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CONTENTS.

THE CHRONICLE.

The Financial Situation.	3i	The Debt Statement for June,	
The Situation at Washington.	33	1881	37
New State Regulations with		United States Treasury State-	
Regard to Immigration	33	ment	37
Railroad Earnings In June, and		Monetary and Commerciai	
from January 1 to June 30.	34	English News	38
Ireland and the Land Bill	36	Commercial and Miscellaneous	
		News.	39
THE BANK	CEI		
Money Market, Foreign Ex-		Quotations of Stocks and Bonds	43
change, U.S. Securities, State		New York Local Securities	44
and Railroad Bonds and		Railroad Earnings and Bank	F.F
Stocks	41	Returns	45
Range in Prices at the N.Y.		Investments, and State, City	40
	42	and Corporation Finances	46
			40
THE COMA	ME	RCIAL TIMES.	
Commercial Epitome	49	Dry Goods	55
COLLOB	49	Imports, Receipts and Exports	56
Breadstuffs.	54		

Chronicle. The

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pretending to be bi-metallism, would make its success at least improbable, as it would indicate a want of confidence in silver by the most of the Powers. The substance of this proposed arrangement, as reported, appears to be-first, England will not accept a silver dollar in payment of debt, but will allow the Bank of England to hold a certain amount of silver bullion as reserve for a portion of its note issue; second, that India (if America and other silver countries would agree to take India's silver coin at par of $15\frac{1}{2}$ to 1 and open their mints to it) would "under-"take not to depart from her existing practice of coining "silver in any direction calculated to lower the value of "silver ;" third, that Germany would suspend the sales of silver for a limited number of years and perhaps substitute silver for small gold coin and notes ; fourth, that the United States should coin silver to the amount of its production; fifth, that France and the Latin Union and perhaps Holland would coin silver freely as formerly.

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The obvious weakness in such an arrangement is, that under it silver is virtually labeled "second best," then put side by side with gold and sent out into the world to fight its way. America and other silver countries which agreed to take the "second best" as equal to the "best," would naturally and inevitably lose gold and keep silver until, in process of time, silver in all such countries would be the dominant metal. We are positive that our people will not accept these terms. The position of our Commissioners as reported on Thursday is the unchangeable position of this country. It reflects the sentiment of the business interests of the country; and we are rejoiced to see that it has finally found expression in so emphatic and public a manner.

Europe, it is stated in the cable dispatch, expressed surprise at the declaration. The fact is, Europe has misunderstood our position all along. Europe placed America's proposal for a conference in conjunction with our silver production and interpreted the two facts as meaning that we were anxiously seeking a market for that metal. On the contrary, the simple truth is, (1) that we believe in the business necessity-not for us but for the commercial world-of bi-metallism, for commerce cannot expand freely so long as England, France and Germany are under thralldom to a fear of losing gold; (2) that the question of enhanced price of silver is an absurdly trivial incident, as the total difference to this country on our average silver production would not equal two days' domestic exports; (3) that the United States is in need neither of gold nor of silver, nor of business activity, and feels wholly independent of a decision either way, but is ready to concur when, and only when, all the commercial nations of Europe want bi-metallism; (4) that this is the only kind of bi-metallism that could now be successful, since the

THE FINANCIAL SITUATION.

The attention of our people has been so largely absorbed this week over the details of the crime committed at Washington, and the feeling of anxiety has been so extreme to learn the latest reports and surmises as to the condition of the President, that business matters usually of general interest have attracted little notice. A feeling of decided satisfaction was however expressed in conservative circles over the statement received on Thursday of the final position taken by our delegates in Paris at the monetary conference. The cable announced on that day that our representatives plainly and decidedly stated America's unwillingness to enter into any engagement for the coinage of silver until England and Germany are ready to do the same.

This satisfaction was unfortunately of brief duration, for yesterday brought other statements claiming that some patched-up arrangement was in prospect, which, while |

FRASER

depreciation and discredit silver has existed under for years cannot be effaced except by the absolute and full co-operation of England, Germany, France and the United States.

The news with regard to the attack on the President reached the city shortly after the opening of the stock market on Saturday. At first the tidings were so meagre that the impression instantly prevailed that the shot had been fatal. The market consequently took a plunge downward, but the incipient panic was soon arrested by the receipt of the further intelligence that the President was living although dangerously wounded. After this first shock there was time for reflection and operators became more cautious, but still a disposition was manifested to sell, and orders to dispose of holdings were supplemented by the execution of the stop orders of those speculators whom brokers permit to trade in this way in lieu of ample margins, and by the sales of stocks belonging to customers having insufficient margins. These sales caused a further decline in the afternoon, making the market again panicky until just before the close when it was turned upward by more favorable news regarding the condition of the President.

A fortunate combination of circumstances connected with this event doubtless saved the market. The shot was not instantly fatal; the attack upon the President was represented as the act of an insane man; it occurred upon a day previous to two days on which the Stock Exchange was closed; and by Tuesday the condition of the President was improved. Moreover, the cable showed that while the London market had not been materially influenced on Monday, there was a decided recovery there the next morning. These facts served to allay the excitement here. The reaction, however, was at first slow, but, influenced by the cheering news from Washington, it became more rapid, and by Thursday morning the market had entirely recovered.

This experience of the Street goes far to show that prices have a more stable foundation than many claimed. It has been often said of late that the market only needed a sudden shock to send it tumbling downward. Had this been the situation the decline on Saturday could not have been arrested, but the market would doubtless have closed in a wild panic, despite the more favorable news received in the last few moments of business. All the features of the event were calculated to excite fear. It came from an entirely unexpected quarter; it was of such a character as to strike terror into the hearts of all, and from the details accompanying the first intelligence the consequences seemed likely to be disastrous, for there were intimations of a political conspiracy. The market dropped of course under the blow, but the decline was slight compared with that which has often resulted from failures or other events of a similar character, while the recovery was rapid. The situation at the moment of writing is hopeful. There are reasonable assurances of the President's recovery; but now, even if there should be an unfavorable turn, it is believed that the shock of his death would produce only a temporary effect upon the market. The course of the London market was watched with special anxiety the early part of the week. The sensitive character of that market, as shown during the recent settlement days, and the assertion that London was too full of American securities to be really safe, led many to fear that the news from this side would produce a very unfavorable impression and that a sharp fall would be the result. It is perhaps fortunate that the intelligence of the attack upon the President did not reach London in time to get | purchases have made only a light impression upon the

FRASER

upon the market the same day. By Monday the cable had conveyed such other details as changed the whole aspect. and consequently prices in London recovered almost immediately. But the London market had other adverse influences to contend with. On Monday there was an unfounded report of the drowning of one of the sons of the Prince of Wales, circulated with a view to unsettle British railways. On Tuesday there was a sharp decline in the stock of one of the mining companies, caused by the incorrect interpretation of a report regarding the yield of the mine. The London market, however, imme. diately recovered from these successive checks, showing pretty conclusively that the speculation there is on a moderately firm foundation. We notice as indicating how little disturbance to confidence this attack on the President has proved to be, that a loan of the Chicago & Atlantic Railroad was promptly taken in Amsterdam on Wednesday.

The Treasury operations for the week have resulted in a loss, which is a gain to the banks, of \$6,024,322. This is mainly due to the large disbursements for interest. The payments by the Assay Office for domestic and foreign bullion have amounted to \$112,000, and the following shows the daily receipts by the Treasury from the Custom House.

Date.		Duties.		Consisting of—					
				Gold.	U. S. Notes.	Silver Dollars.	Silver Certificales.		
July	1	\$295,186	98	\$107,000	\$7,000		\$179,000		
66	2	135,564			6,000		86,000		
=	4			Holiday					
"	5	492,760	41	152,000	8,000	\$1,000	333,000		
66	6	982,657			17,000		541,000		
	7	529,147			23,000	1,000	306,000		
т	otal	\$2,435,316	75	\$926,000	\$61,000	\$2,000	\$1,445,000		

The following table shows the net Sub-Treasury movement for the week ended July 7, and also the receipts and shipments of gold and currency reported by the principal banks.

	Into Bank s.	Out of Banks	Net. \$6,024,322 *1,185,000	
Treasury operations, net Interior movement	\$6,024,322 541,000			
Total	\$6,565,322	\$1,726,000	\$4,839,322	
* Loss. The following gives a d at and shipments from New				
Receipts at and Shipments from	N. Y. R	eceived.	Shipped.	
Currency		531,000 10,000	\$816,000 910,000	

Total \$1,726,000 \$541,000 The return of the Bank of England for the week shows decrease of £311,000 bullion. The Bank of France reports a gain of 4,595,000 francs gold, and 1,356,000 francs silver. The following shows the amount of bullion in each of the principal European banks this week, and at tho corresponding date last year.

	July 7, 1881.		July 8, 1880.		
	Gold.	Silver.	Gold.	Silver.	
:	£	£	£	£	
Bank of England	26,924,419		29,112,322		
Bank of France	26,232,832	50,218,510	31,192,271	49,858,312	
Bank of Germany	9,340,770	19,746,270	9,541,000	19,082,000	
Total this week	62,498,021	69,964,780	69,845,593	68,940,312	
Total previous week	62.786.971	70,395,790	70,956,905	69,332,354	
The above gold a Bank of Germany is mer nu information on that p	nd silver di ely popular pint.	ivision of the estimate, as	ne stock of s the Bank	coin of the itself gives	
Foreign exchange	has been	dull and	heavy du	iring the	
week, in the absen	nce of de	mand.	It is repo	rted that	
there were purchase	s of stock	s early in	the week	for Euro-	
pean account, but th	eofferings	s of bills d	rawn agai	nst these	
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JULY 9, 1881.]

THE CHRONICLE.

market. Very little has been done by cable. The margin of profit for such transactions will be seen by the following, showing relative prices in London and New York each day.

