97 \\ 993$	Augusta & Savannah, leased109 Baltimore & Ohio100	1084	10812	2d mort., pref	3^{1}_{2}	
St.L.K.C.&N.(r.est.&R.),78,'95 M&S	10314		do Pref., 6100		1111	Michigan Central100 Mine Hill & S. Haven, leased50	8012	8034
Omaha Div., 1st 7s, 1919 A&O St. L.& S.E.—Con. M7s, g., '94M&N	57	65	Washington Branch100	140		Missouri Kansas & Texas100	15	15
1st, cons., 7s, g., 1902 F&A Evansv. H. & N.,1st,7s, 1897. J&J	*50	10	Parkersburg Branch 100 Boston & Albany 100	134	134^{1}_{2}	Mobile & Ohio	9034	914
St.L. Jacks'v.& C.—1st, 7s, '94.A&O St.L. Vand.&T.H.—1stM.,7s, '97.J&J	109½ 106½		Bost. Clint. Fitchb. & New Bed. 100 do do pref 100	60	65	Nashville. Chat. & St. Louis25 Nashua & Lowell100	100	42
2d, 7s, guar., '98 M&N	85	90	Bost. Con. & Montreal100 do Pref., 6100		80	Naugatuck	136	140 54
8t. Paul & Pac.—1st sec., 7sJ&D 2d sec., 7sM&N	13012		Boston & Lowell500	6912		New Haven & Northampton100	10	15
Cons., 7s	12434		Boston & Maine	40	43	New Jersey Southern RR100 N. London Northern, leased, 8. 100		
St. Vincent & B., 78J&J do Receivers' certfs., 10s. J&J	¶ 614		Boston & Providence100 Buff. N. Y. & Erie, leased100	82	115	New Mexico & So. Pacific100 N. Y. Central & Hudson Riv100		1194
St.L.&SanF.—2d M., classA,'06M&N	73 44	75 45	Burlington C. Rapids & North. 100 Burlington & Mo., in Neb 100	35	37	New York Elevated, ex priv	18312	190
2d M., class B, 1906	40	4134	Camden & Atlantic50	\ §35	45 50	do pref50		2712
South Pacific.—1st M\ 1888 .J&J Summit Br.—1st, 7s, 1903J&J	187	$\begin{array}{c} 100 \\ 95 \end{array}$	do Pref50 Canada Southern100	584	60	N. Y. L. Erie & West., \$1 paid do Pref, \$2 paid	51	5112
Sunbury&Erie—1st M., 7s,'77.A&O Sunb. H.& Wilkesb. 1st, 5s,'28,M&N	*117	80	Catawissa	$\{131_{2}$	$\begin{vmatrix} 12 \\ 45 \end{vmatrix}$	New York & New England100 N. Y. N. Haven & Hartford100	1694	36 167
Susp.B.&ErieJunc.—1st M.,7s	90	$\begin{array}{c} 95 \\ 108 \end{array}$	do New, pref50 Cedar Falls & Minn100	\$40	10 10	New York Providence & Bos100 North Pennsylvania50	125	48
Syr.Bing.&N.Y.—consol.7s,'06A&O Terre H.& Ind.—1st M., 7s,'79.A&O	99		Cedar Rapids & Mo. and Ia. Ld. 100	10134	10214	Northern Central50	\$1712	18
Texas & Pac.—1st, 6s, g.1905 M&S Consol. mort., 6s, gold, 1905. J&D	97 80	99 83	do Pref., 7100 Central of Georgia100	72	110 75	Northern New Hampshire100 Northern Pacific, new pref100	§40	404
Inc. and land gr., reg., 1915. July Tol.Can. S.&D't.—1st,7s,g.1906J&J	65	31	Central of New Jersey100 Central Ohio50	5038 §27	$\begin{array}{c c} 50^{1}2 \\ 30 \end{array}$	do common100 Norwich&Worcester,leased,10.100	123	143 ₈ 125
Tol.P.& W.—1stME.D7s.'94.J&D			do Pref50 Central Pacific	010	47	Ogdensburgh & Lake Champ100 do Pref., 8100	1512	
1st mort., W. D., 7s, 1896F&A 2d mort., W D., 7s, 1886A&O		1	Charlotte Col. & Aug100	/ 3	10	Ohio & Mississippi100	19.8	1534
Burl. Div., 1st, 7s, 1901J&D do Cons. M., 7s, 1910M&N			Chesapeake & Ohio, 1st pref100		$\frac{13^{1}2}{9}$	Old Colony100	100	10012
Purch. Com. Rec't 1st M., E. D do 1st mort, W. D	103		do common . 100 Cheshire, pref	$\begin{array}{c} 6 \\ 27 \end{array}$	2812	Oswego & Syracuse, guar., 950 Pacific of Missouri (new)100		
do Burlington D		35	Chicago & Alton100		8334	Panama 100 Pennsylvania Railroad 50		150 373
1st pref. inc. for 2d mort do for cons'd	27		Chicago Burlington & Quincy 100	11578	11658	Pennsylvania Company50	9	
United Co's N.J.—Cons.,6s,'94.A&O Sterling mort., 6s, 1894M&S	1112	114	Chicago Clin. Dubuque & Minn. 100 Chicago & East Illinois	50	$\begin{vmatrix} 37^{1}_{4} \\ 55 \end{vmatrix}$	do Pref50 Petersburg100		
do 68, 1901M&S Cam. & Amb., 68, 1883F&A	‡113	115 105 ¹ 0	Chicago Iowa & Nebraska100 Chicago Milwaukee & St. Paul.100	5058	5034	Philadelphia & Erie		1012
do 6s, 1889J&D	106	108	do Pref., 7.100 Chicago & North Western100	9018	$\begin{array}{c c} 90^{1}_{2} \\ 62^{7}_{8} \end{array}$	Philadelphia & Reading50 do Pref., 750	\$2038	2019
do mort., 6s, '89.M&N UnionPac.—1st M.,6s,g.'96-'99.J&J		111214	do Pref., 7.100	9478	95	Phila. & Trenton, leased, 10 100 Phila. Germ'n & Nor., l'sed, 1250	*143	144
Land Grant, 7s, 1887-9A&O Sink. F., 8s, 1894M&S	113		Chicago & Rock Island	11		Phila. Wilmington & Balt50	3004	1 67
Om. Bridge, sterl. 8s, g., '96.A&O Reg. 6s, 1893	1112	$ 114 \\ 11438$	Chicago St. Paul & Minn., com 100 do pref.100	3012	$\begin{vmatrix} 31 \\ 2 \end{vmatrix}$	Pittsburgh Cincinnati & St. L50 Pittsb. & Connellsville, leased50	3	
Union & Titusy.—1st, 7s, 1890.J&J	92	100	Chicago & West Michigan 100 Cin. Hamilton & Dayton 100	31	25^{1}_{2}	Pittsburg Titusville & Buffalo50 Pittsb. Ft. W. & Chie, guar., 7.100	110	2 6
Utah Cen.—1st M., 6s, g.,1890.J&J Utah Southern—1st 7s, 1891	80	95	Cin. Sandusky & Cleveland50	\$714	$\frac{7^{3}8}{33}$	do Special, 7.100 Pleasant Hill & De Soto100	100	62
Utica & Bl'k R.—1st M., 7s, '78.J&J Mort., 7s, 1891J&J	95		do Pref., 6.50 Clev. Col. Cin. & Indianapolis. 100	515	52	Portland Saco& Portsm., l'sed 6 100	98	99
Verm't & Can.—New M., 8s	$\frac{25}{23}$	27 25	Clev. & Mahoning Val., leased50 Clev. & Pittsburgh, guar., 750	964		Providence & Worcester100	105	106
Verm't& Mass.—1st M., 6s, '83. J&J 7s, 1879	110434	105	Col. Chic. & Indiana Central100 Columbus & Hocking Valley50	612	$\begin{vmatrix} 7\\971_2 \end{vmatrix}$	Pueblo & Arkansas Valley100 Rensselaer & Saratoga100		
Conv. 7s, 1885J&J	1115	117	Columbus & Xenia, guar., 850	110 79	80	Republican Valley	127	128 $2 131$
Yermont Cen.—1st M., 7s, '86.M&N 2d mort., 7s, 1891J&D	$11 \\ 21_2$	3	Concord & Portsmouth, guar., 7 100	115	120	Richmond Fred. & P100	40	50
Income extension 8sM&N Stanstead S. & C., 7s, 1887J&J	$\begin{array}{c c} 20 \\ 24 \end{array}$	23 25	Connecticut & Passumpsic100 Connecticut River100	1411	$\begin{bmatrix} 43 \\ 2 \end{bmatrix}$	do do guar. 6100 do do guar. 7100	871	2 93
Vick.&Mer.—1stM.,end.,7s,'90.J&J 2d mort, end.,7s, 1890J&J	45 30		Cumberland Valley			Richmond & Petersburg100 Rome Watertown & Ogdensb100	8	20
Virginia&Tenn.—M., 6s, 1884J&J	95	100 112	Danbury & Norwalk	§		Rutland	24	-
4th mort., 8s. 1900	1		do Pref., guar., 8.50	1 99	100	St. Louis Alton & Terre Haute. 100		. 11
do do ex coup 2d mort., 7s, 1878M&N		10914	Delaware & Bound Brook 100	*96	97	Belleville & So. Ill., pref100)	
do ext., ex coup 1893 Equipment, 7s, 1883M&N	1	88	Delaware Lack. & Western50 Denver & Rio Grande100	577	8 58 30	St. Louis Iron M'n & Southern 100 do assented	2/9	8 277
Cons. mort., 7s, 1907, convQ-F			Det. Lansing & Northern, com .100 do do pref.100	25	971_{2}	St. Louis Kansas C. & North100	404	
do do ex coup 1st, St. L. div., 7s, 1889F&A			Dubuque & Sioux City100		5534	St. Louis & San Fran100	103	8 101
do do ex mat. coup. Gt. West., Ill., 1st. 7s, '88 F&A		95	East Pennsylvania, leased50 East Tennessee Virginia & Ga. 100)		do 1st pref100	233	1 233
do do ex coup.F&A do 2d, 7s, '93M&N	108		Eastern (Mass.) 100 Eastern in N. H. 100	15	$\begin{vmatrix} 16 \\ 73 \end{vmatrix}$	St. Paul & Duluthdo pref	*21	35
do do ex coup	86	88	Fel River 100	20	30	Schuylkill Valley, leased, 550 Seaboard & Roanoke): \$	105
Q'ney & Tol., 1st, 7s, 1890. M&N		9512	Elmira & Williamsport, 550 do Pref., 750	8*15	46	do guar100 Shamokin Val. & P., leased, 650	11 95	105
Ill. & S. Ia., 1st, 7s, '82F&A do do ex coup			Erie & Pittsburg. guar., 750 Fitchburg100) 1134	$ \begin{array}{c c} 90 \\ 2 & 114 \\ \end{array} $	Shore Line (Conn.), leased, 8100	122	123
Warren (N.J.)—2d M., 7s, 1900 Warren&Fr'kln—1stM.,7s,'96.F&A	90	86	Florence El Dorado & Walnut V.10 Frankfort & Kokomo50	20	30 23	South Carolina)	
Westch'r& Phil Cons.,7s,'91.A&O	1174	119	Georgia Railroad & Bank'g Co. 100 Grand River Valley, guar., 5 100	85	88	Summit Branch, Pa56		-
West'n Ala.—1st M., 8s, '88 A&O 2d mort., 8s, guar., '90 A&O	25.20		Hannibal & St. Joseph10	203		Terre Haute & Indianapolis100)	4
West. Md.—End., 1st, 6s, 90J&J 1st mort., 6s, 1890J&J	115	$\frac{120}{106}$	do Pref., 7100 Harrisburg P. Mt. J.& L., guar., 7.50	§ 57	2 43 59	Toledo Peoria & Warsaw100 do do 1st pref.100	2	6
End., 2d mort., 6s, 1890J&J 2d mort., pref., 6s, 1895J&J	115	120 100	Housatonic 100 do Pref., 8 100	0		United N. Jersey RR. & C. Co 100)	
2d, end. Wash. Co., 6s, 1890 J&J	108	112 120	Houston & Texas Central10 Huntingdon & Broad Top5) 42	45 o 4	Union Pacific) 14	
3d, end., 6s, 1900 J&J West'nPenn.—1st'M 6s, '93A&O	100	10014	do do Pref5	3 3271	2 8	Vermont & Mass., eased, 6100	x115	117
Pitts. Br., 1st M., 6s, '96J&J West. Union RR.—1stM.,7s,'96F&A	99 75	101 78	Illinois Central	2		Wabash	85	87
W. Jersey-Debent. 6s, 1883M&S	95	100	Jeft'v. Mad. & Ind'p's, l'sed. 710	0 103	105	Westchester & Phila., pref	9	25
	107	1110	IJoliet & Chicago, guar., 710	0 110		West scisey		
1st mort., 6s, 1896	*109	112	Joliet & Chicago, guar 710 Kalamazoo A. & Gr.R., guar., 6.10 Kanaga City Lawrence & So. 10	0		West, Maryland	. 1	10 60
1st mort., 6s, 1896	*109 104 334	112 105 40	Kalamazoo A. & Gr.R., guar., 6.10 Kansas City Lawrence & So10 Kansas City St. Jos. & Coun. B.10 Kansas City Topeka & West'n.10	0 24 0	25	West. Maryland	55	

*Price nominal; no late transactions. | The purchaser also pays accrued interest. | In London. I In Amsterdam. | Quotation per share.

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

CANAL BONDS. Chesap. & Delaware— 1st mort., 6s, '86 J&J Chesapeake & Ohio— 6s, 1870 QJ Delaware Division— 6s, 1878 J&J Delaware & Hudson— Original Keystone. Overman G. & S. 100 Clinton Coal & Iron.10 Clinton Coal & Iron.10 Consol.Coal of Md.100 Cumberl'd Coal&I.100 Cumberl'd Coal&I.100 George's Cr'k C'l (Md.) Homestake Min'g.100 Locust Mt. Coal				For	Explanations Sec	Notes	at H	lead of First Page	of Q	uotat	ions	_	
Tell American St. Application Company	CANAL ST	COCKS.	Bid	. Ask	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.
SEXPHENS NOT CASE Contemple of Contemple	CANAL B	BONDS.			U. S. Mort.Co.(NY)10	0	1743	Butler Coal25			Original Keystone		
Adams	1st mort., 6	s, '86 J&.	75	85			1114-2	Clinton Coal & Iron.10	*		Plumas		3.40
Control Cont	Chesapeake &6s, 1870	c Ohio—			Adams10 American10	$0 \ 108 \ 0 \ 47$		Cumberl'd Coal&I.100 George's Cr'k C'l (Md.)			Raymond & Ely100 St. Joseph Lead10		
7. 181. 451. 451. 452. 452. 452. 452. 452. 452. 452. 452	6s. 1878	J&:	J		Wells Fargo10	$\begin{vmatrix} 0 & 46 \\ 0 & 96 \end{vmatrix}$	1	Homestake Min'g.100 Locust Mt. Coal50	3412		Savage Gold& Silv.100 Seaton consol		
Dec. Color	7s, 1891	J&.	J	1033	GAS STOCKS.			do pref.100	619		Segregated Belch'r 100 Sierra Nevada Silv. 100		
Dec. pt. 1804_AAO 104 105 106 10	7s, 1884	J&J	J	. 1033				New Creek Coal10		1	Silver Hill 100		
Section Company Comp	Reg. 7s, 189 1st Pa.D.cp	94A&C	104		People's G.L. of Balt.2 Boston Gaslight 50	$ \begin{array}{c c} & 13\frac{1}{2} \\ & x735 \end{array} $	1334	Ontario Sil. Min'g. 100	39	1	Standard		34
Salmert, est. Macs. 20 0 0 0 0 0 0 0 0 0	James Riv. &	Kan.—			East Boston23	$\begin{array}{c c} 5 & 28 \\ 991 \end{array}$		Pilot Knob I. (St.L)100 Quicksilver Min'g 100	$\begin{array}{c c} 27 \\ 15 \end{array}$	1614	Tip Top		.75
Service 1	2d mort., 6s	8 M&N	10		Cambridge, Mass 100	$\begin{vmatrix} 110 \\ 122 \\ 1 \end{vmatrix}$		St. Nicholas Coal 10		3912	Tuscarora Utah	•••••	.12
Gow. Cap. Agr. 74 Apr. 10 12 19 2	6s, reg., 188	4Q-J	107		Dorchester, Mass10	83	85	S. Raph'l Sil., Mob. 100			Vnion Consol Yellow Jacket100		20
Books	Conv.6s,reg	.,'82J&D		1	Lawrence, Mass100	123	124	Shamokin Coal25					
Authority	do 6s,g,,rg	'94M&S	98		Mald. & Melrose100 Newton & Wat'n100	85	90	Stand'd Cons. G.M.100	3431	$\frac{34^{7}8}{54}$		114	11410
## West	Louisville & F	ortl.—	1		Salem, Mass., 100 Brooklyn, L. I 25	84	85 127	Wilkesb. Coal & I100			Bank of Commerce. 25 Chesapeake	13 26	17
Real Large, 19.5Accord Pennsylvania Pennsylva	4th mort., 6	s			Metropolitan, B'klyn	50	57	STOCKS.)		Citizens'10 Com. & Farmers'100	$\begin{array}{c} 13^{1}_{2} \\ 98 \end{array}$	14 100
Pennsylvania-100	Boatl'n, reg.	,'85 A &O		-	People's, Brooklyn. 10	18	22	Calumet & Hecla25	17512	176	Farmers' & Merch40	37^{1}_{2}	40
Schupter Start Office Fig. Schupter Start Office Schupter Sc	Pennsylvania-			75	Charlest'n.S.CGas.25	22	23	Copper Falls50	112	134	First Nat. of Balt. 100	109	116
See Content	Schuylkill Nav 1st M., 6s, 1	v.— 897.Q-M	97	100	Hartford, Ct., G. L25	160		Dawson Silver20	5c.	10c.	German American	101	108
G. Hernstein of Silverge Go. Co. St. Control of N. Y. 50 (1988) 10	Mort. 6s, cp.	,'95 J&J	40		Jersey C.& Holok'n 20 People's, Jersey C	140	145	Franklin 25 Humboldt 25		81_2	Marine30 Mechanics'10	27 934	30
Second Marting Seco	6s,bt&car,19	913M&N	55		Mobile Gas & Coke. 8	3		Mesnard25			Merchants'100 National Exch'ge. 100	$\frac{107}{1001_2}$	$\begin{array}{c} 110 \\ 105 \end{array}$
Total M. Grange S. S. Men Method of N. Y. 100 72 127 75 75 75 75 75 75 75	Susquehanna-	_			Harlem, N. Y 50	40	50	National15	15c.		Second National100	120	160
CANAL STOCKS, Chesapeake & D. Fara Chesapeake & D.	7s, coup., 19 Union—	02J&J			Metropolitan, N.Y.100	122	127	Petherick25		5c.	Union	$62^{1_{2}}$	70
CANAL STOCKS. Chesapeake & Del. 5.0 Chesapeake & Del. 5.0 Del. & Hudson. 160 3	1st M., 6s, '8	3M&N			Mutual of N. Y100	72	75	Phenix50		5	Boston.		0000000
Sheep period & Del. 100 324 153 154 15		Par.			N. Orleans G. L 100 N. Liberties, Phila 25	7912		Ridge25		218	Atlas	10734	108
Lection Apple Boylston 100 102 102 102 103 104 103 104 103 104 103 104	Del. & Hudson	n100	48	484	Portland, Me., G. L.50	68	70	Silver Islet		39 25c.	Blue Hill100	89	90
Sap Francisco G L. S7 S8 S9 S1NING STOCKS Section 10 oper 5.0 594 51 52 52 53 53 54 54 54 54 54 54	Lehigh Naviga	tion50	\$224	2 2234	Laclede, St. Louis. 100	65				5c.	Boylston100	102	1021_{4}
Schupfell Nav50 \$4.5 5 5 5 5 5 5 5 5 5	do pf., guar	.10100	135				88	MINING STOCKS			Broadway 100	80	85
MISCYLIANEOUS MISCYLIANEOU	Schuylkill Na	v50	*\$41					Par.			Central	106	107
Androscog'n IMs., 100 30 30 30 30 30 30 30	Susquehanna.	50	\$ 8	812	Am.B.H.S.M.(Pa.)1212			American Consol		.20	Commerce (new). 100	8814	8834
Allantic (Mass.) 103 104					Androscog'n (Me.).100	92	95	Belcher Silver 100			Continental100	86	8612
Mort 68,2, 1904 Add 104 104 104 104 105 10			103	1014	Atlantic (Mass.)100	1194	120	Bertha & Edith			Eliot. 100 Exchange. 100	93	9314
Design Cont. Sp. Acc. Cont. Co	Mort. 6s,g.,1 Un. RR.,1st,	904 J&J end.,6s.	104 110	10412	Bates (Me), new 100	129	131	Bobtail		50	Faneuil Hall100	120	120^{1}_{2}
Camberl at Coal & I.—	Consol. Coal—				Boston Co.(Mass.)1000 Boston Belting100	$\begin{array}{c} 1075 \\ 125 \end{array}$	$1085 \\ 125 \\ 12$	Buckeye100		.66	First Ward100	70	80
Cochece (N.H.). 500 x600 610 Collime Co. (Combine) 1.0 Collims Co. (Collims Collims Colli	1st, conv.,6s	,'97.J&J		1	Cambria Iron(Pa.)50	§ 65	72	Caledonia Silver 100		4.75	Freemans'100	91	9112
Continental (Mc.) 100 S7 39 Chollar-Potos 100 100 101 102 102 134 13	1st M., 6s, '7	9J&J			Cocheco (N.H.)500	x600	610	Calumet & Hecla			Hamilton100	110 102	110^{12} 102^{14}
1st, 7s, g. 1900.A&O 790 92 2d M.7.7s, g. 1901.A&O 432 434	Cumberl'd&Pa	.,1st,'91			Continental (Me.). 100	37	39.	Chollar-Potosi100		3.10	Howard100 Manufacturers'100	70	$70^{1}2$
Sample S	1st, 7s, g 19 2d M.,7s,g.,1	00.A&O 901 J&J			Dwight (Mass.)500 Essex Wool (Mass.)100	$\begin{array}{c} 530 \\ 95 \end{array}$	$\begin{array}{c} 535 \\ 98 \end{array}$	Consol. Pacific			Market(Brighton).100	130	133
Cons. M., 7s, 7s6.J&Z Pullm'n Palace Care	Tun'l RR.,1s	t,£,98,g.	;62	66	Franklin (Me.) 100	45		Confidence Silver. 100			Maverick100	185	200
2d series, 8s, '81 McA 102 103 Hill (Me) 100 90 91 Holyoke W, Power 1, 100 151 160 103 161 100 152 160 104 105	Cons. M., 7s,	'86.J&J			Hamilton (Mass.) 1000	935	950	Dahlonega		.25	Merchandise (new) 100	85	8514
Ath do	2d series,8s,'	81M&N			Hill (Me)100	90	91	Exchequer G. & S.100			Metropolitan 100 Monument 100	155	160
St. Clarles Bridge, 78 90 Laurenter M.N.H.1400 770	4th do 8s, Deb'nt're,7s,	'92F&A '88A&O		103_{12} 100_{12}	Kearsarge100		1050	Gold Placer			New England100	130	$130^{1}2$
Table Tabl	St. Charles Brid	lge, 7s .	90		Lancaster M.(N.H)400	x700	720	Grand Prize			North America100	96	
Sterl'g 6s, 1900.M&s 103 Amer'n 8S.Co.(Phil.) = 6s, R. C., 1896.A&O 94 95 Manchester (N.H.) 400 131 Mass. 100 165 STOCKS. Amer. Dist. Tel. 25 Amer. Dist. 25 Amer. Di	7s, coup., 190	00.M&N			Lowell (Mass)690	575	580	Hale & Norcross100			Pacific100	$\frac{94^{1}_{2}}{136}$	
Strocks	Sterl'g 6s, 19 Amer'n SS.Co.	00.M&S (Phil.)—	103	105	Lowell Mach.Shop.500	x760	770	Hukill		11	Republic100	11612	117
Middlesex (Mass), 100 131 100 Mankeag (Mass), 100 135 100 101	6s, R. C., 189	6A&O	94	95	Manchester (N.H.) 100 Mass. Cotton1000	131 1095	131^{1}_{2} 1105	ImperialIndependence		1·80 2·90	Rockland100	120	121
Amer. Dist. Tel. (Balt.) 40 Naumkeag (Mass.) 100 100 101 Kings Mountain Sloe & Leather 100 96 97 Atlan. & Pac. Tel. 100 39½ 40½ N. E. Glass (Mass.) 375 35 50 Kossuth 50 State 100 101½ 110½ 110½ 111½ 100 State 100 110½ 111½ 111½ 111½ 110½ 100 80 82 275 28 82 100 80 82 83 82 83 82 83 82 83 84 84 84 84 84 85 84 84 84 84 84 84 84 84 84 84 84 <th< td=""><td>STOCK</td><td>S.</td><td>co</td><td></td><td>Middlesex (Mass.).100</td><td>195</td><td>200</td><td>Julia100 Justice100</td><td></td><td>4-2</td><td>Security100</td><td>175</td><td>180</td></th<>	STOCK	S.	co		Middlesex (Mass.).100	195	200	Julia100 Justice100		4-2	Security100	175	180
Boston Laud.	Amer. Dist. Te	l.(Balt.)			Naumkeag (Mass.)100	100	101	Kings Mountain			Shoe & Leather100	96	97
Brookline (Mass.) L'd5 3½ 3¾ Pepperell (Me.) 500 740 755 Canton Co. (Balt.) .100 Cent. N.J. L'd Imp.100 Cent. N.J. L'd Imp.100 Cin. & Cov. B'dge pref. 100 Stark Mills (N.H.) 1000 x1000 1025 Canton Co. (Balt.) .100 Cin. & Cov. B'dge pref. 100 Stark Mills (N.H.) 1000 x1000 1025 Canton Co. (Balt.) .100 Cin. & Cov. B'dge pref. 100 Stark Mills (N.H.) 1000 x1000 1025 Canton Co. (Balt.) .100 Cin. & Cov. B'dge pref. 100 Stark Mills (N.H.) 1000 x1000 1025 Canton Co. (Balt.) .100 Cin. & Cov. B'dge pref. 100 Stark Mills (N.H.) 1000 x1000 1025 Canton Co. (Balt.) .100 Cin. & Cov. B'dge pref. 100 Stark Mills (N.H.) 1000 x1000 1025 Canton Co. (Balt.) .100 Cin. & Cov. B'dge pref. 100 Stark Mills (N.H.) 1000 x1000 1025 Canton Co. (Balt.) .100 Canton Co. (Canton Co. (Balt.) .100 Canton Co. (Canton Co. (Balt.) .100 Canton Co. (Canton C	Boston Land Boston Water I	Power	4^{1}_{2}	434	Pacific (Mass.)1000	1775	1825	Lacrosse			Suffolk100 Third Nat100	110^{1}_{2}	$\begin{array}{c} 111 \\ 88 \end{array}$
Cent. N.J. L'd Imp. 100 17½ 20 Sandw.Glass(Mass.)80 21 23 Leopard 100 Washington 100 123 124 Cin. & Cov. B'dge pref. Equitable Tr. (N.Y) 100	Brookline (Mas Canton Co. (Ba	ss.) L'd 5 lt.) . 100	$\begin{smallmatrix} 3^{1}_{2} \\ 44^{1}_{4} \end{smallmatrix}$	$\frac{33_{4}}{45_{2}}$	Pepperell (Me.)500 Salmon Falls (N.H.) 300	740	755 275	Leadville		5 10	Tremont100	106	107
Tremont&S.(Mass)100 120 121 Lucerne	Cin. & Cov. B'd	ge pref.	17_{2}		Sandw.Glass(Mass.)80 Stark Mills (N.H.)1000	$\frac{21}{x1000}$	$\begin{vmatrix} 23 \\ 1025 \end{vmatrix}$	Leopard100 Leviathan		90	Washington100	123	124
Merc'ntile Tr.(N Y)100 N.E. Mtg. Secur. (Bost.) 94 96 Weed Sew. M'e (Ct.) 25 634 71 Mexican G. & Silv. 100 N.Y. Life & Trust Co. 100 355 370 Willim'tic Linen (Ct) 25 69 71 Moose. 300 Fulton. 75 90 230 Pacific Mail SS. Co. 100 Pullm'n Palace Car 100 St. Louis Transfer Co. Sutro Tunnel. 10 412 434 American Coal. 25 30 Union Trust. 100 128 Big Mountain Coal. 10 128 Big Mountain Coal. 10 150 160 Nassau. 150 160 Nasau.	Gold & Stock To	el25			Thorndike(Mass.)1000	700	$\frac{121}{725}$	Lucerne 10 May Belle		.30	Brooklyn.		55
N.Y.Life&TrustCo.100 O. Dominion SS.Co.100 Pacific Mail SS. Co.100 Pullm'n Palace Car100 St. Louis Transfer Co Sutro Tunnel. 10 Union Trust. 100 Sign Mountain Coal 10 Sign Moun	Merc'ntile Tr.	NY)100			Washingt'n (Mass.) 100	.72	72^{1}_{2}	Merrimac Silver10			Brooklyn	115	
Pacific Mail SS. Co.100 1514 Navajo 30 Commercial Commercial Commercial N. Y. & Colorado 1.45 Long Island 75 85 St. Louis Transfer Co. Sutro Tunnel 10 4½ 4¾ American Coal 25 30 Northern Belle 100 Manufacturers' 90 95 Sutro Tunnel 10 4½ 4¾ American Coal 25 30 Ontario Mechanics' 150 160 Union Trust 100 128 Big Mountain Coal Ophir Silver 100 Nassau 150 160	N.Y.Life&Trus O. Dominion SS	tCo.100 .Co.100		370	Willim'tic Linen(Ct)25	69	71	Moose		3.00	Fulton	75	90
St. Louis Transfer Co. 30	Pacific Mail SS. Pullm'n Palace	Co.100 Car100		!			1	Navajo		.30	Commercial		
Union Trust	Sutro Tunnel	10	$\begin{array}{c} 30 \\ 4^{1} 2 \end{array}$	434	MINING STOCKS. American Coal25	30		Northern Belle100 Ontario			Manufacturers' Mechanics'	90 150	95 160
	U. S. Trust Co.	100	128			*37					Nassau		

^{*} Price nominal; no late transactions. † The purchaser also pays accrued int. ‡ In London. § Quotation per share.