:	July 4.	July	5.	Jul	y 6.	Jul	/7.	Jul	y 8.
		Lond'n prices.*						Lond'n prices.*	
U.S.4s,c.		116.51	117	116.31	116%	118.51	1187/8	116.51	1107
U.S.5s, ‡	Ś.	102.03	10214	101.91	102%	101.91	10256	101.91	10236
Erie	Holiday	45.73	45%	45.97	4818	46.03	48%	45.85	45%
2d con.	oli	102.89	103	103.13	1031	103.33	10316	103.38	108%
Ill. Cent.	Нĭ	139.13	138	140.59	140	141.57	141	141.32	142
N. Y. C		145.95	145%	146.43	14954	146.43	146%	146.67	146
Reading	i ,	29.31+	58	29.19	58%	29 67+	59%	29.43+	59
Exch'ge,			·						
cables.		4.80	116	4.86	16	4.8	816	4.8	616

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

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Note.—The New York equivalent is based upon the highest rate for cable transfers, which ordinarily covers nearly all charges, such as interest, insurance and commissions.

Money on call has been active during the weak, ranging from 3 to 6 per cent. This was due in great part to the fact that lenders of money more carefully scrutinized the collateral offered, thus compelling borrowers to resort to the Stock Exchange for money which they could not obtain from other sources. While money loaned at 6 per cent on collateral not strictly first-class, it could readily be obtained on prime security at about 3 per cent. There has been a good demand for money at Chicago, and early in the week the rate of exchange on New York was \$1 50 per \$1,000 discount, in consequence of the inquiry for funds with which to move the grain from that centre. Later in the week the rate fell to 80 cents per \$1,000 discount.

THE SITUATION AT WASHINGTON.

After days of solicitude and suspense, the country is in a measure relieved, and a well-founded hope of the ultimate and complete recovery of the President can be felt. It is a blessed assurance, for which the whole nation is devoutly thankful.

At the same time is it not extremely humiliating to think, that every impecunious Guiteau that walks our streets is capable of depriving the nation of such a life. Some would call this fellow crazy, but he is no more so than every worthless, wicked, lazy man is. He endeavored to live all his life through on the sweat of some other man's brow, being ready for any job that promised such result. Naturally enough, like so many of his class, he drifted on to Washington, and there having followed his avocation in vain, spent his last dollar and exhausted his credit, he had no other resource left but to shoot himself or some one else. Of course he was too wise to do the former and sane enough to load himself with evidences of insanity before he did the latter. Suddenly the nation has been forced to realize how easy it was to inflict the wound, and how very easy it is to repeat the experiment. We cannot in this country, if we would, adopt European measures for protection, and besides their usefulness or effectiveness is more than doubtful. Hence the question now being asked by our people more frequently and earnestly than any other, is-cannot some system for appoint. ments be devised and carried out, that will prevent such characters in the future from coming in contact with and importuning our Chief Magistrate? Business circles have never experienced a more terrible shock than when the first announcement of this brutal attack on President Garfield was received. It is a surprise that it left no deeper marks in Wall Street transactions; but that was due in good part most likely to the holidays in prospect which gave both the suggestion and occasion for suspending action. Had values, however,

borne any resemblance to the fictitious character which so many have tried to give them of late, they would have tumbled inevitably like a house of cards.

We do not, however, say this because we think there would have been any actual cause for a panic. It is impossible that a change of administration would have materially affected business interests except so far as any change now would have been disquieting. Beyond a doubt the public has learned to place great confidence in President Garfield's administration. If there were nothing more than the admirable management of the finances by Secretary Windom to recommend it, that would be sufficient explanation for the satisfaction felt. Funding the entire overdue debt, after futile efforts of Congress for months to provide the necessary machinery, and yet doing it in such a manner as to leave the bonds open for any future arrangement desired, but saving in the meantime from $1\frac{1}{2}$ to $2\frac{1}{2}$ per cent interest while preventing any contraction of bank currency or the least disturbance to the money market, is a consummation business circles can easily understand but cannot soon forget. Yet this is only a single act of one department of a Government all branches of which so far as developed have given promise of equal efficiency. To suddenly arrest the work of and change such an administration, would of course be disturbing, and more especially as the mantle of authority would fall on one who has no administrative career to recommend him.

Further than this, we cannot imagine that any actual detriment threatened the country, had the change feared been consummated. It would certainly have been affected quietly and orderly, and as the new government would beyond a doubt have selected as advisers men of repute in the same party, no material change in the financial policy of the country could have been anticipated. In fact, there appears to be small opportunity for disturbing the present satisfactory business conditions. Nothing of importance remains to be done about funding, and every other issue that has been in doubt during late years seems so absolutely settled as to be beyond discussion for the time being. The only exception to this statement is the silver question, and on that point, in case of such a change, there would reasonably be some anxiety because of the close relationship existing between the Nevada Senator and the Vice-President. Still, that issue has now become so simple, and the duty of the United States so plain, that little fear need be felt in resting upon the Vice-President's good common sense, of which he has a large stock, to lead him right. It is also not unlikely that a certain wellknown New York banker would in case Mr. Arthur was

President be at the head of the Treasury department; and if so, his opinions are clear and pronounced on the subject referred to, and would evidently be followed. We mention these circumstances because it is still, of course, possible that the President may not recover, and in that case such suggestions may be of use.

NEW STATE REGULATIONS WITH REGARD TO IMMIGRATION.

The sudden, unprecedented increase in the number of immigrants arriving at this port continues. In the calendar years 1872 and 1873—just preceding the "hard times"—the arrivals at New York were (in round numbers) 293,000 and 263,000. In the half dozen years following, during which scarcity of employment and low wages here checked immigration, the numbers ran down to: 1874, 149,000; 1875, 100,000; 1876, 75,000; 1877, 64,000. From that time there has been a rapid revival, as follows: 1878, 84,000; 1879, 134,000; 1880, 320,000; and for the first six months of 1881, 243,925. Should there be no falling off during the other half of this year the immigration at New York in 1881 will reach a half million, which will be about eight times as great as it was four years ago. To the country this influx is a source of wealth. The labor and money brought by the average immigrant into the country has been valued at \$1,000; so that the influx for the year through this port, if reaching the number estimated, may add to the resources of the United States \$500,000,000.

But this labor and money belong to the immigrants who bring it. Meantime the city or State is at an expense which has increased immensely and suddenly to entertain and aid these strangers from their arrival in the city to their departure for permanent homes. Nearly all immigrants land at Castle Garden. New York has the bulk of the care and expense for the entire country. Upon New York falls also, in the first instance, the burden of providing for those who from poverty, infirmity or criminality become a public charge.

How shall this double expense be met? Are the burdens rightfully local, or should they be deemed national and borne by Congress? Our Legislature has lately passed two laws on the subject. One passed May 28th last directs the Commissioners of Emigration to inspect immigrants and ascertain who are habitual criminals, paupers, lunatics, idiots or imbeciles, deaf, blind or infirm, or orphans without means or capacity to support themselves, or affected with any contagious disease. Such objectionable persons the Commissioners may detain, and in proper cases may send them back to the countries whence they came. The other law, passed May 31, imposes a duty of one dollar for each alien passenger imported; to be paid by the master, owner, &c., of the vessel, to the Chamberlain of the city. It requires, also, a report to be made by every master of the passengers brought in by his ship. The Chamberlain is directed by the law to pay to the Commissioners of Emigration such sums as they may need for executing the State inspection laws; and annually to pay any balance remaining into the treasury of the United States. The law contemplates that the ship owners may reimburse themselves by adding the one dollar to the price of each ticket sold.

But the constitutionality of such legislation by a State is carnestly denied, and several deliberate decisions by the Supreme Court are cited against it. In former years this State had laws in operation requiring owners of vessels bringing immigrants to pay a small tax, varying at different times from \$1 50 to \$2 50 per head, which formed a fund for defraying the expenses of the Castle Garden depot, providing for the wants of immigrants who would otherwise become a county charge, under the poor laws, anywhere in the State, and maintaining a marine hospital. In 1876 the law of the State under which this tax was imposed, was contested by the steamship companies before the Supreme Court at Washington and pronounced unconstitutional, for infringing the power of Congress to regulate commerce. The Court held that the general subject of the right of foreigners to remove to this country, the manner of their admission and the conditions on which they shall be admitted to residence or citizenship, is entrusted by the Constitution to Congress, and not to the States. Under the decisions, if any State law can be sustained it must be a very narrow one; one strictly limited to providing for an execution of necessary "inspection laws," or warranted by the vague and doubtful "police power" of the States.

But suppose it to be conceded that a limited State tax on immigrants can be sustained, what is the practical effect? Simply to give the steamship companies an additional motive, to the extent of one dollar per passenger, for making some other port their landing place. If New York taxes the business of bringing immigrants a half million of dollars per year, which she now proposes to do, while other States admit them without tax, will not the question arise of directing the voyages of immigrant vessels to the other States? We regard these laws as of a kind which the Legislature has shown itself too willing to pass,—laws which lay burdens and taxes on the volume of current business, instead of placing them on accumulations of property. The business of the year, which gives the State her commercial supremacy and her people their incomes, it is the duty of the Legislature to encourage and foster. In other words, if any restrictions or taxes need be laid upon immigration, they should be laid by Congress and be uniform in all ports. No one State can impose them without, to that extent, repelling a branch of commerce. The States should not be compelled to take this risk. The subject is a proper one for the action of Congress; and the coming winter should not pass without the enactment of a national law rendering all State action unnecessary.

RAILROAD EARNINGS IN JUNE, AND FROM JANUARY 1 TO JUNE 30.

Railroad earnings are this month (June) more satisfactory than ever. The large percentage of gain recorded in previous months is not only maintained, but exceeded. Forty-three roads reporting have aggregate earnings of 17,058,006, against 13,068,485 in June, 1880, an increase of 33,989,521, or $30\frac{1}{2}$ per cent, and this although earnings of last year were 37 per cent above those of June, 1879, and those of June, 1879, were 12 per cent heavier than the earnings for June, 1878. When one has such astonishing figures to deal with, it is unnecessary to say anything by way of comment. The mere statement is sufficient.