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

* :		For	Explanations See		1 1	1	1	[]		Did	Ask.
BANK STOCKS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.	INSURANCE STOCKS.	Bid.		INSURANCE STOCKS:	Bid. 20	2112
Charleston.			New York. America100		131	Exchange100 Fourth National100	205	212	People'sSun Mutual		10212
B'k of Chas. (NBA) 100 First Nat. Chas100		105	American Exch'ge100 Bank.& Br'kers A.100	100	10712	International 100 Mechanics' 100	90		Teutonia	24-7	100
People's National. 100 People's of S.C. (new) 20	5		Brew'rs'& Groc'rs'100			Merchants', Old Merchants' Nat100	7		New York.		
S. C. Loan & Tr. Co. 100	•••••	45	Broadway25 Butchers'& Drovers25	194	1 1	St. Louis National.100 Third National100		70	Adriatic25	50	
Chicago. Commercial Nat100			Central National100 Chase National100	11110		Valley National100	70		Ætna		73
Corn Exch. Nat100 Fifth National100			Chatham25 Chemical100	1703		San Francisco. Anglo-California			American Exch100		100 65
Tringt Mational 100			City100			Bank of California First Nat. Gold100	1		Bowery	$\frac{195}{200}$	200 209
Home National100 Merchants' Nat100			Continental 100	195	100	Grangers' B'k of C.100 Merchants' Exch100			Brooklyn		200 190
Nat. B'k of Illinois.100 Northwestern Nat. 100			Corn Exchange100 East River25	1135		Nat Gold Bank& Tr. Co		1	City		125
Union National100 Un.Stock Y'ds Nat.100			Eleventh Ward25 First National100	1400		Pacific		1	Columbia30 Commercial50	อบ	55
	•••••		Fourth National100	130				1	Continental100 Eagle40	170	175
Cincinnati. First National	$\begin{array}{c} 150 \\ 126 \end{array}$	130	Fifth Avenue100 Gallatin National50	‡130		FIRE INSUR'CE STOCKS.		1	Empire City100 Exchange30	105	
Fourth National German Banking Co	98	101	German American75 Germania100	118	. 82	Baltimore.		1 . 1	Farragut50	123	105
Merchants' National Nat. Bank Commerce.	105	110	Greenwich25	1	. 1100	Associate Firemen's.5 Baltimore Fire Ins.10		$\frac{7}{271_2}$	Firemen's Trust 17 Firemen's Trust 10	103	
Second National Third National	150	155	Hanover 100 [mporters' & Tr 100	102 195		Firemen's Insur'ce. 18	384	3912	Frank.& Emp'ium German-American 100	135	140 180
Cleveland.			Irving50 Leather Manufts100			Howard Fire	31		Germania 50 Globe 50	110	115
Citizens' S. & L100 Commercial Nat100	*		Manhattan50 Manuf. & Merch'ts.20	1120		Merchants' Mutual.50 National Fire10	1	14	Greenwich25 Guardian100	65	75
First Nat100	*		Marine 100	100		Boston.			Hamilton15 Hanover50	155	140 162
National City 100	Â		Market	133	140	Alliance100 American F. & M. 100	$90 \\ 133$	100 135	Hoffman	124	
Second Nat100	*		Mechanics' B. Ass'n50 Mechanics' & Tr25		93	Boston 100 Boylston 100	121	125	Hope	100	105
Hartford. Ætna Nat100	115	118	Merchants'50		. 128	Commonwealth100 Dwelling House100	78	79 116	Importers' & Trad50 Irving100	75	105 80
American Nat 50 Charter Oak Nat. 100	0.F	$\begin{vmatrix} 65 \\ 128 \end{vmatrix}$	Merchants' Exch'ge50 Metropolitan 100	11124		Eliot100	131	132 70	Jefferson30 Kings Co. (B'klyn) .20	130 165	
City Nat	10	77 33	Nassau100 New York100	124		Firemen's100	153	157	Knickerbocker40	140	85 150
For & Mech. Nat. 100	114	$\frac{115}{102}$	N. Y. Nat. Exch'ge100			Franklin100 Manufacturers'100	1122	123 112	Lamar	100	105
First Nat100 Hartford Nat100	149	150 122	Ninth National100 North America70	$\begin{vmatrix} 75\\70 \end{vmatrix}$	75	Mass. Mutual100 Mechanics' Mutual100 Mercantile F. & M.100	80	84	Long Isl'd (B'klyn) 50 Lorillard 25	140	85
Mercantile Nat100 National Exchange 50	69	67 151	North River50	3		Neptune F. & M., 10	0 120	$\begin{vmatrix} 130 \\ 120 \\ 2 \end{vmatrix}$	Manuf. & Builders'100	135	125
Phœnix Nat100 State100		112	Pacific	130	100	North American 10	0 116	117	Manhattan100 Mech. & Traders'25	165	
Louisville.	11-1	110	Poonloid 9	117	1110	Prescott100 Revere100	$\begin{vmatrix} 0 & 115 \\ 0 & 63 \end{vmatrix}$	120 65	Mechanics' (B'klyn)50 Mercantile50	84	87
Bank of Kentucky100 Bank of Louisville100	1 58	59	Phenix	103	4	Shawmut100 Shoe & Leather100	$0 631 \\ 0 128$	132	Merchants'50 Montauk (B'klyn)50	110	170
Citizens' National. 100	95	90	Seventh Ward 100	1 +	92	Suffolk Mutual106 Washington10	$0 \mid 95$	100 135	Nassau (B'klyn)50 National371	105	
Commercial of Ky 100 Falls City Tobacco 100		87	Shoe & Leather100 St. Nicholas100		1100	Cincinnati.			New York City35	185	
Farmers' of Ky100 Farmers' & Drov100	00	90	State of N. Y. (new) 100 Tenth National100)		Amazon(new stock) 2 Cincinnati2	$\begin{bmatrix} 63 \\ 125 \end{bmatrix}$	127	New York Fire100	115	
First Nat100 German Ins. Co.'s.100	105	107 100	Tradesmen's40 Union50	140	12 145	Citizens'2 Commercial2	0 75	80	North River23		
German National. 100	99	101 103	Philadelphia.§			Eagle10	0 110	115 90	Peter Cooper20	185	
Kentucky Nat100	107	108 140	B'k of N. America . 100	240	245	Enterprise 2 Eureka 2	0 85	90	People's	$115 \\ 120$	125
Louisv. Ins. & B. Co. 40 Masonic	79	82	Central National50	08 10	$\frac{200}{90}$	Fidelity 2 Firemen's 2	OLILO	120 105	Relief)	. 90
Merchants' Nat100 Northern of Ky100	102	12	Commercial Nat50	0 *60 0 *	66	Germania2 Globe2	0	. 80	Didgowood 100	95	
People's 100 Second Nat 100	90	$\frac{1}{92}$	Consolidation Nat36 Corn Exchange Nat.56	0 *48		Merchants'& Manuf 2 Miami Valley5	0	$120 \\ 100$	Rutgers'. 100 Safeguard. 100 St. Nicholas. 5		110
Security100 Third National100	1 89	86	Eighth Nat10			National 10 Union 2	0 45	50	Standard. 50 Star 100	120	
Western100 West.Finan.Corp100	100	81	Farmers'&Mech.N.10 Girard National4	0 114		Washington2 Western2	0 85 5 118	90 120	Sterling100) 30	100
Mobile.		1.2	Kensington Nat5 Manufacturers' Nat.2	0 61	67	Hartford, Conn.		-	Stuyvesant2 Tradesmen's2	JI TOO	
Bank of Mobile25 First Nat100	1 110	$\begin{array}{ c c } 12 \\ 120 \\ \end{array}$	Mechanics' Nat10	0 95		Ætna Fire10	0 215	216	United States2	105	110
Nat. Commercial. 100 Southern B'k of Ala25	$ 72^{1}$	2 75 20	Nat. B'k Commerce. 5 Nat. B'k Germant'n. 5	0 *95		Connecticut 10 Hartford 10	011 0	111 230	Williamsburg City5	133	
Montreal.	D		Nat.B'k N. Liberties 5 Nat. B'k Republic10	$0 \mid 82$	85	National 10 Orient 10	0 145	148 108	Philadelphia.		
British N. America Commerce50)	44	National Security.10	o ∤ *50	55	Phœnix	0 218	219 60	American Fire10	0 *	255
Consolidated100 Dominion50	0		People's10 Philadelphia Nat10	0]*169	1777	Yandan			Fire Association5	0 *430	450 40
Du Peuple50 Eastern Townships.50) 95	100	Second Nat10 Seventh Nat10	0			5 19 60 65		Delaware Mutual2 Ins. Co. of N. Am'ca 1 Ins. Co. State of Pa 20		3212
Exchange 100 Federal 100	94	$\frac{1}{100}$	Sixth Nat10 Southwark Nat5	0[*120	130	Imperial Fire2	5 155	1	Ins. Co. State of Pa 20 Pennsylvania Fire 10	0	
Hamilton	98	نــــا (ما	Spring Garden10	0		London Ass. Corp. 12	12 60	62			
Maritime100	U	$\frac{1}{2}$ $\frac{34}{701}$	Third Nat10	0		North'n Fire & Life	$\overline{5}$ 39	10 45	Richmond.		
Merchants'100	0) 77	80	Union Nat5	$\begin{bmatrix} 0 \\ 0 \end{bmatrix} = 70$	90	Queen Fire & Life	$ \vec{1} $ 3	10 33	City10	0	75
Montreal200 Nationale5	0		West Philadelphia.10	0 150		. Royal Histiance	.0 21	4 217	Merchants'& Mech. 10 Piedm't & A. Life. 10	0	
Ontario	0 59		. I offiand, Mo.			Mobile. Citizens' Mutual10	60		Virginia F. & M2 Virginia Home10	$\begin{vmatrix} 5 \\ 0 \end{vmatrix} \begin{vmatrix} 92 \\ \end{vmatrix}$	102
Standard10	0 106	$1_2 \begin{vmatrix} 83 \\ 108 \end{vmatrix}$	Cumberland Nat 4 Canal Nat	$\begin{array}{c c} 0 & 50 \\ 0 & 142 \end{array}$	144	Factors'& Trad's' Mu Mobile Fire Dep't	25 13	15	Virginia State2		
Union	6 55	57	Casco Nat10	0 129	130	Mobile Mutual Planters' & Merch.M	ut 40	45	St. Louis.		
New Orleans.			Merchants' Nat	5 103	107	Stonewall	75		American Central	0 102	1_2
Canal & Banking. 10 Citizens'10	$ C \cdot 61$	10 62		1		New Orleans.			Lefferson10	00	90
Citizens' Savings10 Germania Nat10	00	110	11			Crescent Mutual Factors' and Trader	s'. x10	4 105	Marine10 Pacific10		
Hibernia Nat10 Lafavette5	89	12 95	City Bank	00 11	8	Firemen's	24	3 ¹ ₂ 55	San Francisco.		
Louisiana Nat10 Mechanics' & Trad2	89		Merchants' Nat 10 Nat. Bk of Virginia 10	00 8	5 90	Hibernia		901	California	00	
Mutual Nat10 New Orleans Nat10	0(93	$\begin{bmatrix} 1_2 \\ 1_2 \end{bmatrix}$	State Bank of Va.16	$\begin{vmatrix} 00 & 10 \\ 00 & 7 \end{vmatrix}$		Hope	4	45	Commercial	JU	• • • • • • • • • • • • • • • • • • • •
People's	6 47	34 48	St. Louis.	00	_	Merchants' Mutual Mechanics' & Trade	4		I dt - to Townortmont	11()1	
State Nat10 Union Nat10	83	1 05	B'k of Commerce1	00 13	0	New Orleans Ins. As	s'n 2	814 28	34 Union	1711	
Workingmen's	25		Il tantinoutal 1	00	70		1	ath pro	11	1	1

^{*} Price nominal; no late transactions.

1877-78

Luvestments

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.)

The report of President Babcock, of the Pacific Mail Steamship 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 outstanding, a part of which, at least, are believed to be collectible, viz.: Claim against Panama Transit Steamship Company for amount overdrawn (to recover which suit has been commenced), say, \$200,000; claim against the United States Government under contract for carrying the mails, 1873 and 1874, \$583,333. 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

"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

"The cause of this disaster has never been definitely ascertained. Her commander was a man of large experience on the 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:

EA	RNINGS.		
Atlantic line. Panama line. Victoria line. Trans-Pacific line. Australian line. Honolulu line.	305,807 86,678 382,037 208,642	Freight. \$484,638 1,180,768 151,239 538,130 115,640 19,451	Totals. \$581,536 1,486,576 237,918 920,167 324,282 26,804
Totals	\$1,087,416	\$2,489,869	\$3,577,285
Australian & N. Zealand subsidies Central Am. & Mexican subsidies British Columbia subsidies	3 164,938 38,000 11,692–	- \$431,751 13,224 13,023 19,274-	- \$477,275
Total	•••		\$4,054,560
Atlantic line, running. Panama line, running. Victoria line, running. Trans-Pacific line, running. Australian line, running. Honolulu line, running.	· · · · · · · · · · · · · · · · · · ·	. 1,136,716 . 261,826 . 647,520 . 411.001	
Total. Agencies. Extra repairs and miscellaneous of	expenses	.\$2,928,221 . 362,111 . 362,412-	- 3,652,745
Net profit			. \$401,815
m1 c 11 · · ·			

Extra repairs and miscen	aneous exp	362,412—	3,652,745				
The following is a statement of the financial condition of the							
company April 30, 187	9.		- 01 0110				
		C4 T					
ASSETS.		St. Louis—old hulk at					
Cost of steamers—	21 004 404	Panama	\$75,000				
City of Peking \$	1 075 100	Winchester—laid up at	** 000				
City of Tokio City of New York	1,275,102 $752,779$	Panama	75,000				
City of Sydney	737,765	Moses Taylor — store	1				
City of Panama	297,730	ship at Acapulco,	05 000				
Granada	476,593	valued atGuatemala—lost; insur-	25,000				
Colima	488,380	ance in dispute about					
Acapulco	492,363	\$40,000	60,000				
Colon	437,845	φ±0,000	60,000				
Honduras	230,000	\$1	0,288,386				
Costa Rica	200,000	Tug Millen	0,200,300				
Salvador	125,000	Griffith at S.					
Clyde	270,000	Francisco \$42,089					
George W. Clyde	270,000	Steam launch					
South Carolina	270,000	at Panama 2.179					
Crescent City	270,000	Lighters at Yo-					
China	1,006,282	kohama 72,015—	116.284				
Alaska	964,138						
Dakota valved at	225 000	Total \$1	0.404.670				

Real estate and im- Deferred paym't No.2 \$	350,000
provements \$1.102,094 Interest account	10.551
Coal supplies, &c 1,026,977 Traffic account	69,853
Profit and loss 10,043,814 Unclaimed dividends	1,404
Coal freights	18,338
Total\$22,577,555 Str. Georgia—salvage	13,017
There is also due the company Suspense	6.757
	0,707
The state of the s	44
railroad companies, for the months ship companies	14,571
of January, February, March and Balances to credit of	
April, about \$64,000, which will be agents	39,776
payable as soon as the accounts can Balances to credit of	,
be audited. pursers	586
LIABILITIES. Gillies & Co	790
Capital stock\$20,000,000 Panama drafts	2,528
Bills payable	2,040
Con Proposice smooth	00 010
San Francisco, unpaid orders	20,013
bills	
New York, unpaid bills 53,467 Total\$22,	577, 555
Panama Railroad Co.— In addition to the above	liabili-
Loan 406,000 ties, the city of New York	claims
Loan	aid and
Deferred paym't No.1 275,000 interest, say \$115,000.	THE COLUMN
The large increase in the profit and loss account is occasi-	oned by
the loss of the steamer Georgia, the sale of the old side	1 1

ships Great Republic, Constitution and Colorado at value, the same having stood upon the books at cost, and from the charging off of a large amount of assets (by order of the Board) which, for a number of years, has been considered worthless.

COMPARATIVE STATEMENT—ASSETS AND LIABILITIES.
Liabilities April 30, 1878. \$2,962,352
Liabilities April 30, 1878
1879
Salvage, steamer Colon, partially settled 20,000— 105,385
@2 95C 0C7
Assets, April 30, 1878
Less amount due from overland railroads, sub-
mitted in different form in 1879 42,000— 808,013
Liabilities over assets 42 048 954
Liabilities over assets \$2,048,954 Liabilities April 30, 1879 \$2,577,555
LAssets April 30 1879—
Coals, supplies, &c. \$435,379 Sundry assets. 591,597—1,026,977 Liabilities over assets 1,550,578
Sundry assets
Liabilities over assets
Decrease of liabilities for the year\$498,375
Northern (New Hampshire).

(For the year ending March 31, 1879.)

The annual report of this company shows the following in comparison with 1877-8:

- 1	1	1010-10.	10/1-10.
1	Passengers carried	124,820	136,903
	Passenger mileage	4 725 180	5.158,786
1	Tons freight carried.	397,346	399,879
	Tonnage mileage	25,266,763	25,323,409
	The earnings were as follows:		
		1878-79.	1877-7 8.
İ	Passengers	\$133.737	\$153,359
	Freight	263 530	286,641
	Mails, express, etc.	29,606	24.030
	Total	\$426.873	\$464,031
1	Expenses		346,891
		010,001	020,001
	Net earnings	\$107.372	\$117,139
	g	4201,012	ΨΙΙΙ,ΙΟυ

The expenses last year included \$31,646 State tax and \$21,472 on new rail account. The income account is as follows:

The earnings, &c., for the year ending March 31, 1879, are

	as follows, viz.:	
	Gross income\$426.873	
1	Gross income. \$426,873 Expenses. \$266,382	
	State taxes	
1	New rails	
	\$107,372	
1	Balance of interest account. 51.292	
		213,675
	Poid dividend of Dec. 1 1979 49 50 per above 474 000	\$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
1	74,332	140,000
	Balance of income account	\$123,232
- 1		T,

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 diminution 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 business of connecting roads."

Kentucky Central.

(For the year ending April 30, 1879.)

An abstract of the annual report in the Cincinnati Commercial supplies the following:

The receipts and expenses for the year were as follows:

	•	
From Passengers\$161,972	EXPENSES.	* 1
From Passengers\$161,972	Road	\$98.556
From freight 354,987	Trains.	97.177
From express 18.600	Stations and offices	61.442
From U.S. mail service 13.483	Loss and damage	1.609
From other services 4,345	Taxes.	5.180
	Rangira	54 870
Total\$553,389	Renewals	25,801
•	Matal.	0011 000

Total.....\$344,638 . 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

These figures show a decrease in the gross earnings, compared 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

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

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 brought 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 fortythree shares of the common stock in exchange for Covington &

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 having 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 recommendations for an extension of the road southwardly.

Notwithstanding the fact that the business of the road during 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 June 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 unexpected, 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 Mexico 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

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 cash.

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 operation to Kirwin on or before September 30.

Central of Iowa.—Marshalltown, Iowa, May 28.—A meeting 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 auction 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

$\begin{array}{cccccccccccccccccccccccccccccccccccc$
(

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 \$1,200,000 5 per cent bonds, to be sold at not less 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 authorizing the government to buy the Riviere du Loup Division of this road for \$1,500,000. This division runs from Chaudiere 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 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 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 & Southeastern.—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.

Louisiana 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 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 69, 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 indebtedness, which only is allowed, will amount, with interest, to about \$4,000,000.

The balance, it is recommended, shall not be paid. It is further 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 consequently the funding act was invalid. It is also held that the constitutional amendment of 1875 was not ratified by the people, 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 legislature 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

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 suggested that the interest should be paid. In regard to the interest 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 dissent from it. The position taken by the latter is in favor of paying the whole debt as it stands, with a reduction of interest 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.

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 authority 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 Browster, Jose F. Naverra, and Horaca Porter. The capital 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

had chartered. The leading men of the Metropolitan and New 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, continued 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 agreement 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 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 Manhattan Company, said yesterday:

""The Manhattan Company guarantees to the companies the payment of the interest on the funded debts 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 own stock. On this stock it will pay dividends when earned. The issue of \$13,000,000 of its stock to the two companies is partly at least on account of the payment to it of about \$9,000,000 or \$10,000,000. 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 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 proxies. After ratifying the action of the officers and directors in executing the lease, it was unanimously 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 stock. The two elevated companies will start with an equal amount of \$6,500,000 each of Manhattan bonds, for which they can get Manhattan stock. The shares of the Metropolitan Company will go in a block to the New York Loan & Improvement Company, while those of the New York will go to the stockholders, and as some of the New York Loan & Improvement Company now hold New York Elevated stock, it virtually controls the ing is the official vote for each nominee: Manhattan Company.

"It was stated yesterday that every shareholder of the Loan & Improvement Company will be entitled to 2 1-6 shares of Metropolitan and 21-6 shares of Manhattan stock, or 41-3 shares, which is equal to \$433 33, half in Manhattan and half in Metropolitan stock, on every share of Loan & Improvement

stock."

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

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 mortgagors had in the mortgaged premises when the the mortgage was made or at any time afterward. That the chattel mortgage of Terhune and Olmstead is not a Hopkins. The terms are 10 per cent in cash and the remainder lien upon the property therein mentioned. That the judgments running over three years and bearing 6 per cent interest; but

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 complainant's and the second and third mortgages. That the plaintiffs 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 Lackawanna & Western and Morris & Essex Railroad Companies are not, as against the incumbrancers of the Midland Company, entitled 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 sum as this court 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 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. Several 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 reduction 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 executive committee.

Ohio & Mississippi.—A press dispatch is as follows: CINCUNNATI, 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 Mail.—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" ticket. 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-

,	
Henry Hart 104,055	George H. Potts 83,885
William Remsen 108,055	W. A. Street 80,435
John Riley 108,055	John E. Alexandre 76,435
H. P. Farrington 104,605	Elihu Spicer, Jr 76,435
Horace Galpen 104,605	George B. Morewood 76,435
James O. Sheldon 108,055	John H. Clark 79,885
Charles F. Livermore 104,605	Eugene Kelly 79,885
Russell Sage 104,605	G. T. M. Davis
J. B. Houston 100,605	
David C Dahacelr 70 995	

The total number of votes cast was 184,490. The majorities for the Hart ticket ranged from 16,720 to 31,620. The only new members of the board elected yesterday are Mr. Russell Sage and Mr. J. B. Houston. Mr. Potts and Mr. Babcock retire. It is said that the amended contract between the Pacific Mail and Panama companies will be executed immediately, and security will be given to the railroad company to replace the lost Pacific Mail steamship Georgia, to which company the steamer was mortgaged. It is also hinted by some of the "Babcock" party that the suit against the Panama Transit Company to recover \$150,000 alleged to be due the Pacific Mail 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 confer with Mr. William P. Clyde for the purpose of arranging some settlement without litigation; but although several conferences have been held on the subject, no result has been ar-

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 the purchasers have the right to make payment in full at any time and acquire possession of the securities, which are held in escrow meantime. This gives the Wabash Company full control of 94 miles of additional road from Peoria to Jacksonville, 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.

Port Royal.—In the matter of the Union Trust Company vs. 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.

St. Louis & an 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.

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 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 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 coupons held by G. W. Williams and others, maturing July 1, 1877, and January 1, 1878, which were bought by them with their own money, which has not been re-paid, are valid securities, and the injunction as to them is dissolved. The motion to dissolve the injunction as to the hypothecated second mortgage bonds is denied, and the injunction is continued; that the receiver pay out of the funds in his possession \$36,332 of the first mortgage coupons 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, 1880; that the receiver pay forthwith the interest due July 1, 1878, and January 1, 1879, on the whole of the first mortgage bonds 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 road to 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 Virginia Midland Road, which seemed to be the main feature of the term, was up upon a petition of the Baltimore & Ohio Road praying for a sale of the road. The petition was accompanied by a statement of the desire of the Baltimore & Ohio that some fair scheme might be adopted which would secure this valuable property to its creditors upon such terms as would be just to all and favorable to the future welfare of the road. The suggestion was accepted, and a convention of the representatives of the different interests, it is expected, will soon be held in Baltimore. There can be little doubt, from the spirit evinced, that some happy solution of what threatened to be protracted litiga-

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 prosecuting 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 complainant 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 stockholders, 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 6.27½@6.30c.; do. to June sold at 6.25@6.30c.; July at 6.35@6.37½c.; refined for the Continent sold at 6.57½c. 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 63/6061/2c. for fair to good refining.

 Receipts since May 1, 1879
 Hhds. 71,980
 Boxes. 2,393
 Bags. Melado. 117,485

 Sules 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 8½@ 85%c. Refining molasses 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, particularly 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, 5¼d., 60lb.; provisions, 25s.@32s. 6d.; cotton, 5-32d.; grain to London, by steam, 6@6¼d., 60lb.; do. to Glasgow, by steam, 5½@55%d.; do. to Avonmouth, by steam, 6½d.; do. to Bristol, by steam, 7@7½d., 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. 1½d.@4s. 2d.; do. to Naples, 4s. 7d.; do. to Antwerp, 4s. 3d.; Rye to Rotterdam, 4s. 2d.; grain to Copenhagen, 4s. 4½d.; 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 16½c. 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@4½c., 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., 7½@21c.; 60 cases, 1876 crop, Pennsylvania, 12½c., and 300 cases, 1877 crop, do., 8¾@25c. The movement in Spanish tobacco is limited to 550 bales Havana.

at 85c.@\$1 10.

COTTON.

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 17,113 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, 1878, 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:

Receipts this w'k at	1879.	1878.	1877.	1876.	1875.
New Orleans	2,434	3,561	1,996	4,501	2,384
Mobile	390	,	,	,	1
Charleston	419	297	499		1
Port Royal, &c	7	386	63	185	_,,,,,
Savannah	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, &c	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	EXP	ORTED T	0-	Total	Same	STOCK.	
ending May 30.	Great Britain.	France.	Continent.	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	1	3,052	00,002
Charl't'n	••••	• • • • •			1,273	1,291	4,420
Savan'h.	• • • •	••••	• • • •			3,451	5,901
Galv't'n-					918	6,332	
N. York.	4,633	100	1	4,734	2,681	159,741	145,829
Norfolk-						5,800	
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 Baltimore, 200 bales to Liverpool; from Boston, 3,197 bales to Liverpool, and 1 bale to British Provinces.

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:

	On	On Shipboard, not cleared-for					
MAY 30, AT-	Liver- pool.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.	
New Orleans Mobile Charleston Bavannah Galveston New York Other ports	12,750 None. None. 300 None.	4,000 None. None. None. None.	None. None. None. None. Not rec None.	200 None. 50 500 587 eived 1,000	16,950 None. 50 800 587	34,250 3,052 1,241 2,651 5,745	
Total	16,050	4,000	None.	2,337	22,387	68.739	

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

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

D		rs since	EXPOR	TED SING	CE SEPT.	1 то—	}	
Ports.	1878.	1877.	Great Britain.	France.	Other Foreign	Total.	Stock.	
N.Orlns	1163,219	1353,525	649,015	206,672	344.073	1199,760	58,478	
Mobile.	360,084	407,443					-,	
Char'n*	,,	455,175		57,140	176,143	383,693		
gav'h	699,116		1		232,677	461,355		
Galv.*.	552,794		1 ,	1	64,010	317,006	5,564	
N. York			,	,	24,355	259,826	164,550	
Florida	56,260	14,199	,	1,967	135	15,858		
N. Car.	134,020	140,343		2,050	18,589	65,111	626	
Norf'k*	552,055	494,199		713	5,098	195,538	5,800	
Other	196,177	154,323	201,334	496	17,720	219,550	17,000	
This yr.	4372,60 8		1956,700	399,780	912,477	3268,957	261,288	
Lastyr		1177,884	2031.830	481.975	661,512	3175.317	294.572	
1177,884 2031.830 481.975 661,512 3175,317 294 572 * Under the head of Charleston is included Port Boyal, for under the head								

*Under the head of Charleston is included Port Royal, &c.; under the head of Galveston is included Indianola, &c.; under the head of Norfolk is included City 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 ic. on Monday, 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 continued 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:

	May 24 to	U	PLANI	os.	NEW	ORLE	EANS.		TEXAS	1.
	May 30.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
	Ordin'y. \$10 Strict Ord Good Ord Str. G'd Ord Low Midd'g Str. L'w Mid Middling Good Mid Str. G'd Mid Midd'g Fair Fair	12^{5}_{16} 12^{9}_{16} 12^{11}_{16} 12^{7}_{8} 13^{5}_{16} 13^{9}_{16} 14^{1}_{4}	129_{16} 1213_{16} 1215_{16} 131_{4} 139_{16} 1313_{16} 141_{2}	12^{5}_{16} 12^{9}_{16} 12^{11}_{16} 12^{7}_{8} 13^{5}_{16} 13^{9}_{16} 14^{1}_{4}	$\begin{array}{c} 127_{16} \\ 1211_{16} \\ 1213_{16} \\ 13\\ 13^{1}_{8} \\ 137_{16} \\ 1311_{16} \\ 143_{8} \end{array}$	$\begin{array}{c} 1211_{16} \\ 1215_{16} \\ 131_{16} \\ 131_{4} \\ 133_{8} \\ 1311_{16} \\ 1315_{16} \\ 145_{8} \end{array}$	127_{16} 1211_{16} 1213_{16} 13 131_{6} 137_{16} 1311_{16} 143_{8}	127_{16} 1211_{16} 1213_{16} 13 131_{8} 137_{16} 1311_{16} 143_{8}	12^{11}_{16} 12^{15}_{16} 13^{1}_{16} 13^{1}_{4} 13^{3}_{8} 13^{11}_{16} 13^{15}_{16}	127 ₁₆ 1211 ₁₆ 1213 ₁₆ 13
		Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
	Ordin'y. \$ 10 Strict Ord. Good Ord. Str. G'd Ord Low Midd'g Str.L'w Mid Middling. Good Mid. Str. G'd Mid Midd'g Fair Fair.	11^{15}_{16} 12^{5}_{16} 12^{9}_{16} 12^{11}_{16} 12^{7}_{8} 13 13^{5}_{16} 13^{9}_{16} 14^{14} 15^{14}	$\begin{array}{c} 12^{5}_{16} \\ 12^{9}_{16} \\ 12^{11}_{16} \\ 12^{7}_{8} \\ 13 \\ 13^{5}_{16} \\ 13^{9}_{16} \\ 14^{1}_{4} \\ 15^{1}_{4} \\ \end{array}$	iday	12^{1}_{16} 127_{16} 121^{1}_{16} 12^{13}_{16} 13^{1}_{8} 13^{7}_{16} 13^{11}_{16} 14^{3}_{8}	$\frac{127_{16}}{1211_{16}}$	Holiday	12^{1}_{16} 12^{7}_{16} 12^{11}_{16} 12^{13}_{16} 13^{1}_{8} 13^{7}_{16} 13^{11}_{16}	1111 ₁₆ 121 ₁₆ 127 ₁₆ 1211 ₁₆ 1213 ₁₆ 131 ₁₈ 137 ₁₆ 1311 ₁₆ 1311 ₁₆ 1311 ₁₆ 1311 ₁₆	
	87	LAINE	D.		Sat.	Mon	Tues	Wed	Th.	Fri.
Management of the last of the	Good Ordina Strict Good (Low Middling Middling	Ordina	ry	•••••	12 ¹ 8 127 ₁₀	$12\frac{3}{8}$	1218	12 ¹ 8	113_{4} 121_{8} 127_{16} 1213_{16}	Holi- day.

MARKET AND SALES.