Yet we are liable to underestimate rather than overestimate their import. One does not readily realize their full meaning. Do our readers ever stop to think what such successive large ratios of gain really mean? Take the percentages given above as illustration. Begin with 1878 and assume the earnings of that year to be equal to 100. June, 1879, showed an increase of 12 per cent; therefore for every \$100 earned in 1878 the roads earned \$112 in 1879. In 1880 there was an increase of 37 per cent on 1879; consequently for every \$112 in 1879 there was earned in 1880 \$1534. Now this year we have a further increase on 1880 of $30\frac{1}{2}$ per cent. Apply this to the $153\frac{1}{2}$ of last year and you get earnings of 200 1-3 for this year, as compared with \$100 in 1878. In other words, in the brief space of three years railroad receipts have doubled-that is, two dollars are earned now where in 1878 only one dollar was earned. \mathbf{Of} course, there has been some addition to mileage, but here the increase is comparatively much smaller. This year there is an increase of $12\frac{1}{4}$ per cent; last year the percentage was about the same, and in 1879 there was an increase of say 5 per cent over 1878. Comparing 1881 with 1878 there is therefore an increase of not more than 33 1.3 in mileage, against over 100 per cent in earnings. There are cases of individual roads where the progress made is even more remarkable. But we will not further dilate upon the subject. The following table shows the earnings and mileage of each road in June, this and last year. Atchison Topeka & Santa Fe, which does not pub-

JULY 9, 1881]

THE CHRONICLE.

lish its figures now, is reported by the Boston Transcript to have earned over a million dollars in June, or an increase of 50 per cent on June, 1880, when the earnings were 75 per cent above those for 1879.

GROSS EARNINGS AND MILEAGE IN JUNE.

· · ·	Gi	ross Earniņ	gs.	Mileage.		
Month of June.	1881.	1880.	Increase or Decrease.	1881.	1880.	
	\$	\$	\$			
Burl. Ced. Rap. & No.	205,912	153,378	+52,534	564	492	
Cairo & St. Louis*	26,213	26,498	-285	146	14	
Central Pacific	2,063,000	1,724,950	+338.050	2,634	2,41	
Chicago & Alton*	451,033	458.097	-7,064	840	84	
Chicago & East. III	140,289	93,234	+17,055	220	220	
Chie. & Gr'nd Trunk t	117,024	90,690	+26,334	335	33	
Chic. Milw. & St. Paul.	1,731,000	1,037,958	+693,042	3,800	3,00	
Chicago & Northwest.	2,231,900	1,666.432	+565,468	2,770	2,49	
Chic. St. P.Minn. & O.	401,241	218,093	+186,148	,963	73	
Cin. Ind. St.L. & Chic.	188,256	200,332	-12,076	300	30	
Cincinnati & Springf.	83,439	73,678	+9,761	80	° 8	
Clev. Col. Cin. & Ind.	393,914	354,011	+39,903		39	
Clev. Mt. Vern. & Del*	23,824	23,937	-163	144	15	
Denv. & Rio Grande.	584,230	295,455	-+288,775	776	50	
Des Moines & Ft D.*.	22,321	18,060	+4.261	87	8	
East Tenn. Va. & Ga.	129,646	111,812	+17,834	508	50	
Flint & Pere Marg*	112,735	85,444	+27,291	318	31	
Great West'n of Can. *.	360,236	377,657	-17,421	823	82	
Green Bay & Minn.	27,140	14,184	+12,956	210	21	
Hannibal & St. Jos	194,949	179,396	+15.553	292	29	
Houston & Tex Cent.	227,323	195,329	+31,994	522	52	
nd. Bloom. & West*	76,017	81,257	-5,210	212	21	
Do Ohio Div.*.	53,239	44,951	+8,288	190	19	
Intern'l & Gt. North	172,004	96,206	+75.798	650	54	
Lake Erie & Western.	127,996	105,565	+22,431	385	30	
Louisville & Nashv	897,900	667,300	+140,600	1,840	1,70	
Memphis & Char'ton.	75,276	52,865	+22,411	330	33	
Memphis Pad. & No.*	12,555	9,793	+2,762	113	11	
Milw. L. Sh. & West.	47,732	30,652	+17,080	246	21	
Mobile & Ohio	132,692	117,272	+15,420	506		
Norfolk & Western	148,000	133,761	+14,236	428	42	
Northern Pacific	368,276	253,105	+115.171	754	72	
Pad. & Elizabetht'n*.	27,269	20,574	+6,695	186		
Peo'ia Dec.&Evansv.*	36.153	29,973	+6,180		12	
St. L. A.& T.H. m.line*	75,941	69,227	+6,714	195	: 19	
Do do (branches).	51,540	44.370	+7,170	121	7	
St. L. Iron Mt. & So	468,400	363,454	104,946	686	68	
St. Louis & San Fran	260,254	173,788	+86,466	593	56	
St. Paul Minn. & Man*	281,866	177,565	+104,301	860	65	
Scioto Valley	38,239	21.874	+16,365	100	10	
Toxas & Pacific*	178.041	102,972	+75,069	821	50	
Union Pacific	2,590,969	1,928,528	+662,441	3,446	3,00	
Wab. St. Louis & Pac.	1,308,992	1,144,755	+161,237	2,479	2,38	

* Earnings for three weeks only of June in each year. † For the four weeks ended June 25. ‡ For the four weeks ended July 1.

Total..... 17,058,006 13,068,485 +3,989,521 32,119 28,606

There is nothing especial to be said as respects particular roads. The one fact patent with regard to all, with one or two unimportant exceptions, is that of improvement on the figures for the corresponding period of last year. The percentage of increase varies of course, according as the road happens to be in this section or that. One of the marked features of previous months has been the heavy gains made by the roads of the South and Southwest, due in part to the larger cotton movement. The roads in that section of the country still continue to report rapid progress, under the influence of an augmented passenger traffic, an enlarged volume of general freight, and further gains in cotton. But in June the increase from those rooda supplemented by the

**	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago-				~		
1881		2,074,063	9,040,340	4,807,348	66,868	61,712
1880	131,109	879,610	9,962,761	1,821,107	47,603	41,944
Milwaukee			4.2.5.2.2			
1881	345,337	1,776,905	101,770	357,641	113,752	38,096
1880	134,831	627,946	310,100	262,053	43,270	40,082
St. Louis—			-			
1881	112;513	1,107,505	3,016,350		22,476	11,071
1880	95,083	632,554	1,593,113	699,360	34,639	13,914
Toledo –	2 700	1 070 700	1 510 000	00.010	0.070	
$\begin{array}{c} 1881 \\ 1880 \\ \ldots \end{array}$		1,072,782	1,510,892	\$2,913	2,250	400
Detroit—	1,120	1,109,632	2,444,232	173,274		290
1881	24,840	339,195	40,634	74 010	4 071	
1880	12 750	1,048,616	21,848	74,849 71,791	4,871	
Cleveland-	10,700	1,0±0,010	040	11,101	2,757	
1881	9,120	51,851	149.625	126,055	14.050	
1880	6,416		330,400	157,700	7,913	
Peoria-	0,110	±1,000	550,400	107,700	1,.10	
1881	6,033	48,275	1,543,075	830,000	44,340	10,550
1880	15,214	26,425	1,449,475	479,100	21,500	53,375
Duluth-			.,		,000	00,010
1881	8,000	102,200				
1880	9,800		569,353			
Total of all:			•	i i		
1881	695,634	6,572,776	15,402,686	7.023,218	263,607	121,829
1830	407.329	4.455.198	16,681,282	3.664.385	157,682	149.60

It will be observed that Chicago, Milwaukee and St. Louis record the largest gains, which of course tended to swell the earnings of the roads carrying to those points. At Toledo, Detroit and Cleveland there is a falling off. Taking the aggregate at all the ports we find a diminution of 1,280,000 bushels in corn, but in wheat there is an increase of 2,100,000 bushels, in flour of 288,000 barrels, and in oats of 3,350,000 bushels. Having referred above to the heavier cotton movement, we give below a statement showing the receipts at the principal outports during June this year and last.

RECEIPTS OF COTTON AT-SOUTHERN PORTS IN JUNE, 1881 AND 1880.

	1881.	1880.	Difference.
Galvestonbales.	11,933	3,163	Inc 8,770
Indianola, &c	92	48	Inc 44
New Orleans	45,772	17,673	Inc28,099
Mobile	3,485	2,580	Inc 905
Florida	2	5	Deo 3
Savannah	9,424	5,467	Inc 3,957
Brunswick, &c	4 611	1	+
Charleston	4,814	4,460	Inc 354
Port Royal, &c	22		Inc 19
Wilmington	1,409	249	lnc 1,160
Morehead City, &c	195	100	Inc 95
Norfolk	17,486	15,760	Inc 1,726
City Point, &c	1,142	3,178	Dec 2,036
Total	95,776	52,686	Inc43,090

June completes the first half of the year, and it is satisfactory to note that notwithstanding the many adverse influences at work to diminish receipts, there is an increase of \$12,491,161 over the earnings for the same time last year, or pretty nearly 14 per cent. There are now very few roads that still have a decrease, the loss of the first quarter having in most cases been wiped out during the second quarter. The following table will show particulars as respects individual roads.