	,	SALI	ES OF S	FUTURES.				
	SPOT MARKET CLOSED.	Ex- port.	Con-	Spec- ul't'n		Total.	Sales.	Deliveries.
	Dull,irreg., 18 dec.	1	268	• • • • • • • • • • • • • • • • • • • •		268	173,100	. 100
Tues.	Adv. 14, but nom. Dull, 14 decline		$\frac{302}{383}$	38		383	167,300 176,100	300
Wed . Thurs	EasyQuiet	145	COO			600	176,300 109,100	100 300
Fri		Deco	ration	Day	—Hol	iday		
Total		145	2,388	38		2,571	801,900	900

For forward delivery the sales have reached during the week 801,900 bales (all middling or on the basis of middling), and the following is a statement of the sa'es and prices:

For May.	I Dolos	1 D-1		~.
	Bales. Cts.	Bales. Cts.	Bales.	Cts.
Bales. Cts.	600 12.0		1.700	13 27
10012.7)	200 12.83	: 400 13.53	2,600	13.28
50012.73	1,000 12.85	1 000 13: 4	6.000	13.29
100 12:55	200 17.86	700 13.55	4.900	13.30
100 g.n. 9th12.95	50012.90	30013.56	4 500	13.31
"10013.00	40012.91	. 000110 00	2,000	13.32
100	3,000 12.92	91 700	2 100	40.00
930		81,700	2 400.	13.33
330	4.000 12.93			13.34
D T	2,300 12.94	For 'ugust.	2,600	13.35
For June.	7,70012.9	10 ' 12 80	4,200	13 36
1,00012.61	2,40012.96	60012.85	9.100	13.37
20012.70	1,80012.97	200	5.700	13.38
100 12.71	1,300 12.98	4 00012.90	1 300	13 39
3 .0 12.72	10012 99	10012.91	4,000	19.40
70012.74	2,10013.00		1 4,500	13.40
2,70012.75	0.000	£0012·93	100	13.44
2,100	2.200 13.01	1,100 12.3		13 60
20012.77	1,20013.02	5,80012.95		13.81
30012.78	1,70013.03	10012 46	1 200	13 62
2,10012.80	1,10013.04	900 12.97		13 63
20012.81	2,200 13.05	900 12.93		13.64
500 12.82	1,60013.08	2,70013.01		13.65
40012.83	7(h)13·07	20013.01	8 700	10.00
10012.84	700 1 08	1,000		13.66
1,100 12 86		1 000		13.67
700	60013.09	1 [0013.03		13.68
700 12:57	1,20013.10	300 13.04	1,000	13.49
40012.91	1,60013.12	2.700 13 05	6,400 .	13.70
1,70012.92	1,80013 13	10013.06	700	13.71
20012.94	1 90013.14	1,40013.07	1.700	13.72
100 12.97	4,200 13.15	1,60013.08	2,.00.	
1,70013.00	1,000 13.16	5,00013 09	225,300	
100 13.02	1,200 13.17		220,000	-
80013.03	1,90013.18	13,90013.10	G C-	A T
50013.04	730	8.20013.11		ptember.
	70013.19	10,00013 12		12.63
10013.25	70013.20	7.400 13.13	€00	12.65
70013.27	80018.21	12,000 13.14	£00	12.67
300 13 28	3.60013.22	8.000 13 15		12.68
1,00013.29	3,50013.23	2,50013.16	3.600	12.70
60013.30	2 50013 24	3 400 13 17		12.73
30013.31	2,500 13.25	4 000 13.18	9 000	12.73
20013.32	60013.26	9 700	4,000	10.74
10013.33	500 13.27	3,700 13.19		12.74
50013.34		7,40013.20	7,700	12.75
	40013.46	7,300 13 21	8 400	12.76
19,800	1,200 18.47	3,8001 .22	15,500	12.77
D. T.	1,60013.48	1,100 13.23	17.300	12.73
For July.	1,50011.49	1,000 13.24		12.79
50012 75	2,00013.50	90013.25.		12.80
1,000 12.77	10013.51	1 600 13 . 6	4 300	19-81
		-,000	_ *,000	TO METERS

Bales. Cts.	Bales. Ots.	Bales. Cts.	Bales. Cts.
4,70012.82	2.70013.45	3 800 12 28	30011.17
2,20012.83	1 60018 46	90012.29	10011.18
0 800	000		400
2,60012.84	200 13.47	4,50012 30	400
5,10012.85	1,80013.48	40012.31	3 30011.20
2 200 12 86	40013.49	80012.32	1,10011.21
7.60012.87		10012::3	1,10011.22
8 900 10.00	254,300	1 400	0 100
6.30012.88		1,40012.34	2,10011.23
6.100 12.89	For October.	300 12 35	400 11 24
13,10012.90	200 11.55	50012.36	4,100 11.25
5,00012.91	400 11.57	60012.37	1.700 11 26
3,500 12.92	400 11.00	000	1.700
3,000 12.92	40011.60	20012.38	30011.27
4 50012 93	60011.62	100 12:34	1,600
3,10012.91	1.100	300 1''.40	90011 29
3,500 12.95	1,00011.68	80012.44	3,30011.30
4 000	1 000	1 000	0,00011.00
4,90012.96	1,60011.6)	1,00012.48	30011.31
2,00012.97	70011.70	1,000	10011.35
4,000 12.98	10011 73		10011.38
5,40012.9	1,20011.75	101,800	30011.39
1 700	000 41.89	101,000	500
1,700	90011.77		50011.40
600 13.01	70011.78	For November.	1,00011.41
1,90013.03	3 0011·79	30011.20	50011.52
5,30018.03	7,80011.80	70011 29	20011.54
8,70013 04	4.00011.81		200
0,700	4.0001101	1,40011.30	80011.55
6,400 13.05	2, 0011 82	4,10011 31	10011.56
[4 .300 13.06]	1,70011.83	3.900	20011.57
1,50013.07	2,5(011.84)	90011.33	100 11.59
4,30013.08	1.70011 85	1 400 11.94	1 000
0.440	8 900	1,40011.34	1,000 11.60
2,40013.09	5,30011.86	2.20011.35	100 11.61
5,200 13.10	3.50011.87	3,000	90911.68
400 13.11	2.30011 88	1,700,,11 37	1,50011.63
1,10013 12	5,70011 89	1 400 11 38	1,50011 64
400 13 13	8,20011.90	1 400 11 00	0.200
100 10 10	0,200	1.200 11.39	2,80011.65
1,50013.14	1.50011 91	4,10011.40	10011 66
r0013·15	2,80011.92	1.60011.43	1.300
10013.17	2,90011.93	20011.44	
50013.18	1,30011.94	1 900 11:50	35,400
400 19:10	9 100	1,20011.50	30,200
400 13.19	2,10011 95	20011.51	
1,00013.20	1,00011.95	40011.52	For January.
90013 27	700 11.37	50011 62	100 11.17
3,70013 28	1,50011.98	50011.68	60011 23
60013.29	1,00011.99	440	
000	2,00011.00	40011 65	900 11.24
80013:50	3.400	40011.68	4,500 11.25
1,20011 31	10012.01	1,00011.67	1,10011.27
10011.32	20012 02	2011.68	20011.28
90011 93	1,30012.03	100 11.80	9 800
100 10.04		10011.69	2,500 11.30
100 13.34	1,300,12 04	3,30011.70	100 11.31
1,20013.35	1,00012.05	700 11.71	100
3,80013.36	80012.06	1,70011.72	10011.34
8,600 13.37	1,40012.08	200 11.73	10011.37
4 000	900 10.11	1 000	200
4,900 13.38	60012.11	1,60011.74	20011.38
5,40013.39	100 12.12	200 11.75	70011 55
9,50013 40	10012.22 }	10011 80	100 11 60
2,80013.41	20012.23		£0011.63
2.40013.42	2 400 10.05	40,800	
0 000	2,400 12.25		11.000
2,80013.43	2,80012.26	For December.	11,900
500 13.44	1,600 12.27	30011.10	
The following	will show the	range of prices n	aid for futures

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

Futures	Satur	day.	Mond	lay.	Tuesday.		
Market.	Varia	ble.	Firm	er.	Panicky.		
	For Day.	Closing.	For Day.	Closing.	For Day.	Closing.	
October Nov'her	High. Low.	13 17 18 13 30 — 13 08 — 12 04 — 11 52 — 11 41 —		13·25 26 13·45 46 13·61 — 13·27 28 12·18 19 11·58 60 11·47 48	13.00.12.85 12.95.12.95 13.04.12.80 13.27.13.00 13.44.13.13 13.09.12.75 12.12.11.79		
Tr. ord. Closed. Futures	13.0 Stead Wedne	ly.	Wea	13 25 Weak. We Thursday. Fri			
Market.	Irregu	lar.	Varial	ole.	Holiday.		
	For Day.	Closing.	For Day.*	Closing.	For Day.	Closing.	
"s.n. June July August. Sept'b'r October Nov'ber Dec'ber	13·08-12·92 13·22-13·08 12·89-12·73 11·91-11·77 11·40-11·29 11·30-11·20	2.76 77 12.96 97 13.15 16 12.82 83 11.90 91 11.40 41 11.29 31	High. Low. 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	13·10 11 13·26 27 12·97 — 11·97 98 11·48 49	High. Low.	Bid. Ask	
Tr. ord. Closed.	12·7 Firn		12:9 Stead				

*To 2 P. M. † 13.00
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 affoat 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 Friday only:

1879. 1878. 1877. 1876.

Stock at Liverpool. *598.000 866.000 1.155.000 1.051.000

Stock at Liverpoot	~598,000		1,155,000	1.051.000
Stock at London	42,500	12,000		
				
Total Great Britain stock.	640,500	978,000	1,204,500	1,108,500
Stock at Havre	121 000	233,000	223,250	183,750
Stock at Marseilles	2,750		14,000	8,000
Stock at Barcelona	47.750		61,000	
Stock at Hamburg	3.000		15,000	14.250
Stock at Bremen	27,500		72,750	54.750
Stock at Amsterdam	38 000		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
Stock at other conti'ntal ports.	9,250	20,000	17,000	23,250
		20,000	17,000	20,200
Total continental ports	257,750	436,750	484,250	468,000
		100,700	101,200	405,000
Total European stocks	898,250	1,314,750	1,688,750	1 576 500
India cotton affoat for Europe.	300,000	192,000	360,000	368.000
Amer'n cotton afloat for Eur'pe	303,000	227,000	227,000	220,000
Egypt, Brazil, &c., aflt for E'r'pe	12.000	19,000	29,000	
Stock in United States ports	250,844	285,303	413,737	32,000
Stock in U.S. interior ports	26,305	23,912		392,448
United States exports to-day	1,000		39,289	54,806
Could of Dapor is to-uny	1,000	1,000	6,000	7,000
Total visible supply	701 200	2 060 065	0 =00 ==0	2050 554
Total visible supply1	1,101,099	2,002,965	2,103,776	2,650,754

a contract of the contract of				
Of the above, the totals of follows:	American	and other	description	ns are as
American—	1879.	1878.	1877.	1876.
Liverpool stock	*473 000	668.000	743,000	
Continental stocks.	221,000		401,000	
American afloat for Europe	303.000			
United States stock			227,000	
			413,737	
United States interior stocks			39,289	
United States exports to-day	1,000	1,000	6,000	7,000
m				
Total American	1,275,149	1,578,215	1,830,026	1,635,254
East Indian, Brazil, &c.—				
Liverpool stock	125,000	198,000	412,000	425,000
London stock	42,500	12,000	49,500	
Continental stocks	36,750	63,750	83,250	
India afloat for Europe	300,000		360,000	368,000
Egypt, Brazil, &c., afloat	12,000	19,000	29,000	
-6, pt, Diabil, do., anotto	12,000	10,000	28,000	32,000
Total East India, &c	516 050	194 750	020 550	1 017 700
Total American	516,250	484,750	933,750	1,015,500
Total American	1,275,149	1,578,215	1,830,026	1,635,254
Motol minible oursels	1 501 000	2 2 2 2 2 2 2	2 = 22 = = 2	
Total visible supply	1,,91,399	2,062,965	2.763,776	
Price Mid. Upl., Liverpool	61318d.	63 ₁₆ d.	578d.	6d.

* 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 decrease of 972,377 bales as compared with the corresponding date of 1877, and a decrease of 859,355 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 ending May 30, '79			Week ending May 31, '78.		
	Receipts	Shipm'ts	Stock.	Receipts	Shipm'ts	Stock.
Augusta, Ga	313	271	3,217	740	1,622	4,901
Columbus, Ga	67	220	2.861	82	251	1,347
Macon, Ga	16	206	630	21	405	1,495
Montgomery, Ala	547	771	2,168	605	1,812	2,278
Selma, Ala	• 71	231	249	204	233	1,699
Memphis, Tenn	572	5,030	15,417	2,126	3,619	11,400
Nashville, Tenn	3	572	1,763	204	438	792
				·		
Total, old ports.	1,589	7,301	26,305	3,982	8,380	23,912
D 11						•
Dallas, Texas	15		77	20	30	85
Jefferson, Tex	19	2	191	75	218	200
Shreveport, La	238	212	747	422	597	201
Vicksburg, 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	75	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	7,465	10,347	15,113
Total, all	6,830	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 prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the out ports are sometimes misleading, as they are made up more largely one year than another, at the expense of the interior stocks. We reach, therefore, a safer conclusion through a comparative statement like the following:

RECEIPTS FROM PLANTATIONS.

					1		11010	,		
	Veek	Receip	ts at the	Ports.	Stock a	t Inter	r Ports	Rec'pts from Plant'ns		
en	ding-	1877.	1878.	1879.	1877.	1878.	1879.	1877.	1878.	1879.
Jan.	3	115,268	165,755	143,155	249,905	253,239	281,634	108,776	157,118	130,508
"	10	101,132	142,099	121,091	223,007	236,293	253,647		125,153	
46	17								154,814	93,202
	24	109,447	164,059	148,640	195,082	242,013	218,585			133,997
• 6									161.667	169,447
Feb	7	140,006	137,138	171,608	179,266	240,708	214,117	137,032	133,352	164,790
66	14	120,720	120,090	150,841	174,977	233,103	190,765	116,431	112,485	127,489
44	21	88,068	109,736	134,328	173,478	226,685	182,246	86,569		125,809
44	28			110,047						
Mar.	7	50,742					165,619			
66	14	44,537	82,264				159,418			
44	21	32,366	75,723				141,612			
66	28	30,397	65,470				131,463			
Apr.	4	26,287	59,886				116,879			
44	11	21,183	51,391	44,851	133,363	108,633	107,005			
66	18	18,010	39,016		128,411	95,979		13,058		•
6.6	25	26,641	38,856	36,183	117,074		87,294			
May	2	16,560			107,534	100				
**	9	17,309			,				14,472	
44	16	16,288		19,897			, ,			Annual Contraction
66	23	12,147	19,732	16,673		46,305	51,429		9,604	
	30	9,669							10.940	

* Estimated.

The above statement shows-

1. That the total receipts from the plantations since Sept. 1 in 1878-9 were 4,426,267 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, the 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 10,940 bales, and for 1877 they were —— bales.

WEATHER REPORTS BY TELEGRAPH.—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

owest 71

Corsicana, Texas.—The weather during the week has been warm and dry, and while cotton is not suffering, a shower is desirable. Crops promising. The thermometer has ranged from 64 to 94, averaging 79.

Dallas, Texas.—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.

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

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, Mississippi.—The weather during the week has been warm and dry, rainthaving 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 southwestern 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 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 wo king 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 developing finely. The thermometer has ranged from 64 to 92, averaging 76.

Montgomery, Alabama.—The weather during the week has been warm and dry, no rain having fallen. The crop is developing promisingly, and accounts are more favorable. Average thermometer 79, highest 96, 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 85, and the lowest 63. Weeds 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, 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 thermometer 77, highest 91 and lowest 58.

Charleston, South Carolina.—There has been no rainfall the past week. The thermometer has ranged from 59 to 86, averag-

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 whach port each day of the week ending to-night.

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

D'ys of we'k	Or-	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	550	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 since Sept. 1 has been as follows:

Monthly	1	Year Beginning September 1.							
Receipts.	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	482,688			
March	303,955	340,525	182,937	300,128	251,433	332,703			
April	167,459	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			
Perc'tage	of tot. port								
receipts	April 30.	94.34	94.96	93.56	94.91	93.31			

This statement shows that up to April 30 the receipts at the ports this year were 208,188 bales more than in 1877 and 473,193 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.

	1	1	ı	1	1	1
	1878-79.	1877-78.	1876-77.	1875-76.	1874-75.	1873-74.
T'l Apr.30	4,307,978	4,099,790	3,834,786	3,921,275	3,319,082	3,549,894
May 1	2,575	The second second				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	s.
" 4	s.	2,032	4,512	3,098	5,874	6,694
" 5	4,854	s.	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
" 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	S.
" 11	s.	2,925	3,575			
" 12	3,998	s.	2,489	3,594	3,371	3,378
" 13	4,211	4,324	s.	2,882	3,415	1
" 14	3,161	3,390		s.	3,683	
" 15	1,771	3,619			4,465	
" 16	4,803	-3,232		,	s.	3,824
" 17	2,718	2,607	2,895		3,654	
" 18	s.	2,703	3,634		2,130	
" 19	4,074	s.	1,304	3,841	2,651	4,672
" 20	4,097			1,775		
" 21	2,759	2,696			3,429	
" 22	1,541	2,915			3,154	
" 23	1,484	2,129	894		s.	4,791
" 24	2,733	5,149	1,843			
" 25	s.	3,058	2,385		3,484	
" 26	3,913		1,171		2,166	
" 27	3,259	4,072	s.	1,519	1,575	
" 28	2,018	2,800	1,503		2,249	
" 29	1,907	3,192			1,875	
" 30	3,283	2,553	s 1,930	1,999	8.	2,713
			3,902,221	4,012,323	3,393,604	3,674,150
	e of total		-		07.15	
pt. rec'n	ta May 30.	96.50	96.63	95.73	97.18	96.58

This statement shows that the receipts since Sept. 1 up to to-night are now 196,163 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 shipped 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.

	Shipments th	is week	Shipme	ents sinc	Receipts.		
. *	Great Conti- Brit'n. nent.	Total.	Great Britain.	Conti- nent.	Total.	This Week.	Since Jan. 1.
1272	18,000 23,000 4,000 30,000 10,000 11,000	1134.000	1230,000	324,000	554,000	35,000	693,000

From the foregoing it would appear that, compared with last year, there has been an *increase* of 7,000 bales in the week's shipments 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.

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

Alexandria, Egypt, May 29.	1879.	1878.	1877.	1876.
Receipts (cantars)— This week Since September 1 Exports to Europe (bales)—	4,000 1,650,000	2,000 2,580,000		
This week	3,000 241,000	1		1

This statement shows that the receipts the past week have been 4,000 cantars, and the shipments to all Europe have been 3,000 bales.

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 10½c. for standard quality, while here sales of 1,200 rolls are reported, of various weights, at 9\\\ @10\\\ c., with 9\\\ @10\\\ c. best figures at the close, according to quality. Butts are also ruling firmer, and there is a fair demand reported by dealers. We heard of sales of 2,000 bales at 21c. for prime quality on spot, and holders are now asking 2½@2½c., according to quality, the latter for prime bagging descriptions. To arrive parcels are reported placed to the extent of 1,500 bales at 21@21c.

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 4,734 bales, against 4,763 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1878, and in the last column the total for the same period of the previous year.

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

,		Week e	nding-		Total to	Same
Exported to—	May 7.	May 14.	May 21.	May 28.	date.	previ'us year.
LiverpoolOther 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
HavreOther French ports		75 		100	12,035 100	5,353 115
TOTAL FRENCH		75		100	12,135	5,468
Bremen and Hanover Hamburg Other ports					13,708 2,202 2,835	4,986
TOTAL TO NORTH. EUROPE					18,745	33,694
Spain, Op'rto, Gibralt'r, &c All other				i	5,610 1	2,398
TOTAL SPAIN, &C			••••	1	5,611	2,398
GRAND TOTAL	854	5,737	4,763	4,734	264,560	346,876

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

Receipts	New	New York.		Boston.		elphia.	Baltimore.			
from—	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept.1.	This week.	Since Sept. 1.		
N. Orl'ans		140,930				840				
Texas Savannah		118,655 138,164			301	$3,040 \\ 22,676$	54	45,187		
Mobile Florida	25	19,958		1,100						
S.Carolina N.Car'lina				100		45	441 14			
Virginia North.p'ts		$142,054 \\ 6,520$		$54,108 \\ 122,974$			479	27		
Tenn., &c. Foreign		146,795 7.124	3,129		1,019	57,053		27,300		
This year.	9,079	850,841	10,214	332,859	1,320	83,654	988	158,116		
Last year.		-				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

night of this week.	
	tal bales.
NEW YORK—To Liverpool, per steamers Republic, 3City o Berlin, 500Vandyck, 1,054Wisconsin, 1,695Greece 989.	f ,
To Hull, per steamer Sorrento, 392.	
To Havre, per steamer Amerique, 100	
To Naples, per steamer Pelora, 1	. 1
NEW ORLEANS—To Liverpool, per steamers Delos, 1,768Cor	-
dova, 2,597Lena, 2,379per ship Annie Goudey, 74:	10177
per bark Gaspee, 2,691	10,177
CHARLESTON—To Liverpool, per ships Richard III, 1,764 Upland and 117 Sea IslandElise, 3,500 Upland	5,381
SAVANNAH—To Liverpool, per ship Success, 4,442 Upland	4.442
TEXAS—To Liverpool, per ship Bombay, 3,319per brig Eigil	
270	4 108

	l Bales.
BALTIMORE—To Liverpool, per steamers Austrian, 800American, 200	1,000
BOSTON—To Liverpool, per steamers Brazilian, 634Pembroke, 39Parthia, 178Bohemian, 1,905	2,756
To other foreign ports, per ——, 1. PHILADELPHIA—To Liverpool, per steamer Lord Gough, 220	220
m-4-1	32 909

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

}				Oth	er foreign	
L	iverpool.	Hull.	Havre.	Naples.	ports.	Total.
New York	4,241	392	100	⁻ 1		4,734
New Orleans	10,177					10,177
Charleston	5,381					5,381
Savannah	4,442					4,442
Texas	4,198					4,198
Baltimore	1,000					1,000
Boston	2,756				1	2,75 7
Philadelphia	220					220
		-	1.0.0			00.000
Total	32,415	392	100	1	1	32,9 09

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

HISTORIAN, 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

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 Syitzers to save the cargo (cotton) and land it at Fredrickshaven at 20 per cent for dry and 30 per and that it at Fredrickshaven as 20 per cent at Elsinore. On the 8th about 256 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

Union, ship, from New Orleans for Liverpool, which was towed into Baltimore, 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, Bahamas, March 29th (before reported), was £2 8s per bale for the dry cotton and £1 2s per bale for the wet.

Wetterhorn, bark, from Galveston for Liverpool, which put into Bermuda in distress, &c., sailed thence May 18th, having repaired.

Hera, brig (Nor.), for some past ashore at Bird Island, Galveston, was got 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 caulkers were engaged in replacing the oakum which worked out of the seams while the vessel was ashore. The craft had not then been hove down, and consequently ashore. The craft had not then been hove down, and consequently the full extent of the damage sustained was not then ascertained.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d .	316@14	316@14	316@14	316@14	316@14	
do sail d .	316@1364	316@1364	$3_{16}@13_{64}$	316@1364	316@1364	da
Havre, steamc.	@1 _{2*}	@1 _{2*}	@*12	@1 _{2*}	@:2*	Holiday
do sailc.	@1 ₂	@1 ₂	@1 ₂	@1₂	@1 ₂	
Bremen, steamc.	@12*	@1 _{2*}	@1 _{2*}	@1 _{2*}	@1 _{2*}	1
do sailc.	@7 ₁₆	@7 ₁₆	@7 ₁₆	@716	@7 ₁₆	Day-
Hamburg, steam.c.	@*9 ₁₆	@*9 ₁₆	@*9 ₁₆	@*9 ₁₆	@*916	T d
do sailc.	@12	@1 ₂	@12	@¹₂	2 6 m	i,
Amst'd'm, steam c.	@	@		@	@	ra
do sail c.	@	@	@	@	@	3
Baltic, steamd.						å
do saild.					1@	1 :

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

	May 9.	May 16.	May 23.	May 30.
dales of the week bales.	83,000 8,000		53,000 4,000	
Forwarded	60,000	47,000	36,000	ive
Of which exporters took Of which speculators took	3,000 14,000	10,000	8,000	909
Total stock Of which American	599,000 485,000	450,000	455,000	ot
Total import of the week Of which American	41,000 28,000	14,000	37,000	
Actual export	$\frac{4,000}{282,000}$		4,000 354,000	
Of which American	155,000			!

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:

have been as follows.							
Spot.	Saturd'y.	Monday.	Tuesday.	Wedn'sdy	Thursd'y	Friday.	
Market, 12:30 P.M.	Flat and irregular.	Steadler.	Quiet.	Dull and easier.	Dull.	eived	
Mid. Upl'ds Mid. Orl'ns.		7	7 7	6^{7}_{8} 6^{7}_{8}	6 ¹³ 16	trec	
Market, }						οαη	
Sales Spec. & exp.	5,000 1,000	7,000 1,000	6,000 1,000	7,000 1, 0 00	6,000 1,500	dispatch not received	
Futures. Market, 5 P. M.	Firm.		Firmer, more buy. last quo.	Steady.	Firm, offerings light.	Cable di	

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.

ı		SATURDAY.	,
ı	Delivery. $d.$	Delivery. d.	Delivery. d.
١	May-June62932@78	SeptOct 7116-132-7	July-Aug 63132
	June-July 6^{15}_{16}	OctNov634 @ 1116 May62732 @ 78	AugSept7132
Ì	July Aug7-63132-1516	May 62132'0'8	SeptOct6313277
•	Aug-Sept711607	June-July 62732-78-2932	

	MONDAY.									
	Delivery. d.	Delivery. d.	d.							
	May6:5 ₁₆	AugSept 718	June-July7							
	May-June 61516	SeptOct7 ¹ 8 OctNov6 ¹³ 16	July-Aug 7 AugSept 73							
5	June-July 6^{31}_{32} July-Aug 7^{1}_{32}	May	SeptOct7316@14							
	AugSept 71_{16} @ 3_{32}	May-June63132	May-June 7							
	SeptOct7116@332	July-Aug7332	June-July7320							
	OctNov 634 @ 2532	AugSept7532	July-Aug 7532@316							
	June-July7 July-Aug 7^{1} 16	SeptOct	$\begin{bmatrix} \text{AugSept} & 7^{1}4 @ 7_{32} \\ \text{OctNov} & 6^{7}8 \end{bmatrix}$							
	July-Aug	TUESDAY.	1000.1104							
	Delinema		1 Dolinami							
	Delivery. May7@63132@1516	July-Aug7132	July-Aug63132							
	May-June 7@63132	AugSept 7332	Aug.Sept7132@116							
	June-July 7118-132-7	June-July $\dots 6^{31}_{32}$	SeptOct7118							
	July-Aug. 7^{5}_{32} -1_{8} -1_{16} -7 Aug. Sept. $$ 7^{7}_{32} 0^{5}_{32}	July-Aug7	OctNov634							
	AugSept71322332 23322116	AugSept 7^{1}_{16} SeptOct 7^{3}_{32}	Sept Oct							
	8eptOct 77 ₃₂ -5 ₃₂ -3 ₈	June-July 615 ₁₆ -29 ₃₂ -7 ₈	SeptOct., sail, omitted62532							
	5cp. 6cc 32 32 61	WEDNESDAY.	32							
	Delivery.	Delivery.	Delivery.							
	May 634 @ 2532	NovDec67 ₁₆	June-July 678							
	June-July 61732@1316	June-July 627 ₃₂	July-Aug63132							
	July-Aug . 62932-78-2932	July-Aug61516	AugSept7							
	AugSept 6^{31}_{32} SeptOct 6^{31}_{32}	May-June 627_{32}	May627 ₃₂							
	Sept000	THURSDAY.	Sopt. Got							
	Dollarm	Delivery.	Dalamama							
	June-July613 ₁₆	June-July 678	June-July 62932							
	July-Aug. 62932-78-2932	July-Aug 615 ₁₆ @31 ₃₂	July-Aug7							
٠	July-Aug. $6^{29}32^{-7}8^{-29}32$ AugSept $6^{31}32$	AugSept7132	AugSept7118							
	SeptOct. 63132-7-63132	SeptOct 7^{1}_{32}	SeptOct 7116							
	SeptOct7	FRIDAY.								
	Cr	able dispatch not received	a.							
	Capie dispatch not received.									

BREADSTUFFS.

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 15½, 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 Eric Canal, the sales were at $44\frac{1}{4}@44\frac{3}{4}c$. for No. 2 mixed affoat, and $46\frac{1}{4}@46\frac{3}{6}c$. for Aug., with June deliveries held at $44\frac{3}{4}c$. and July 45c.; steamer mixed sold at $43\frac{3}{4}c$. spot and May, $43\frac{1}{4}c$. for June, and $43\frac{1}{2}c$. 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 64½c., and of No. 2 Western at 60¾60c. 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 35¾c. for mixed, and 38½c. for white. No. 2 Chicago sold for June at 35¾c.