GROSS EARNINGS FROM JANUARY 1 TO JUNE 30.

	these roads was supplemented by the noteworthy	GRUSS EARNIE	NGS FROM JA	NUARI I 10	JUNE JU.	-
	increase on the roads of the Northwest-notably such		1881.	1880.	Increase.	Decrease.
	roads as the St. Paul, the Northwest, and the Chi-			\$	\$	\$
	cago St. Paul Minneapolis & Omaha, which have this	Burl. Cedar Rap. & No	997,033		14,686	
		Cairo & St. Louis* Canada Southern	196,657 1,817,852	171,525 1.885,336	25,132	67,484
	month earnings far above those for last year. In the case	Central Pacific	10,770,133	8,504,692	2,265,441	100 C
	of the St. Paul the percentage of increase is almost 67 per	Chicago & Alton*	3,041,435	3,264,727		223,292
		Chicago & East. Illinois Chic. & Grand Trunkt	$762,431 \\ 677,504$	532,731 553,015	229,700 124,489	
	cent, while on the St. Paul & Omaha it amounts to 85 per	Chicago Milw. & St. Paul	7,120,000	5,447,465	1,672,535	
	cent. Grain receipts were much freer in June this year	Chicago & Northwest	8,952,856	8,484,653	468,203	
i.	than in June last year. This partially explains the larger	Chic.St.P.Minn.&Omaha. Cin. Ind. St. L. & Chic	1,683,605 1,068,186	1,336,137 1,083,793	347,468	15,607
.*		Cincinnati & Springfield.	471,800	428,336	42,950	
	earnings, but only partially. There must have been also a	Clev. Col. Cin. & Ind	1,995,274	1,915,526	,79,748	9,024
	very decided expansion in the volume of other freight and	Clev. Mt. Vernon & Del*. Denver & Rio Grande	$191,911 \\ 2,555,759$	200,935 1,066,828	1,488.931	9,04±
•		Des Moines & Ft. Dodge*	145,134	128,991	16,143	
	in passengers. To show the larger grain movement this	East Tenn. Va. & Ga	953,964	$849,471 \\707,183$	104,493 149,631	
	year, we give the following table of receipts of flour and	Flint & Pere Marquette [*] . Great West'n of Canada .	856,814 2,584,058	2.386,408	197,630	
	•	Hannibal & St. Joseph	1,016,394	1,136,554		120,160
	grain at the principal lake and river ports for the four	Houston & Texas Cent	1,734,209		273,376 14,126	
	weeks ended June 25. These figures furnish evidence of	Indiana Bloom. & West*. Internat'l & Gt. North	558,136 1,148,153		430,601	
	the correctness of the opinion expressed in these columns	Lake Erie & Western	615,596	454,970		103,000 -
		Lake Shore & Mich. So	8,970,000		1,298,024	
3	two months ago, when we asserted that the embargo on	Louisville & Nashville Memphis & Charleston	5,046,305 571,225	3,748,281 492,498	78.727	
	traffic could act only as a check to shipments, not as an	Memphis Paducah & No.*	108,068	91,235	16,833	
		Michigan Central	4,340,000 240,523		55 054	281,000
	estoppel, and that the grain and other freight held back	Milw. L. Shore & West'n.			00,001	
	must inevitably come forward.	* Three weeks only of J † January 1 to June 25.	une in each y	Cal.		

	1881.	1880.	Increase.	Decrease.
	· \$	\$	\$	\$
Mobile & Ohio	1,109,523	1,009,124	100,399	
Norfolk & Western	980,402	902,514	77,888	
Northern Pacific	1,235,687	931,425	301,262	
Paducah & Elizabetht'n*	238,112	172,735		
Peoria Dec.& Evansville*	265,484	163,322		
St.L.A.&T. H. main line*	683,764	592,936	90,528	
Do do (branches)		309,921	58,623	
St. L. Iron Mt. & South'n.	3,329,527	2,618,486		
St. Louis & S. Francisco.	1,461,670	1,116,962		
St. Paul Minn. & Man*	1,824,824	1,372,159		
Scioto Valley	165,060			
Texas & Pacific*	1,562,225	1,098,252		
Union Pacific	11,528,582	10,451,144	1,077,438	
Wabash St. L. & Pac	6,227,265	6,347,266		120,001
m. 1. 1	100 151 000	00 000 200	10 100 700	020 569
	102,171,690	89,680,529	13,430,729	939,568
Net increase	· · · • • • • · · · · · • •		12,491.161	

* Three weeks only of June in each year.

The few roads that make monthly returns of expenses, as well as earnings, have now furnished their figures for May, which gives us the operations for the first five months of the year. The result varies in different sections and on different roads. The roads in the South and Southwest present as a rule excellent showings. The roads in the West and Northwest sustained, as is known, heavy losses during the first quarter of the year on account of severe weather and storms, and it does not appear that May contributed anything to diminish these losses. Indeed, the three Western roads in our list, namely the Chicago Burlington & Quincy, the Burlington Cedar Rapids & Northern, and the Des Moines & Fort Dodge -the latter two being minor roads, however-all netted further losses in May. The Burlington Cedar Rapids & Northern in that month increased its gross earnings \$16,126 compared with last year, but the expenses were so much heavier that the net earnings fell \$15,659 below May, 1880. The Des Moines & Fort Dodge had \$3,524 smaller gross earnings, and \$11,052 increased expenses (the latter due, probably, to the purchase of steel rails for renewals), so there was in May this year a deficit on operations of \$9,754, against a surplus of \$4,822 in May, 1880. Chicago Burlington & Quincy for May has just come in, and we find that that month adds \$265,824 more to the decrease of previous months, making altogether a loss of \$1,126,635 in net earnings for the five months. The returns of the Vanderbilt roads for the first six months (June being estimated) were published two weeks ago, and they showed large diminutions in receipts. As to these and all other roads that had to contend with the storms, snow and ice of the past winter, it is to be said that the causes that operated to diminish profits were exceptional and temporary, and not general and permanent. While it may or may not be possible to retrieve the present loss in subsequent months, there can be no doubt that, being the work of exceptional circumstances, another such loss is not likely to be experienced for a long time to come.

As already remarked, the roads in the South and South-

wonderful—gain. It increased its gross earnings \$135,-800, and as the expenses were only \$19,232 larger, \$116,568 of this amount was carried to account of net earnings, so that these rose to \$170,234 from \$53,666 in May, 1880. For the five months the gain is \$313,281 on net earnings of \$545,488 in 1880. Pennsylvania also exhibits improvement again. Gross earnings were \$438,-981 and net earnings \$211,758 larger than in May, 1880. In the five months the gross earnings increased \$1,533,-807 and the net earnings \$426,449. The following statement will show the gross earnings, operating expenses and net earnings for May, and the gross and net from January 1 to May 31, of all such companies as will furnish exhibits for publication.

EARNINGS FOR MAY, AND FROM JANUARY 1 TO DATE.

		For May.	January 1 to Date.			
NAME.	Gross Earnings	Operating Expenses.		Gross Earnings	Net Earnings	
Burl. Cedar Rap. & No1881	\$ 165,630		\$ 39,795	791.121	8 176,577	
Do do 1880 Chesapeake & Ohio1881 Do do 1880	149,504 232,235 199,443	94,050 214,430 178,344	37,805	828,969 1.054 986 1,044,731	299,622 87,584 217,715	
Chic. Burl. & Quincy1881 Do do 1880	1,679,455	925,758 890,100	753,702	7,014,744 7,976,649	3,036,929 4,163,565	
Clev. Mt. Vern. & Del. 1881 Do do 1880	34,992 35,059	28,560	6,428	168.087 176,948	25,768	
Des Moines & Ft. D'ge. 1891 Do do 1890	24,209 27,733	33,963 22,911	def. 9,751 4,822	132.812 110,932	9,107 42,605	
Louisville & Nashville.1881 Do do 1880	817,500 655,015	522,345 416,592	238,423	4,238,405 3,080,982	1,425,770 1,227,860	
Mem. Pad. & Northern 1881 Do do 1880	18,674 13,338	16,195 13,030	2,479 308	95,518 81,412	11,992 10,162	
Nash. Chat. & St. Louis 1881 Do do 1880	164,490 158,839	100,015 94,574	64,415 64,265	924,674 880.550	359 996 389,092	
Northern Central1881 Do do 1880	465,588 329,788	295,354 276,122	170,234 53,666	2,174,579 1,796,597	858,769 545,488	
Penn. (all lines east of Pitts. & Erie)1881 Do do 1880	3.856.897 3,417,916		1,688,610 1,476,852	17,746,402 16,212,595	7,508,611 7,082,162	
Phila. & Erie	949,742 911,470	204,454 205,257	139,288 106,213	1,372.442 1,443,774	477,643 538,494	
St. Louis Iron Mt. & So.188 Do do 1880	479,075 849,053	393.210 327,488		2,861,127 2,255,032	792,298 702,040	
		April.		January 1 to Date.		
NAME.	Gross Earnings	Operating Expenses.		Gross Earnings	Net Earnings	
Cairo & St. Louis	\$34,228 31,817	\$32.479 29,807	2,010	\$138 175 110,344	\$28,526 9,038	
N. Y. Lake Erie West. 1881 Do do 1880	1,709.057 1,643,151	962,827	680,324	6,425,520 5,836,708		
Pad. & Elizabetht'n 1881 Do do 1880	42,253 30.079	32,603 24,209	9.650 5,870	169,850 124,349	51,300 30,974	

IRELAND AND THE LAND BILL.

Within the last two weeks there has been a visible change for the better in Ireland. The fears which were entertained that the protracted agitation might result in open rebellion with all its terrible consequences, cannot be said any longer to exist. The language of the local party leaders is less violent; and the number of anti-government demonstrations has been greatly diminished. There have been fewer arrests; and Mr. Parnell and his friends have become much less obstructive. The Land Bill is making slow but, on the whole, satisfactory progress; and the Prime Minister is hopeful not only that an extra session or even the prolongation of the present session will be unnecessary, but that the Lords will have an opportunity of pronouncing upon the bill and that the members of both Houses will get off to their shooting-quarters before the end of the first week in August. How this change has been brought about it may not be quite easy fully to explain. There are, however, many obvious reasons for the altered condition. It is on all hands admitted that the crops present a more favorable appearance this year than they have done for some years past. Revolutionary schemes rarely flourish, even in Ireland, in seasons of national and domestic prosperity. Discontent and open resistance to authority find suitable nourishment in poverty and hunger. We have little doubt, therefore, that the prospect of a more plentiful harvest, and the many comforts which follow in its train, have had something to do in quieting the public feeling, and abating the openly expressed discontent.

west are doing finely. Louisville & Nashville increased its net earnings \$56,732 in May, running up the gain for the five months to \$197,910. A statement covering the fiscal year ending June 30 was published during the week, showing that after making allowance for all charges, interest, and six per cent on the stock, there remained a surplus of \$175,906 on the year's operations. St. Louis Iron Mountain & Southern increased its net earnings from \$21,565 in May, 1880, to \$85,865 in May, 1881, and is now \$90,258 ahead of the corresponding five months of 1880. Nashville Chattanooga & St. Louis makes a gain of \$5,591 in gross earnings, but this was almost wiped out by an augmentation of expenses, so that the net earnings are only \$150 larger than in May, 1880, leaving the loss at the end of the five months about the same as at the end of the four months-\$29,000 namely. Northern Central again records a very decided—nay,

This, however, is not the only reason. The Govern-

ULY 9 , 1881.];

ment, it is said, had resolved on a more vigorous course of conduct. Order was to be restored and the law enforced, whatever the cost or whatever the sacrifice; and if it should be necessary to make some severe examples the blame would rest with the popular leaders, and not with the Government. That such was the determination of the Government was not kept a secret. How much the altered tactics of Mr. Parnell and his friends in the House of Commons is to be accounted for by this course we do not know. That it has had its influence may well, we think, be taken for granted.