The following are closing quotations:

FLOUR.		GRAIN.				
No. 2 \$\forall \text{bbl. } \forall \text{cond}	\$2 400	$3\ 20$	Wheat—			
Superfine State and			No.3 spring, \$\pi\$ bu. \$0 92 @0 94			
Western	3 30@	3 80	No. 2 spring 1 04 @1 05			
Extra State, &c	3 75@	3 85	Rejected spring 74 @ 76			
Western spring wheat			Red winter, No. 2 1 15 2 2 1 16			
extras	$3\ 65 @$	390	White 1 10 @1 15 ¹ 2			
do XX and XXX	4 00@	600	No. 1 white 114 @			
Western winter ship-		en riner	Corn-West. mixed 41 @ 4412			
ping extras	$415 \overline{w}$	1	Western No. 2 4334 44			
do XX and XXX		600	Yellow Southern. 46 @ 47			
Minnesota patents	5 50@		White do 50 @ 54			
City shipping extras.	3 75@	5 00	Rye-Western 60 @ 62			
Southern bakers' and			State and Canada 63 @ 65			
family brands	500		Oats-Mixed 33 @ 36			
South'n ship'g extras.	4 25@	485	White 37 @ 42			
Rye flour, superfine	3 10 @	3 40	Barley-Canada W			
-Corn meal—			State, 4-rowed@			
Western, &c	2102	2 30	State, 2-rowed@			
Brandywine, &c	250@	2 55	Peas-Can'da, b. & f. 74 @ 92			
f						

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

	*	bbls.	bush.	bush.	bush.	bush. bush.
١	At— ·	(196 lbs.)	(60 lbs.)			(48 lbs.) (56 lbs.)
١	Chicago			1,174,244	664,099	
١	Milwaukee	45,785	501,603			
I	Toledo		105,118			
I	Detroit		262,926			
İ	Cleveland		16,000		19,200	
١	St. Louis		$88,962 \\ 19,260$	$289,020 \\ 436,510$	75,384 173.850	
l	Peoria Duluth	1,555	19,200	430,310	173,500	3,000 23,400
۱	17titutii					

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

Total receipts at same ports from Jan. 1 to May 24, inclusive, for four years:

Flourbbls.	1879. 2,569,194	$1878. \\ 2,381,642$	$1877. \\ 1,699,861$	1876. 2,038,928
Wheat bush. Corn. Oats. Barley. Rye.	22,485,393 31,211,969 10,032,578 2,139,846 1,211,654	24,680,397 33,030,279 9,590,733 2,606,306 1,647,224	6,845,606 27,339,505 6,525,815 2,139,203 800,544	14,063,596 24,575,573 7,813,253 2,612,060 527,213
Total grain	67 080 440	71.555.539	43.650.763	49.591.695

Total receipts (crop movement) at the same ports from Aug. 1 to May 24, inclusive, for four years:

Flourbbls.	1878-9.	1877-8.	1876-7.	1875-6.
	5,313,750	5,154,036	4,353,553	4,343,829
Wheatbush. Corn. Oats Barley Rye.	78,584,159	68,166,288	36,238,591	53,906,292
	71,282,364	68,119,895	66,289,406	45,074,245
	25,992,590	22,002,290	17,571,605	22,465,885
	9,180,592	9,085,166	8,204,943	7,298,658
	4,167,997	3,624,041	2,658,088	1,747,063

Total grain 189,207,702 170,997,680 130,962,633 130,492,143

Comparative shipments of flour and grain from the same ports from Jan. 1 to May 24, inclusive, for four years:

Flourbbls.	1879. 2,698,513	1878. $2,363,221$	1877. 1,693,196	1876. 2,202,563
Wheat bush. Corn. Oats. Barley. Rye.	18,328,272	21,933,682	6,163,462	14,136,315
	25,606,639	27,141,470	19,862,747	21,522,540
	7,391,396	5,318,860	*4,955,508	5,954,296
	1,863,021	1,452,720	1,655,508	1,130,701
	1,053,146	1,293,296	540,227	483,113

Rail and lake shipments from same ports for the last four weeks:

Total grain 54,242,474 57,140,028 33,136,018 43,226,965

Week	Flour,	Wheat,	Corn,	Oats,	Barley,.	Rye,
ending-	bbls.	bush.	bush.	bush.	bush.	bush.
May 24	128,402	1,686,946	2,289,247	680,701	54,996	90,226
May 17	122,836	2,127,719	3,249,753	650,239		132,634
May 10	144,822	1,470,411	1,970,554	536,103		128,236
May 3	. 121,238	1,565,368	2,459,693	387,448	60,467	85,384

Total, 4 wks. 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

Receipts of flour and grain at seaboard ports for the week ended May 24:

	At—	Flour,	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
	New York	94,781	1,328,415	1,025,664	$379,104 \\ 41,050$	$\frac{3,300}{5,800}$	$132,414\\850$
	Boston Portland	3,200		3,700			
	Montreal Philadelphia	19,155 $14,230$	299,100	707,500	67,900		14,500
	Baltimore New Orleans	15,777 $12,982$			33,500 $61,465$		
I	w						

Total week.... 197,480 2,410,736 2,799,186 583,298 9,100 175,264 Previous week... 190,305 1,598,616 2,311,022 481,713 12,875 144,901 Cor. week '78.... 148,602 1,985,618 3,296,895 634,522 38,760 161,282 Cor. week '77.... 154,548 304,808 2,746,772 358,038 32,182 65,028

And from Jan. 1 to May 24, inclusive, for four years:

Flourbbls.	$1879. \\ 3,991,943$	$1878. \\ 3,390,177$	2,738,462	1876. 3,537,530
Wheat bush. Corn. Oats. Barley. Rye	32,310,754 43,169,929 7,606,766 1,389,367 1,425,450	28,056,703 43,656,583 6,573,915 2,186,277 1,797,421	2,550,793 32,935,548 6,153,743 1,134,058 516,661	12,168,305 30,666,964 7,356,402 1,861,234 302,259
Total	85.902.266	82.270.899	43,300,806	52,355,164

Exports from United States seaboard ports and from Montreal, for week ending May 24:

	Flour,	Wheat,	Corn,	Oats,	Rye,	Peas,
From-	bbls.	bush.	bush.	bush.	bush.	bush.
New York	79,634	752,911	756,146	9,450	166,383	3,968
Boston	14,330	471	246,117			
Portland		******				70.001
Montreal*	23,186	63,522	155,690			52,091
Philadelphia	1,242	315,727	482,925		21,000	
Baltimore	9,248	413,096	741,814	38,606		
· ×						
Total for wik	127.640	1.545.727	2.382.692	48.056	187.383	56,059

Total for w'k 127,640 1,545,727 2,382,692 48,056 187,383 56,059 Previous week. 110,259 2.315,274 1,740,172 54,456 85,152 130,255 Two weeks ago 93,983 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 84,434 72,364

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:

^{* 3,047} bushels barley.

656,196 3,404 1,059,176

In Store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, 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	01,000	15,680	3,508
Chicago	4,683,726	2,062,256	240,405	185,602	50,806
Milwaukee	1,813,586	50,858		145,351	20,127
Duluth (est.)	350,000	110,000		,	20,121
Toledo	289,746	161,072	35,678	15,000	588
Detroit	169,403	1.524		990	
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	61,183	2,535	406
Toronto	150,208	1,589	14,305	23,883	
Montreal (17th)	108,652	91,639	15,835	76,449	18,080
Philadelphia	520,202	297,122	20,000		59,861
Peoria	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			***
Rail shipments	625,712	1,233,910	521,940	54,996	33,526
Lake shipments	1,061,234	1,055,337	158,761	04,000	56,706
On Canal	1,501,000	1,867,000	41,000	31,000	270,000
on canan	1,001,000	1,007,000	11,000	01,000	210,000
Total	13,960,446	9,897,127	1,649,426	873,810	807,793
May 17, '78	15,331,650	11,322,544	1,549,756	982,246	831,379
May 10, '79	15,108,416	10,626,900	1,759,133	1,176,664	877,174
May 3, '79	15,965,290	11,844,496	2,033,612	1,365,212	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, underwear, &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 41/4c., cash, bid for 64x64s, and 3\(\frac{4}{c}\), 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.

Foreign 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.

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 1877, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING MAY 29, 1879

ENTERED FOR CO	NSUMPT	ION FOR T	HE WEI	EK ENDING	MAY 2	9, 1879.		
<i>'</i>	1 1	877.	1	.878.	1879.			
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.		
Manufactures of— Wool Cotton Silk Flax Miscellaneous. Total	226 529 280 690 3,102 4,827	\$ 79,618 149,638 178,257 133,608 83,214 624,335	175 500 358 336 113 1,482	\$ 61,349 135,380 192,042 79,239 36,209 504,219	835 486 751 300	231,314 319,901 148,906 70,626		
	WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.							
Manufactures of— Wool Cotton Silk Flax Miscellaneous	142 161 35 374 57	55,320 42,575 29,656 65,185 14,287	156 105 56 198 1,416	63,708 23,293 41,982 39,127 13,354	152 142 54 178 2,239	38,409 45,400 38,347		
Total Ent'd for consumpt.	769 4,827	207,023 624,335	1,931 1,482	181,464 504,219	2,765 2,601	200,284 851,647		
Total on market	5,596	831,358	3,413	695,683	5,366	1,051,931		
ENTEREL	FOR W	AREHOUSE	DURIN	G SAME P	ERIOD.			
Manufactures of— Wool Cotton Silk Flax Miscellaneous	220 310 86 385 48	86,965 72,269 58,489 69,002 12,931	139 54 53 195 35	59,043 15,075 24,303 42,821 11,735	165 91 67 221 259	28,588 54,316 43,204 20,423		
Total	1 040	900 656	176	151 077	603	207 520		

Imports of Leading Articles.

923,991 1,958

624,335

4,827

Ent'd for consumpt.

Total at the port... 5,876

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

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

China		1879.	1878.		1879.	1878.
China	China, &c.			Metals, &c-		,
Earthenw 15,446 15,860 Spelter, lbs 33,695 566,659 17,673 17,673 399,997 17,673 399,997 17,673 399,997 17,673 399,997 17,673 399,997 17,673 399,997 17,673 399,997 399,997 5,627 50,571 57,570		4.640	4.748	Lead, pigs.	3.943	3.835
Glass 97,817 100,522 Steel 30,882 17,673 399,997 Glass plate. 2,236 2,515 Tin, boxes. 501,511 399,997 5,279,453 50,577 5,279,453 57,570 5,279,453 57,570 57,572 57,572 57,572 57,572 57,572 57,572 57,572 57,572	Earthenw .			Spelter, lbs		
Classware Classware Class plate Clas			100,522	Steel	30,882	
Glass plate 4,609 3,980 3,980 29,406 50,871 57,570 57,570 Coal, tons						399,997
Buttons 4,609 29,406 29,406 50,871 57,570						5.279,453
Coal, tons 12,457 29,406 Sugar, hlds, tcs., & bbls. 275,279 201,542 Coffee, bags. 935,628 614,795 Lemons 787,320 854,969 Drugs, &c—Bark, Peru. 18,311 10,269 Tobacco 25,091 25,782 Blea. powd. 7,438 12,143 Waste 276 236 Cochineal. 28,471 5,976 Wines, &c 276 236 Gambier. 28,471 5,976 Wines 36,374 34,091 Indigo 2,990 3,600 Wines 57,878 51,846 Opium 423 16,793 Wool, bales. 17,975 12,557 Soda, bi-cb. 7,515 12,501 Corks 26,770 16,849 Soda, ash 26,109 28,820 Fancy goods 325,044 308,389 Flux 1,707 1,797 1,797 Fruits, &c 407,962 431,335 Gumy cloth 1,933 1,933 1,917 1,91		4,609			50,871	57.570
Cocoa, bags. 12,574 8,693 tcs., & bbls. 275,279 201,542 Coffee, bags. 935,628 614,795 sugar, boxes and bags. 787,320 854,969 Drugs, &c—Bark, Peru. 18,311 10,269 Tobacco. 25,091 25,782 Blea, powd. 7,438 1,545 898 Waste. 276 236 Cochineal. 2,335 1,440 Wines. 276 236 Gun, Arab. 2,335 1,440 Wines. 36,374 34,091 Indigo. 2,990 3,600 Wines. 57,878 51,846 Opium. 423 362 Wines. 17,975 12,557 Soda, bi-cb. 7,515 12,501 Corks. 26,770 16,849 Soda, ash. 26,109 23,130 Corks. 26,770 16,849 Flax. 1,205 1,641 Fish. 154,911 153,730 Furs. 3,162 2,414 Francy goods 154,911 153,730		12,457			,	0.,0.0
Coffee, bags. 935,628 614,795 Sugar, boxes and bags 787,320 854,969 Drugs, &c—Bark, Peru. Blea. powd. Cochineal Gambier Gun, Arab. Indigo Soda, sal Soda, sal Soda, sal Soda, sal Soda, sal Soda, sal Soda, sal Soda, sal Soda, sal 26,109 2,335 1,440 Wines, &c.—Champ'gne baskets Soda, sal Soda, sal 26,109 362 Wines Soda, sal 26,109 362 880 1,545 \$\$		12,574		tes & bbls.	275.279	201.542
Cotton,bales 5,535 1,661 and bags 787,320 854,969 Drugs, &c— Bark, Peru. 18,311 10,269 Tobacco 25,091 25,782 Blea. powd. 7,438 12,143 Waste 25,091 25,782 Cochineal. 1,545 898 Wines, &c 276 236 Gambier . 28,471 5,976 Champ'gne 236 236 Gun, Arab. 2,935 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 Soda, bi-cb. 7,515 12,501 Corks \$ \$ Soda, sal 26,109 23,130 Corks 26,770 16,849 Soda, ash 26,139 28,820 Fancy goods Fish 154,911 153,730 Hair 1,707 1,797 Oranges 1,1				Sugar, boxes	v.	
Drugs, &c—Bark, Peru. Blea. powd. Cochineal Gambier Gum, Arab. Indigo 2,990 Madder, &c Oil, Olive Opium Soda, sal 26,109 23,130 Soda, ash 26,109 23,130 Flax 1,205 Furs 3,162 Gumy cloth Hair 1,707 Hemp, bales Hides, &c.—Bristles Bristles 1,933 India rubber 18,311 10,269 Tobacco		5,535	1.661	and bags	787.320	854.969
Bark, Peru. Blea. powd. Cochineal Gambier . Gum, Arab. Indigo				Tea		
Blea. powd. Cochineal Gambier . Gambier . Gambier . Gum, Arab. Indigo . Madder, &c Dil, Olive Opium . Soda, bi-cb. Soda, ash Soda, ash Flax . Lemons . Soda, ash Furs		18.311	10.269	Tobacco		
Cochineal 1,545 898 Wines, &c.— 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 value. \$ \$ Soda, bi-cb. 7,515 12,501 Corks 555,459 607,033 Soda, sal 26,109 23,130 Corks 26,770 16,849 Soda, ash 26,139 1,641 Fish 154,911 153,730 Flux 3,162 2,414 Fruits, &c 407,962 431,335 Gunny cloth 1,707 1,797 Oranges 1,193,437 1,130,888 Hides, &c 525 645 Nuts 345,150 4,467,185 4,917,903 India rubber 21,746 19,705 Spices, &c 59,028 <td< td=""><td></td><td>7.438</td><td></td><td>Waste</td><td>276</td><td></td></td<>		7.438		Waste	276	
Gambier . Gun, Arab. 28,471 5,976 1,440 baskets . 36,374 34,091 Indigo				Wines, &c -		200
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 value. \$ \$ Soda, bi-cb. 7,515 12,501 Corks 26,770 16,849 Soda, sal 26,109 23,130 Corks 26,770 16,849 Soda, ash 26,139 28,820 Fancy goods 154,911 153,730 Fus 3,162 2,414 Frish 154,911 153,730 Gumy cloth 1,707 1,797 Oranges 1,193,437 1,130,888 Hemp, bales 90,752 90,853 Nuts 325,927 336,847 Raisins 525 645 Hides, undr. Hides, undr. 4,467,185 4,917,903 India rubber 21,746 19,705 Spices, &c		28,471			`	
Indigo 2,990 3,600 Wines 57,878 51,846 Madder, &c 1,380 1,410 Wool, bales 17,975 12,557 Opium 423 362 Reported by value \$ \$ Soda, bi-cb 7,515 12,501 Corks 26,770 16,849 Soda, sal 26,109 23,130 Corks 26,770 16,849 Flax 1,205 1,641 Fish 154,911 153,730 Furs 3,162 2,414 Fruits, &c. 407,962 431,335 Gunny cloth 1,707 1,797 Oranges 1,193,437 1,130,888 Hides, &c. 90,752 90,853 Nuts 322,927 336,847 Raisins 4,467,185 251,312 Hides, dr'sd 1,933 1,917 Rice 59,028 63,079 India rubber 21,746 19,705 Spices, &c. 59,028 63,079		2,335		baskets	36.374	34 091
Madder, &c 1,380 1,410 Wool, bales 17,975 12,557 Oil, Olive Opium Soda, bi-cb. Soda, sal Soda, sal Soda, sal 26,109 26,109 23,130 Corks 26,770 16,849 Soda, ash 26,139 28,820 Fancy goods 325,044 308,389 Flax 1,205 3,162 2,414 Fruits, &c 154,911 153,730 Gunny cloth Hair Hemp, bales Hides, &c Bristles Bristles Hides, dr'sd India rubber 525 645 Nuts 322,927 336,847 Hides, dr'sd India rubber 1,933 1,917 Rice Spices, &c 59,028 63,079				Wines		51.846
Oil, Olive. Opium 16,213 423 16,793 362 value. \$ \$ Soda, bi-cb. Soda, sal Soda, ash Soda, ash Hides, dr'sd India rubber 26,109 23,130 Corks 26,770 26,				Wool, bales		12 557
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$		16.213			11,010	12,000
Soda, bi-cb. 7,515 12,501 Cigars 555,459 607,033 Soda, sal 26,109 23,130 Corks 26,770 16,849 Soda, ash 26,139 28,820 Faney goods 325,044 308,389 Flax 1,205 1,641 Fish 154,911 153,730 Furs 3,162 2,414 Fruits, &c. 407,962 431,335 Gumy cloth 1,707 1,797 Oranges 1,193,437 1,130,888 Hair 1,707 90,853 Nuts 322,927 336,847 Raisins 345,150 251,312 Hides, &c. 525 645 Hides, undr. 4,467,185 4,917,903 Hides, dr'sd 1,933 1,917 Rice 59,028 63,079 India rubber 21,746 19,705 Spices, &c. 59,028 63,079					\$	\$
Soda, sal 26,109 23,130 Corks 26,770 36,849 Soda, ash 26,139 28,820 Faney goods 325,044 308,389 Flax 1,205 3,162 24,14 Fruits, &c 154,911 153,730 Gumy cloth Hair 1,707 1,797 Oranges 1,193,437 1,130,888 Hemp, bales Hides, &c 90,752 90,853 Nuts 322,927 336,847 Bristles 525 645 Hides, undr. Hides, undr. 4,467,185 4,917,903 4,917,903 Hides, dr'sd India rubber 21,746 19,705 Spices, &c 19,705 Spices, &c					555.459	607 033
Soda, ash 26.139 28,820 Fancy goods 325,044 308,389 Flax 1,205 1,641 Fish 154,911 153,730 Furs 3,162 2,414 Fruits, &c 407,962 431,335 Gumy cloth 1,707 1,797 Oranges 1,193,437 1,130,888 Hemp, bales 90,752 90,853 Nuts 322,927 336,847 Nides, &c 8 1,933 1,917 Rice 4,467,185 4,917,903 Hides, dr'sd 1,933 1,917 Rice 59,028 63,079 India rubber 21,746 19,705 Spices, &c 59,028 63,079				Corks	26.770	16.849
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$			28.820	Fancy goods		308 389
Furs 3,162 2,414 Fruits, &c.— 407,962 431,335 Gunny cloth 1,707 1,797 Oranges 1,193,437 1,130,888 Hemp, bales 90,752 90,853 Nuts 322,927 336,847 Hides, &c.— 525 645 Raisins 345,150 251,312 Hides, dr'sd 1,933 1,917 Rice 59,028 63,079 India rubber 21,746 19,705 Spices, &c.— 59,028 63,079	Flox		1.641	Fish		
Gunny cloth 500 388 Lemons 407,962 431,335 Hair 1,707 1,797 Oranges 1,193,437 1,130,888 Hemp, bales 90,752 90,853 Nuts 322,927 336,847 Hides, &c.— Raisins 345,150 251,312 Hides, dr'sd 1,933 1,917 Rice 59,028 63,079 India rubber 21,746 19,705 Spices, &c.— 59,028 63,079					101,011	100,100
Hair 1,707 1,797 Oranges 1,193,437 1,130,888 Hemp, bales 90,752 90,853 Nuts 322,927 336,847 Hides, &c.— Raisins 345,150 251,312 Hides, dr'sd 1,933 1,917 Rice 4,467,185 4,917,903 India rubber 21,746 19,705 Spices, &c.— 59,028 63,079	Gunny cloth		388	Lemons	407.962	431 335
Hemp, bales 90,752 90,853 Nuts 322,927 336,847 Hides, &c.— 525 645 Hides, undr. 4,467,185 4,917,903 Hides, dr'sd 1,933 1,917 Rice 59,028 63,079 India rubber 21,746 19,705 Spices, &c.— 59,028 63,079	Hair					1 130 888
Hides, &c.— Bristles	Hemn bales					336 847
Bristles 525 645 Hides, undr. 4,467,185 4,917,903 Hides,dr'sd 1,933 1,917 Rice 59,028 63,079 India rubber 21,746 19,705 Spices, &c.— 59,028 63,079		00,102	00,000			251 312
Hides,dr'sd 1,933 1,917 Rice 59,028 63,079 India rubber 21,746 19,705 Spices, &c.—		525	645	Hides undr		
India rubber $21,746$ $19,705$ Spices, &c.—				Rice.		
		21.746		Spices &c -	00,020	00,010
			595	Cassia	169.323	100 038
Jewelry,&c- Ginger 75,499 25,526	Jewelry &c-	120	. 000			
Jewelry 1,111 1,048 Pepper 265,343 193,998		1 111	1.048			
Watches . 261 229 Saltpetre 164,696 78,495				Saltnetre		
Linseed 251,579 145,510 Woods—				Woods-	202,000	10,200
Molasses 30,362 25,704 Cork 211,308 194,095		30,362			211.308	194.005
Metals, &c- Fustic 69,690 16,071		00,002	20,101			
Cutlery 2,014 1,781 Logwood 338,560 351,340		2.014	1.791			
Hardware 192 247 Mahogany 88,512 34,150	Hardware		247			

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,	Bacon, lbs.	Cheese,	Tallow,
		<u>`</u>				
Liverpool	530	1,003	660,524		1,849,302	810,100
London Glasgow	$\begin{array}{c} 550 \\ 182 \end{array}$	401 870	$94,650 \\ 45,760$	1,078,165 $821,750$		
Bristol		39	55,700	401,850 333,125	$174,420 \\ 8,700$	
Br. Ports	18		1,378,126	95,950		165,000 45,414
Bremen Hamburg	50	165	836,100	36,575		10,111
Antwerp Rotterdam			61,600 $181,120$	993,925		
Italy Cont'l ports			$256,000 \\ 527,800$	21,674		322,800
S.&C.America West Indies.	68 2,138	153 549	314,530 $1,369,422$	18,083 $216,802$	1,782 43,395	
Oth'r countr's	599	. 70	1,150 $2,163$	5,210 11,835		
Br. N. A. Col.	1,605					
Total week	5,740	· .	1 1			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 YORK & OSWEGO MIDLAND RAILROAD COMPANY and others, defendants others, defendants.

In pursuance of a decree of foreclosure and sale of the Circuit Court of the United States for the Southern District of New York, sitting in Equity, made in the above entitled suit, and dated the sec-

Southern District of New York, sitting in Equity, made in the above entitled suit, and dated the second day of October, eighteen hundred and seventy-six. I, Kenneth G. White, the Master therein named, will sell at public auction, at the Wickham Avenue Depot of the New York & Oswego Midland Railroad Company, in Middletown, in the County of Orange, and state of New York, on Saturday, the twenty eighth day of June, eighteen hundred and seventy-nine, at twelve o'clock, noon, of said day, the premises and property in and by the said decree directed to be sold; that is to say:

All and singular the railroads, railways, branches and rights of ways, and other property belonging or appurtenant thereto, constructed at or since the date of the morigage made by the said defendant, the New York & Oswego Midland Railroad Company, and for the foreclosure of which this suit was brought, namely: The main line of road, extending from the city of Oswego, upon Lake Ontario, through the counties of Oswego, Oneida, Madison, Chenango, Otsego, Delaware, Sullivan and Orange, to the State line between the states of New York and New Jersey. The Cortland branch from Cortland, in the county of Cortland, by way of Truxton and De Ruyter, through the counties of Cortland, Medison and chenango, to Norwich on the aforesaid main line. The New Bercin branch, from New crilin, in the county of Chenango, to the aforesaid main line. The Delhi branch, from Delhi, in the county of Delaware, to the aforesaid main line. The Delhi branch, Delhi, in the county of Delaware, to the aforesaid main line. The Kingston and Ellenville branch, main line. The Kingston and Ellenville branch, from bilenville, through the counties of Ulster and Sullivan, to aforesaid main line. Together with all and singular the lands, tracks, lines, rails, bridges, viaducts, culverts, ways, rights of way and materials, buildings, ferries and ferry-boats, piers, wharves, crections fences, walls, fixtures, telegraph poles, telegraph wires and appurtenances to telegraphs privileges, easements, rights under leases, telms and parts of terms, agreements, covenants and contracts of all and every kind, franchise i rights a d interests, real estate, personal property, choses in action, leasehold and other things of aid belonging to the said New York & Oswego Midland Railroad Company of every kind, nature ard character whatsoever. And every kind, nature as d character whatsoever. And all railway stations and depots, engine houses and machine shops, with all the apourtenances necessary or convenient for the sole, complete and entire use and operation, as well as maintenance, of the said roads or rai ways. And a so all the locomotives, engit es, tencers, cars of every kind, carriages, rolling stock, materials, tools and machinery owned on the first d y of July, one thousand eight hundred and sixty-nine, by the said railroad company, or thereafter acquired by or belonging or appertaining to said railroad and railways, and connected with the proper equipment, operation and conduct of the same. At d together with all improvements or additions made since to any or all of said properties, estates, railroads or railways, and their appurtenances. And also all and every other estate, interest, property or thing which the said railroad company, on the first day of July, one thousand eight hundred and sixty-nine, owned or held or thereafter acquired and held, and now own and hold necessary or convenient for the use, occupation, opera ion and enjoyment of all or any of its said railroads, railways, leases and property rights, said rainroads, rainways, leases and property rights, privileges and franchises, or any part or portion thereof. And also all rights and privileges to use the said road-beds, tracks, sidings, turnouts and switches constructed on the first day of July, one thousand eight hundred and hixty-nine, or therefore the convenient reaches and the convenient reaches. after constructed for the convenient use of said railroads, railways and branches, or any of them owned or operated by the said railroad company, as ully and effectually as the said railroad company is or was by law entitled to have or acquire, including any leasehold or other privileges or rights under leases or contracts made by the New Jersey Mi-land Railway Compa y, the Montclair Railway Company, the Su sex Railway Company, the Middletown & Clawford Railroad Company, the Ridgefield Park Rairroad Company, the Middle-town Unionville & Water Gap Rail oad Com-pany, or the President, Managers a d Company of pany, or the Fresident, Managers a d Company of the Delaware & Hudson C nai Company. Also all side tracks, depots, stations, turn-tables and other appurtenances. And also all the equipment, rolling stock, engines and consoft the said railroad company, defendan. Also all other property, real, personal or mixed, of the said railroad company, defendant, appurtenant to or connected with any of the aforesaid railroads, or which has been purchased or acquired by the receivers in this cause. or acquired by the receivers in this cause. A so all the franchises of the said New York & Oswego Midland Railroad Company, including the franchise of being a corporation, which the said company possessed on the first day of July, one thousand said eight hundred and sixty-nine, or which it afterwards acquired, and which are necessary, m terial or useful in connection with the ownership, use or of eration of the afo esaid railroads. Also all the rights of the s id railroad company, defendant, to the te'egraph erected and used along its aforesaid railroads. Excepting, however, all the Tailr ads of said railroad company known as the Western Extension, extending from the town of Cort and to Freeville, and from Freeville, in the punty of Tompkins, westwardly and nonhwardly to some point on the Niagara River, in the county of Friedrich and including its and extension any interest. of Erie, and including insu h exception any inte est of Erie, and including has a exception any line estim or right to the use of the track or rai road of the Utica Ithaca & Elm ra RR Company be ween Cortland and Freeville. And excepting also three parcels of land in the village of Middletown, in the County of Orange and State of New York, conveyed by the said railroad company to the defendant David C. Winfield, by deed dated the first day

Legal Notice.

of August, one thousand eight hundred and sevof August, one thousand eight hundred and seventy, and now held and possessed by him. And also excepting certain lands in the village of Middletown heretofore conveyed by the said railroad company to the defendant. Mathias Donohue, and now held and possessed by him. And also excepting all those several lots, vieces and parcels of land situate, lying and being in the town of Minisink, county of Orange and State of New York, described as follows:—The first of which said lots is Minisink, county of Orange and State of New York, described as follows:—The first of which said lots is described in a conveyance made and executed by Marcus S. Hayne and wife to the New York & Oswego Midland Railroad Company, and recorded in Orange County Records for Deeds, in Liber No. 229, on page 273. &c. The second of which said lets is described in a deed of conveyance made and executed by Lewis Tuthill and wife to the New York & Oswego Midland Railroad Company, and recorded in Orange County Records for Deeds. in recorded in Orange County Records for Deeds, in Liber No. 238, ou page 273, &c. The third of which said lots is described in a deed of conveyance made and executed by Lawson Dunn and wife to the New York & Oswego Midland Railroad to the New York & Oswego Midland Railroad Company, and recorded in Orange County Records for Dreds, in Liber No. 239, on page 204, &c. The fourth of which said lots is described in a deed of conveyance made and executed by Dennis Clark and wife to the New York & Oswego Midland Railroad Company, and recorded in Orange County Records for Deeds, in Liber No. 240, on page 209, &c. The fifth of which said lots is described in a deed of conveyance made and executed by William deed of conveyance made and executed by William W. Tuthill and wife to the New York & Oswego W. Tuthill and wife to the New York & Oswego Midland Railroad Company, and recorded in Orange County Records for Deeds, in Liber No. 252 of deeds, on page 584, &c. The sixth of which said lots is described in a deed of conveyance made and executed by Henry White and wife to the New York & Oswego Midland Railroad Company, and recorded in Orange County Records for Deeds, in Liber No. 237, on page 84, &c. The seventh of which said lots is described in a deed of conveyance made and executed by Bridget Donovan to the New York & Oswego Mid-Bridget Donovan to the New York & Oswego Mid-land Rail oad Company, and recorded in Orange County Records for Deeds, in Liber No. 26, on page 254, &c. The eighth of which said lots is de-scribed by a deed of conveyance made and exe-cuted by Elias F. Morrow to the New York & Os-wego Midland Railroad Company, and recorded in Orange County Records for Deeds, in Liber No.

Orange County Receivers for Deeds, in Liber No. 238, on page 170, &c.

The said property will be sold in one parcel.

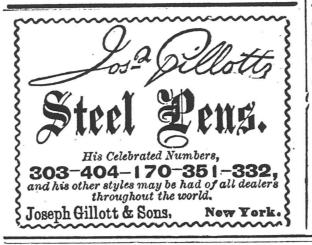
The sale will be made subject to judgments obtained for right of way and claims therefor, and also subject to all sums due for taxes, and also subject to any unpaid claims of any of the emplo ees of the receivers, and of all others for labor or for supplies furnished for the operation of the or for supplies furnished for the operation of the railroad from the time of the first publication of the notice of sale of the said property, under the said decree, up to the time of the delivery of the deed to the purchaser, so that the said claims of emproyees and others for labor and supplies shall not exceed the sum of fifty thousand oblars, which claims, judgment and taxes shall be assumed by the purchaser in addition to the amount of the

purchase money or bid.

Of the whole purchase-money, not less than one hundred thousand dellars will be required to be paid in cash at the time of sale, and at the time of the delivery of the deed so much of the total pur-chase-money shall be paid in cash as shall be necessary to pay and discharge the certificates issued and to be issued by the receivers of the said railroad heretofore appointed in this cause, with the interest accrued and to accrue thereon, together with all other obligations, liabilities or indebtedness of the said receivers; and there shall also be paid in cash so much of the said purchase-money as shall be so much of the said purchase-money as shall be necessary to pay and discharge all unpaid taxes not assumed by the purchaser upon the said mortgaged premises, and all the costs, fees, allowances and compensation provided for in said decree, as well as all the expenses of the said sale. For the remainder of the purchase-money, the Master will receive any of the receivers' certificates, or any of the past-due coupons and any of the bonds secured by the aforesaid mortgage set forth in the bill of complaint, each such certificate, coupon and bond being received for such sum as the holder thereof being received for such sum as the holder thereof would be entitled to receive under the the di-tribution ordered by said decree, and according to the priorities therein adjudged.

Da ed March 15, 1879.

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