But the change in the conduct of the Obstructionists is to be explained by the fact that they have come to realize that all the Government can offer Ireland at present is the Land Bill. It is the one remedy, in the opinion of the House of Commons and in the opinion of the great majority of the Irish members of that House, for the ills of that country. By the course they were pursuing Mr. Parnell and those who acted with him were not only thwarting the policy of the Government, but making it impossible for them to carry through their measure. It was becoming every day more evident that if the same obstructive policy on the part of the Irish members were continued the chances of the bill becoming law were small indeed. The Irish members were playing into the hands of the Opposition, and if the bill were defeated the Irish people would have no choice but look for redress at the hands of the Tories. Such was the result to which the policy of obstruction was inevitably leading. The prospect was not agreeable. A land tenure reform bill for Ireland, from men identified with the land-holding class, if such a bill could emanate from such a source, could not certainly be more satisfactory than the bill now offered them, and the fate of which they were imperilling. We have the best of reasons for believing that these thoughts were brought home to the Irish leaders in the House of Commons.

The ultimate fate of the bill is by no means a certainty. The presumption now is that it will pass the Commons. The Lords, however, are known to be hostile to many of its provisions; and it may well be taken for granted that if it does pass its first reading in the Upper House, it will not be without undergoing modification in some of its parts. If the amendments are not radical, affecting the very essence of the bill, the Government will, no doubt, consider them in a friendly spirit; but it seems to be assured that if Mr. Gladstone is well supported in the Lower House, he will not allow the Lords a second time to defeat his efforts to improve the land tenure system of Ireland. It is impossible, however, to attach too much importance to the possible behavior of the Irish people at home, and of the Irish members in the House. The patience of the Government and of the British people is very nearly exhausted, and the determination is general that the end must come speedily to a state of things which gives to Ireland and Irish affairs the entire time and attention of the Imperial Parliament.

On the above issues of bonds there is a total of \$2,123,544 interest over-due and not yet called for. The total current accrued interest to date is \$18,097,680.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment, of \$6,723,865 principal and \$718,686 interest. Of this interest, \$585,147 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, \$372,100; do 1864, \$64,850; do 1865, \$77,250; consols of 1865, \$469,250; do 1867, \$1,371,300; do 1868, \$414,900; 10-40s of 1864, \$639,250; funded loan of 1881, \$2,254,150; 3's certs., \$5,000.

DEBT BEARING NO INTEREST.

Character of Issue. Authorizing Act.	Amount.
Old demand notes July 17, '61; Feb. 12, '62. Legal-tender notes Feb. 25, '62; July 11, 62; Mar. 3, '63 Certificates of deposit June 8, '72. Gold certificates March 3, '63 Silver certificates February 28, '78 Fractional currency July 17, '62; Mar. 3, \\$15,481,887	\$60,535 346,681,016 11,925,000 5,782,920 51,166,530
Less amt. est'd lost or destr'yed, act J'e 21,'79 8,375,934	
Aggregate of debt bearing no interest. Unclaimed Pacific Railroad interest.	\$422,721,954 6.746

RECAPITULATION.

*	Amount Outstanding.	Interest.
	Outstanding.	Interest.
Interest-bearing debt		
Bonds at 6 per cent	\$196,378,600	
Bonds at 5 per cent	439,841,350	
Bonds at 4 ¹ ₂ per cent.	250.000.000	
Bonds at 4 per cent.	738,659,000	
Refunding certificates	688,200	
Navy pension fund	14,000,000	
Total interest-bearing debt	\$1 630 567 550	\$90 000 001
Debt on which int.has ceas'd since mal'rity	6,723,865	\$20,223,22
Debt bearing no interest—	0,720,800	718,68
Old demand and legal-tender notes	346,741,351	
Certificates of deposit	11,925,000	
Gold and silver certificates	56,949,450	
Fractional currency	7,105,953	
	1,100,000	
Total debt bearing no interest	\$122 721 051	
Inclaimed Pacific Railroad interest	\$122,121,001	6,74
Total. Fotal debt, principal and interest, to date	\$2 069 013 569	\$20,948,65
fotal debt, principal and interest, to date	φ_,000,010,000	\$2,089,962.22
Fotal cash in Treasury		249,363,41
	••••••••••••••••••••••••	
Debt, less cash in Treasury, July 1, 188	1	\$1,840,598,811
Debt, less cash in Treasury, June 1, 188	1	1.852.921.971
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Decrease of debt during the past mor	nth	\$12,323,159
Decrease of debt since June 30, 1880		101,573,483
CURRENT LIABILITIES—	1	
nterest due and unpaid		\$2,125,544
Debt on which interest has ceased		6,723,865
nterest thereon		718,686
told and silver certificates		56 010 450
J. S. notes held for redemption of certific	ates of deposit.	11,925,000
Cash balance available July 1, 1881		170,920,869
Total		\$249,363,415
AVAILABLE ASSETS		Ward, Ovojard
Cash in the Treasury		\$249.363.415

INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue.	Amount oulstanding.	Interest paid by U. S.	Interest repaid by transportat'n	Balance of interest paid by U.S.
Central Pacific Kansas Pacific Union Pacific Central Br., U. P. Western Pacific Sioux City & Pac.	25,885,120 6,303,000 27,236,512 1,600,000 1,970,560 1,628,320	$\begin{array}{r} \$19,569,787\\ 5,183,883\\ 20,872,373\\ 1,309,808\\ 1,372,664\\ 1,220,049 \end{array}$	$\begin{array}{r} \$3,496,942\\ 2,565,443\\ 8,135,878\\ 93,515\\ 9,367\\ 124,979\end{array}$	\$15,424,572 2,618,439 12,736,495 1,209,365 1,363,297 1,095,070
Total	\$64,623,512	\$49,528.566	\$14,426,126	\$34,447,241

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of \$1,000, \$5,000 and \$10,000; bear 6 per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

UNITED STATES TREASURY STATEMENT.

THE DEBT STATEMENT FOR JUNE, 1881.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of June, 1881:

INTEREST-BEARING DEBT.

Character	Author-	When	Interest Periods.	Amount Ou	tstanding.
of Issue.	izing Act.	Payable.		Registered.	Coupon.
68 of 1881. 58 of 1881. 4 ¹ 28 of 1891	Mar. 3,'63 July 14,'70	July 1, '81 June 30, '81 June 30, '81 May 1, '81 Sept. 1, '91 July 1,1907	J.&J. J.&J. QF.	$\begin{array}{r} \$\\ 109,338,600\\ 45,600,250\\ 321,194,900\\ 178,559,500\\ 540,327,950 \end{array}$	\$688,200 30,706,050 9,545,500 118,646,450 71,440,500 198,331,030
4s, ref. ctfs. 3s,navy p.fd Aggrega	July 23,'68	t-bearing de	 	\$1,195,521,200 \$68 14,00 \$1,639,56	8,800 0,000

The following statement, from the office of the Treasurer, for July, was issued this week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents of mints and assay offices :

LIABILITIES, JULY 1, 1881.

	Post-office Department account.	\$3,669,857
	Disburging officient balances	
	Disbursing officers' balances.	18,330,378
	Fund for redemption of notes of national banks "failed," "in	
	liquidation," and "reducing circulation"	32,744,786
	Undistributed assets of failed national banks.	
		465,394
	Five per cent fund for redemption of national bank notes.	14,445,230
	Fund for redemption of national bank gold notes	402.072
	Currency and minor-coin redemption account	
	Currency and innor-com redemption account	5,229
	Fractional silver-coin redemption account	82,6 37
	Interest account	11,836
	Interest account, Pacific Railroads and L. & P. Canal Co	6.130
	Treasurer U.S., agent for paying interest on D.C. bonds	274,680
	Treasurer's transfer checks and drafts outstanding	6,087,297
	Treasurer's general account-	
	Interest due and unpaid \$17,348,944	
	interest due and unpaid	
	Matured bonds and interest 1,077,724	
	Called bonds and interest 25,872,797	
	Old aebt	
	Gold certificates 5,782,920	
1	Silver certificates	
	Certificates of deposit 11,925,000	
	Balance, including bullion fund 136.089.643	

\$249,363,415

\$325,888,9 *

ASSETS, JULY 1, 1881.

ASSEIS, JULL 1, 1001.	\$74,153,944
Gold coin	89,017,716
Gold bullion	62,544,722
Standard silver dollars	27.247.696
Fractional silver coin	
Silver hullion	3,309,949
Gold certificates	23,400
Silver certificates	12,055,801
Inited States notes	30,204,092
National bank notes	5,115.237
National bank gold notes	181,145
The stional authonov	53,159
Deposite held by national bank depositaries	11,788,889
Nickel and minor coll	100,000
Now York and San Francisco exchange	1,836,000
One and two woon not of Are	140
Dedoemed cortificates of deposit. June 8, 18/2	275,000
Quarterly interest checks and com coupons paid	126,437
Degratored and unclaimed interest Dald	7,169,607
Traited States hands and interest	
Interest on District of Columbia bonds	17
Snoobor's certificates	
Pacific Railroad interest paid	
	2205 000 016

\$325,888,946

Monetary Commercial English News

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

EXCHANGE	AT LON	NDON-June 25.	EXCH	ANGE (ON LONDON.
0n-	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam Amsterdam Brussels Hamburg Berlin Frankfort Frankfort Copenhagen St.Peters'bg Paris Paris Paris Vienna Madrid Cadiz Genoa Lisbon Alexandria. New York Bombay Calcutta Hong Kong.	3 mos. short. 3 mos. " " " " short. 3 mos. " " " " " " " " " " " " "	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	June 25 June 25	Short. " Short. Short. Short. 3 mos. 3 mos. Short. 4 mos. "	$\begin{array}{c} 12.08 \\ \hline \\ 20.48 \\ 20.48 \\ 20.48 \\ 20.48 \\ \hline \\ 25.29 \\ 117.70 \\ \hline \\ 25.30 \\ \hline \\ 97^{1}_{2} \\ 4.84 \\ 18.7^{13}_{16} \\ 18.7^{13}_{16} \\ 18.7^{13}_{16} \\ 38.8^{3}_{4} \\ \end{array}$
Shanghai			June 25	66	5s. 1 ⁷ 8d.

[From our own correspondent.]

LONDON, Saturday, June 25, 1881.

The weather during the week just concluded has been decidedly favorable for the crops, and the agricultural prospect is now regarded as satisfactory. Some of the late-sown crops appear, however, to be so indifferently rooted, owing to the dry weather during seeding time, that they are beyond recovery; but, taken as a whole, the position shows a vast improvement compared with a few weeks ago, and moderately satisfactory results are looked forward to. The yield of agricultural produce in this country can scarcely, however, exceed an average. The rains which have fallen of late, though benefitting the crops to a very material degree, have not been sufficiently beneficial as to warrant the conclusion that the effects of a somewhat protracted drought has been remedied. The hay crop is now being collected in many districts, but it is light, and hay is in consequence very dear. Spring corn, though showing an improved appearance, can scarcely reach an average, except, perhaps, upon heavy land. Wheat, however, looks promising in most localities, and there is still reason to believe that the yield of produce per acre will be satisfactory, and that the quality will be good. In fact, wheat is the only really promising crop; but it has to be borne in mind that agriculture in England is at a depressed point, and that there is more land than ever in an uncultivated, or badly cultivated, state. To expect that the agricultural produce to be raised in this country during the present season will reach an average, is much more than doubtful, as there is neither the capital nor the labor employed in farming pursuits that there was when profitable results were tolerably, if not quite, certain. It follows, therefore, that notwithstanding the present season will contrast favorably with the five previous seasons, provided, of course, that the weather continues propitious, we shall still require large supplies of foreign produce, in order to meet our requirements. Taking cereals all round, the importation necessary will probably equal that of previous seasons, though less wheat may be wanted. In spite, however, of fine weather, and of adequate importations, the trade for wheat during the week has been decidedly firm, and it closes with a strong appearance, owing chiefly to the firmness of the New York market. The firmness of the trade is no doubt justified, but it will probably be found to

be difficult to force up prices to any important extent. The position assumed by holders may alone be justified by the fact that in this country, as well as on the Continent, stocks are running very low. As far as this country is concerned, from six weeks to two months must elapse before supplies of new produce in any quantity can arrive at market, and the farmers' deliveries during that period must necessarily be upon a very limited scale. Last year's crop, as is now well known, was far from abundant, the deliveries since harvest having been only 900,000 quarters more than in the corresponding period of the previous season, which was one of the most unfortunate seasons on record. We hold no considerable stocks either of home or foreign produce, and consequently we shall have to import largely for some time to come. On the other hand, millers, as long as the weather continues favorable, are likely to be reluctant to purchase in excess of their actual requirements, as harvest work will soon become pretty general on the Continent, and there will be less competition in the foreign markets. The supply of wheat afloat to the United Kingdom somewhat exceeds 2,000,000 quarters, and there is a very general opinion that the Continent will produce sufficient wheat this year to meet its own wants. At the same time, so small are the British supplies that prices are likely to be maintained with some firmness during the remainder of the season. Ninety thousand quarters, with a prospect of a steady diminution, are but a small contribution towards a necessary weekly supply of at least 450,000 quarters; but this is the present position, and one which cannot be rectified on this side of harvest.

In the money market there has been a great want of animation. There has been no increase in the supply of mercantile paper, and there is no more prospect of such a change as there was a month or two back. Telegrams, short credits, or cash transactions, are calculated to limit the supply of bills in the future; but the banks participated, no doubt, in the new methods of conducting business, and maintain their dividends, though the officers may have to work harder, and to act with greater decision, owing to the increased and keen competition which has arisen. There seems to be no prospect of money becoming dearer for some time to come. The Paris exchange is decidedly favorable to us, owing to the purchase of securities as well as of wool, and there is no export demand of importance for gold. The Bank of England gained last week £513,000 in gold, of which £150,000 was received from abroad and the balance from the colonies. The total supply held is now rather more than £27,000,000, which compares with £29,382,000 last year. The total reserve is now £16,369,690, against £18,032,483 in 1880; and the proportion of reserve to liabilities is about 48½ per cent. The position of the Bank of England is therefore a good one, and it seems likely to improve during the summer months. The following are the present prices of money: Open market rates-Per ecnt. Per cent. $2^{1}2$

Joint-stock banks	• • • •	112	
Discount houses at call		134	
Annexed is a statement showing the present positio	n of	the	
Bank of England, the Bank rate of discount, the price	э of	con-	
Dank of England,	mia	off	

sols, 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. 1878. 1879. 1880. £ £ £ 26,415,725 26,349,460 £ Circulation, excluding 28.891.875 27,580,375 $\begin{array}{c} \textbf{20,349,460}\\ \textbf{25,124,079} \quad \textbf{25,325,000}\\ \textbf{14,907,127} \quad \textbf{15,804,318}\\ \textbf{20,086,089} \quad \textbf{18,311,636}\\ \textbf{16,369,690} \quad \textbf{18,311,636}\\ \end{array}$ bank post bills..... Public deposits..... 7,946,124 7,940,263 21,953,200 28,584,374 Other deposits Governm't securities. 16,207,691 14,678,635 20,711,781 18,523,864 20,711,781 21,251,650 11,858,129 Other securities 16,369,690 18,032,483 Res've of notes & coin. Coin and bullion in 27,035,415 29,381,943 35,143,525 23,438,504 both departments.. Proportion of reserve to liabilities 48.53 2 p. c. 95⁷8xd. 46s. 9d. 2 p. c. 97³8 2¹₂ p. c. 98⁵₈ 2¹₂ p. c. 100¹₈ Bank rate..... Consols...... Eng. wheat. av. price. Mid. Upland cotton... No. 40 Mule twist.... 41s. 8d. 634d. 458. 4d. 44s. 9d. 6³16d. 10¹9d. 614d. 634d. No. 40 Mule twist.... 10¹/₃d. 11¹/₄d. 9³/₄d. Clear'g-house return..108,742,000 88,562,000 80,204,000 10d. 83,195,000 With the exception of a withdrawal of £200,000 in sovereigns for transmission to Lisbon, the gold market has been devoid activity, and no important transactions for export of have taken place. Silver has been in rather more demand for India, and is rather firmer, and Mexican dollars show a slight improvement in price. There has been more demand for

JULY 9, 1881.]

THE CHRONICLE.

India exchange, and Council bills realized on Wednesday 1s. 75/8d. per rupee. The following prices of bullion are from Messrs. Pixley & Abell's circular:

1 I.	GOLD.	8.	đ.		8.	d
Bar gold, fine	per oz. standard.	77	9	0	••••	
Bar gold, containing 20 d	lwts. silver, per oz. standard.	77	1012	30		
Spanish doubloons		74	0			-
South American doubloor	18per oz.	73	9	0		
United States gold coin.				0		
German gold coin			• • •	Ø		• • •
1. A.	SILVER.		d.	•	d	
	per oz. standar	d. 5	114			
		d. 5				
Bar silver, contain'g 5 grs Cake silver	per oz. standar .goldper oz. standar .per o	d. 5 d. 5 z. 5	114	0	-	•••
Bar silver, contain'g 5 grs Cake silver Mexican dollars	per oz. standar .goldper oz. standar per o per o	d. 5 d. 5 z. 5	1 ¹ 4 1 ⁵ 8 5 ¹ 4	000		
Bar silver, contain'g 5 grs Cake silver Mexican dollars Chilian dollars	per oz. standar .goldper oz. standar .per o	d. 5 d. 5 z. 5 z. 5	1 ¹ 4 1 ⁵ 8 5 ¹ 4	000		

The following are the current rates of discount at the principal foreign centres :

Put - U					
· · ·	Bank	Open		Bank	Open
	rate.	market.	1	ate.	market.
	Pr. ct.	Pr. ct.	P	r. ct.	Pr. ct.
Paris	312	3 ³ 8	St. Petersburg	6	5
Amsterdam	3	258	Geneva	4 ¹ 2	4
Brussels	312	$3^{1}2$	Madrid, Cadiz &		
Genoa	4	4	Barcelona	4	5
Berlin	4	$2^{5}\!8$	Lisbon & Oporto.	4	5
Hamburg		212	Copenhagen312	24	312
Frankfort		234	Bombay	4	
Vienna	4	3 ⁵ 8		1.2	

According to an estimate of the population of the United Kingdom, it appears that it amounts to about 35,000,000, of which 18,000,000 are males and 17,000,000 females.

During the week ended June 18, the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 21,929 quarters, against 24,278 quarters last year and 49,426 quarters in 1879; and it is computed that in the whole kingdom they were 87,720 quarters, against 97,120 quarters in 1880 and 197,700 quarters in 1879. Since harvest the sales in the 150 principal markets have amounted to 1.489.446 quarters, against 1,252,500 quarters in 1879-80 and 2.278,186 quarters in 1878-9; the estimate for the whole kingdom being 5,958,000 quarters, against 5,050,120 quarters and 9,076,520 quarters in the two previous seasons 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 visible supply of wheat in the United States is also given :

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in the U.S.... bush.17,200,000 18,000,000 13,992,032 5,352,467 The following return shows the extent of the imports and

exports of cereal produce into, and the exports from, the United Kingdom during the first forty-three weeks of the season, compared with the corresponding period in the three previous seasons:

	IMI	PORTS.		
	1880-81.	1879-80.	1878-79.	1877-78.
Wheat	cwt.46,074,820	47,893,199	39,062,086	46,744.780
Barley	9.885.757	11,627,910	9,233,180	11.625.501
Oats	8.128.664	11,689,654	9,266,804	9,797,116
Peas.	1.961.969	1,772.654	1,398,131	1,452,265
Beans	2.026.271	2,298,116	1,381,440	2.568.509
Indian corn	$\dots 28,206,395$	23,046,111	28.141.742	28,449,930
Flour	10,536,437	8,423,504	7,353,347	7,060,355

Liverpool.	Sa		М	on.		ues.	W	ed.	Th	ui 8.	F	ri.
Flour (ex. State 100 lb. Wheat, No. 1, wh. " Spring, No. 2" Winter, West.,n. " Cal. white" Corn, mix., W.new " Pork, West. mess % bbl. Bacon, long clear, cwt Beef, pr. mess, new, % tc. Lard, prime West. % cwt. Cheese, Am. choice, new	12 9 9 10 9 5 73 43 90 56	B 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	<i>s</i> . 2 9 9 9 9 5 7 3 3 9 0 5 0 5 0 5 0 5 0 5 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	$\begin{array}{c} d. \\ 3 \\ 7 \\ 4 \\ 10 \\ 6 \\ 2^{1_2} \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ $	<i>s</i> . 12 9 9 9 5 73 43 90 56 50	<i>d</i> .36395100060	<i>s</i> . 12 9 9 9 9 5 73 43 90 57 51	<i>d</i> . 363951000000	<i>s</i> . 12 9 9 9 9 5 73 43 95 53 43 95 53 43 95 53 53 53 53 53 53 53 53 53 5	<i>d</i> .36395100000	8. 12 9 9 9 9 5 73 43 90 58 53	<i>d</i> . 3639511200000000000000000000000000000000000

Commercial and Miscellaneous News.

NATIONAL BANKS ORGANIZED.—The following-named national bank was organized this week:

2,539—The First National Bank of Manistee, Mich. Authorized capital, \$100,000; paid-in capital, \$100,000. T. J. Ramsdell, President; Geo. A. Dunham, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise. The total imports were \$7,676,266, against \$7,837,194 the preceding week and \$7,949,127 two weeks previous. The exports for the week ended July 5 amounted to \$7,059,549, against \$7,535,808 last week and \$7,709,059 two weeks previous. The following are the imports at New York for the week ending (for dry goods) June 30 and for the week ending (for general merchandise) July 1; also totals since January 1:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1878.	1879.	1880.	1881.
Dry Goods Gen'l mer'dise	\$740.661 4,635,066		\$1,837,968 7,350,231	\$1,395,902 6,280,364
Total Since Jan. 1.	\$5,375,727	\$1,966,610	\$9,188,199	\$7,676,266
Dry Goods Gen'l mer'dise	\$39,205,092 109,517,735	\$43,838.893 114,670,350	\$65,731,869 199,349,910	\$53,287, 779 161,239,005
Total	\$148,722,827	\$158,509.243	\$265.081.779	\$214,526,784

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 July 5, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1878.	1879.	1880.	1881.
For the week Prev. reported	\$5,765,521 171,397,075			
Total s'ce Jan. 1	\$177,162,596	\$163,899,944	\$205,044,670	\$200,262,951

The following table shows the exports and imports of specie at the port of New York for the week ending July 2 and since January 1, 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exp	ports.	Imports.		
Gotte.	Week.	Since Jan. 1	Week.	Since Jan. 1	
Great Britain France. Germany West Indics Mexico.	\$52,000	2,000 2,000	\$ 9,464	158,523	
South America All other countries	7,680	160.656 49,117	36,052	272,978 103,151	
Total 1881 Total 1880 Total 1879	\$59,680 6,000	\$270,033 2,088,887 1,932,619	\$45,516 54,018 12,176		
Silver. Great Britain France Germany West Indies Mexico South America	\$519,770 3,300	26,050 120,609 10,204 24,337	\$ 19,878 8,514 4,887		
All other countries Total 1881 Total 1880 Total 1879	\$523,070 19,537 53,413	\$5,732,425 2,658,618	\$33,279 135,947 112,321	\$1,572,437 2,916,502	

390

•	EXH	PORTS.		
Wheatcwt.	1,040,519	1,097,715	1,422,896	1.411.720
Barley	46.888	28,034	104.145	53,835
Oats	585.611	84,997	86,269	92,534
Peas.	85.814	88,326	15,963	18,550
Beans	40,313	48,786	13,423	18,958
Indian corn	210,208	499,381	410,970	213,539
Flour.	121,747	147,771	117,659	74,627

English Market Reports-Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending July 8:

	Tues.	Wed.	Thurs.	Fri.
11_2 5238 1013_1c	521_4 101310	5134 1013.0	5134	51^{1_2} $101^{1_{16}}$
19_{16} 1015_{16}	$1015_{16} \\ 86.90$	101516	$101^{1}4$	10114
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$1047_8 *$ 118	10434* 11734	10434* 11734	1043_4* 1173_4
731 47	4678	4713	4718	$\begin{array}{c} 120 \\ 47 \end{array}$
$ \begin{array}{c cccccccccccccccccccccccccccccccccc$			67 3038	66% 3014 150%
	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$

* 5s extended into 3128.

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Of the above imports for the week in 1881, \$33,865 were American gold coin and \$21,732 American silver coin. Of the exports for the same time, \$4,800 were American gold coin and \$2,900 American silver coin.

STATEMENT of the Comptroller of the Currency, showing by States the amount of National Bank circulation issued, the amount of Legal Tender Notes deposited in the United States Treasury to retire National Bank circulation, from June 20, 1874, to July 1, 1881, and amount remaining on deposit at latter date.

THE CHRONICLE.

	Additional	Legel-Tend Retire No tion s	er Notes D ational Bank ince June 20	cposited to Circula- , 1874.	Legal Ten-	1
STATES AND TER- RITORIES.	circulation issued since June 20, 1874.	Redempt'n of Notes of Liquidat'g Banks.	To Retire Circul'tion under Ac of June 20, 1874.	Total Deposits.	ders on Devosit with U.S. Treasurer at Date.	
Maine N.Hampeh Vermont Mass Rh. Island Conn New York. N.Jersey Delaware. Maryland Dist. Col Virginia Virginia Virginia Virginia N.Carolina S. Carolina Georgia Florida Alabama Mississippi Louisiana. Texas Arkansas Kentucky. Tennessee. Missouri Ohio Indiana Hiinois Michigan Wisconsin. Iowa Minnesota Kansas Debraska Nebraska	$\begin{array}{r} 457,000\\ 962,500\\ 226,81(\\ 1,235,660)\\ 162,700\\ 520,350\\ 72,000\\ 207,000\\ 207,000\\ 1,623,110\\ 440,100\\ 171,000\\ 4,373,880\\ 812,770\\ 1,066,960\\ 4,512,300\\ 3,576,950\\ 3,314,075\\ 2,288,710\\ 1,118,030\\ 1,803,240\\ 1,92,600\\ 221,400\\ \end{array}$	$\begin{array}{c} 731,060\\ 128,200\\ \hline 330,925\\ \hline 90,000\\ \hline 656,413\\ 61,290\\ \hline 629,867\\ 370,401\\ 1,023,510\\ 1,661,097\\ 1,382,397\\ 1,816,934\\ 510,300\\ 680,860\\ 858,669\\ 509,495\\ 781,721\\ 45,000\\ \end{array}$	$\begin{array}{c} 2,099,250\\ 229,340\\ 171,000\\ 2,130,833\\ 551,859\\ 3,862,135\\ 4,651,034\\ 7,859,083\\ 7,706,046\\ 3,129,475\\ 1,259,589\\ 1,259,589\\ 1,760,615\\ 1,883,445\\ 316,550\end{array}$	$\begin{array}{c} 768,600\\ 260,100\\ 2,755,663\\ 290,630\\ 171,000\\ 2,760,700\\ 922,260\\ 4,885,645\\ 6,312,131\\ 9,241,480\\ 9,522,980\\ 3,639,775\\ 1,940,449\\ 2,619,284\\ 2,392,946\\ 1,098,271\\ \end{array}$	$\begin{array}{c} 105,990\\ & 90,305\\ & 266\\ 75,924\\ & 45,660\\ 14,325\\ 864,137\\ 158,932\\ 700,827\\ 2,132,080\\ 2,978,333\\ 1,796,623\\ 1,259,095\\ 572,063\\ 516,916\\ 764,209\\ 288,727\end{array}$	
Colorado Utah Montana Wyoming. N. Mexico. Wash'ton.	$\begin{array}{c c} 608,400\\ 134,900\\ 165,600\\ 30,600\\ 90,000\\ 162,000\end{array}$	$ \begin{array}{c} 145,083\\161,191\\111.700\\\ldots\end{array} $	196,800	357,991 192,700	$[13,753 \\ 69,413 \\ \dots \\ $	
Dakota California. *Leg. tend. Total	825,300	· · · · · · · · · · · · · · · · · · ·	107,230,502	3,813,675 130,592,824		

* Deposited prior to June 20, 1874, and remaining at that date.

For comparison we publish the figures of last month, which were unavoidably omitted.

1)	Legal-Tender Notes Deposited to							
			ational Bank		Tanul Ton				
	Additional		ince June 20,		Legal Ten-				
STATES	Circulation				ders on				
AND TER-	issued since		To retire		deposit				
	June 20,	Redempt'n	Circulat'n	- · · · ·	with U.S.				
RITORIES.	1874.	of Notes of	under Act	Total	Treasurer				
	107-1.	Liquidat -	of J'ne 20,	Deposits.	at date.				
		ing Banks	1874.						
			1011.						
	\$	\$	\$	\$	\$				
Maine	1,461,180	317,000	764,700	1,081,700	294,437				
N.Hampsh	643,165	72,997	55,800	128,797	28,599				
Vermont	1.814.960	301,097	1,753,040	2,054,137	819,936				
Mass	22,628,120	234 800	9,680,700	9,915,500	2,072,937				
Rh. Island	2,703,190	32,350	1,409,885	1,442,235	492,744				
C onn	3,981,370	65,350	3,506,030	3,571,380	1,594,903				
New York.	26,268,175	2,571,478	30,445,680	33,017,158	8,825,261				
N. Jersey.	2,485,335	442,603	2,383,137	2,825,740	1,166,163				
Penna	13,978,490	1,306,226	12,000,621	13,306,847	5,899,966				
Delaware.	232,275								
Maryland.	1,903,310	166,600	1,718,380	1,884,980	91,047				
Dist. Col	457,000	432,664	530,060	962,724	109,254				
Virginia	962,500	919,369	1,036,010	1,955,379	319,831				
Virginia W.V'ginia.	226,810	731,060	364,185	1,095,245 1,275,785	143,634				
N.Carolina	- 1,235,660	128,200	1,147,585	1,275,785	244,900				
8. Oarolina	162,700		1.178.380	1,178,380	203,011				
Georgia	520,3 50	287,725	437,675	725,400	66,467				
Florida .	72,000								
Alabama .	207,000	90,000	170,100	260,100	100,370				
Mississippi					266				
Louisiana.	1,623,110	656,413	2,099,250	2,755,663	82,062				
Texas	440,100	61,290	229,340	290,630	46,380				
Arkansas .	171,000		171,000	171,000	16,790				
Kentucky.	4,268,890	629,867	2,130,833	2,760,700	906,450				
Tennessee.	737,170	370,401	542,859	913,260	155,418				
Missouri	1.066.960	1.023.510	3,862,135	4,885,645	732,205				
Ohio	4,334,640	1.661.097	4.561.034	6,222,131	2,145,518				
Indiana	3.567.95 0	1.382.397	7,859,083	9,211,480	1.3.154.964				
Illinois	3,224,475	1.813.934	7.706.046	9,519,980	1.864,294				
Michigan .	2.284.210	510.300	2,881,975	3,392,275	1,056,999				
Wisconsin	915.530	680.860	1,259,589	1,940,449					
lowa	1,712,500	858,669		2,619,284	541,680				
Minnesota	1,062,800	509,495	1,883,445	2,392,940	786.395				
Kansas	192,600	781,721			298,703 197,820				
Nebraska .	187,200	45,000	401,980	449,980	197,820				
Nevada	36.000				1,778				
Colorado	608,400	142,083	149,400	291,483	17,137				
Utah	134,900	161,191	196.800	357,991	14,083				
Montana	165,600			188,200					
Wyoming.	30,600								
N. Mexico	90,000								
Wash'gton			90,000	90,000	79,770				
Dakota .	220,500				·				
California	825,300								
"Leg. tend				3,813,675					
-									
Totals	110,016.015	19,494,947	106.767,902	130.076,524	35,234,659				

and 1881 and	the increase by	wards.	The statement is as fol-
lang			

lows:	*. ·		
	REAL ESTA	TE.	x × 9
Wards.	1880.	1881.	Increase.
First		\$54,906,166	\$1,849,640
Second	28,105,760	28,398,200	292,440
Third		34.042.500	224,530
Fourth		12,638,225	28,280
Fifth		39,144,600	195,350
Sixth	0. 0.0 × × ×	21,828,250	16,100
Seventh		15,984,050	53,000
		35,335,542	208,100
Eighth		27.090.650	168,080
Ninth		17,167,275	31,035
Tenth.		15,898,770	64,300
Eleventh		85,573,039	10,650,459
Tweifth		9,787,850	45,500
Thirteenth	. 9,742,350	22,714,937	221,480
Fourteenth		51 202 020	*19.940
Fifteenth	. 51,418,860	51,398,920	174,050
Sixteenth	. 34,900,450	34,174,500	174,000
Seventeenth	32,703,480	4 32,912,800	209,320
Eighteenth	. 69,342,450	70,947,750	1,605,300
Nineteenth	. 138,544,965	152,303,375	13,758,410
Twentieth		39,270,250	679,100
Twenty-first	76,623,800	77,194.250	570,450
Twenty-second	. 71,986,340	74,686,475	2,700,135
Twenty-third	. 13,478,300	13,836,060	357,760
Twenty-fourth		9,504,765	81,080
Totals	\$942,571,190	\$976,735,199	\$34,183,949
			· · · ·
* Decrease.			
	PERSONAL PRO		-
2 P	1880.	1881.	Increase.
Resident	\$133,502,710	\$138,613,030	\$5,110,320
Non-resident	12,089,720	12,175.475	85,755
Sharehold'rs of b'nks	55,601,607	58,424,394	2,822,787
Totals	\$201,194,037	\$209,212,899	\$8,018,862
Total real and per-			10 000 011
sonal estate	1.143,765,227	1,185,948,098	42,202,811
Decrease, real estate,	Fifteenth Ward.	· • • • • • • • • • • • • • • • • • • •	19,940
	and nonconal act	to	¢19 189 871

\$12,182,871 Net increase, real and personal estate.....

Midland of New Jersey.—The following circular from the President was dated June 29: "The Midland Railroad Com-pany of New Jersey having been merged into and become a part of the New York Susquehanna & Western Railroad Company, notice is hereby given to all whom it may concern that on and after July 1, 1881, all business will be conducted under the name and style of 'New York Susquehanna & Western Railroad Company.'

-Messrs. Drexel, Morgan & Co., and the First National Bank offer for subscription at 102½ the new first mortgage bonds of the American Dock & Improvement Company, guaranteed by the Central Railroad of New Jersey. These bonds carry 5 per cent interest, and are secured by a mortgage on all the lands of the company on the immense water front below Jersey City. The issue is \$5,000,000, and the property was recently appraised at \$12,000,000.

-The sixty-ninth dividend of the Ontario Silver Mining Company, just declared, makes a total of \$3,575,000 the sharehold-ers have received to date. The June dividend (\$75,000) is pay-able at Wells, Fargo & Co.'s on the 15th. Transfers close on the 9th.

BANKING AND FINANCIAL.

BANKING DEPARTMENT. OFFICE OF FISK & HATCH, No. 5 Nassau Street, NEW YORK, July 7, 1881.

In answer to numerous letters of inquiry as to the terms on which we

receive deposit accounts of banks, bankers, business firms and individuals, we issue this circular for the general information of those who may desire to open accounts with a private banking house in this city. We are prepared, on the terms mentioned below, to receive the accounts of responsible parties in good standing.

1. Except in case of banks, savings banks, or other well-known corporations, or of individuals or firms whose character and standing are already known to us, we require satisfactory references before opening an account.

2. We allow interest at the rate of 3 per cent per anrum on the average monthly balances when the same amount to \$1,000 or over. On

TOTALS..... J110,016.015 [19,494,947/106.767,902 [130.076,524]35,234,6

* Deposited prior to June 20, 1874, and remaining at that date.

New York City Valuation.- The Board of Aldermen met as a Board of Supervisors and received from the Commissioners of Taxes and Assessments their statement of the relative value of the real and personal estate of this city for the years 1880

accounts averaging less than \$1,000 for the month we allow no interest, 3. We render accounts current, and credit interest as above, on the last day of each month.

4. For parties keeping regular deposit accounts with us we collect and credit United States, railroad and other coupons and dividends payable in this city, without charge; make careful inquiries and give the best information we can obtain respecting investments or other matters of financial interest to them; and in general serve their interests in any way in which we can be of use to them in our line of business.

5. We do not discount or buy commercial paper, but are at all times prepared to make advances to customers and correspondents on U.S. bonds or other first-class and marketable securities.

6. All deposits are subject to check at sight without notice.

One of our firm is a member of the New York Stock Exchange, and we give particular attention to orders by mail, telegraph or in person for the purchase or sale of Bonds and Stocks on Commission.

We continue to buy and sell direct, without commission, all issues and denominations of United States Bonds for immediate delivery at current market rates, and make exchanges for National Banks in the Banking Department at Washington, without trouble to them.

Our "Memoranda Concerning Government Bonds" will be sent postpaid on application.

FISK & НАТОН.

THE CHRONICLE.

The Bankers' Gazette.

DIVIDENDS;						
The following dividends have re			inced:			
Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)			
Railroads. Central Ohio (com. and pref.) Central Pacific. Cheshire, preferred East Mahanoy East Pennsylvania. Hannibal & St. Joseph, preferred Little Schuylkill Navigation Louisville Cin. & Lex, common. Louisville & Nashville Mine Hill & Schuylkill Haven	\$3 \$1 50 \$1 50 \$1 50	July 20 July 15 July 19 Aug. 1 July 18 	July 16 to Aug. 2 July 9 to July 1 to July 10 July 10 to Aug. 3 July 22 to Aug. 4 July 6 to July 15			
Insurance. Citizens' Fremen's Franklin & Emporium Globe Fire Importers' & Traders' Importers' & Traders' Mercantile New York Equitable Star Fire Tradesmen's Fire United States Fire		On dem. On dem. July 7 On dem. July 6 July 13 July 5 July 9				

NEW YORK, FRIDAY, JULY 8, 1881-5 P. M.

The Money Market and Financial Situation.-There has been but one topic this week, either in business or social cir-cles-President Garfield. When on Saturday morning. July 2, the news was telegraphed from Washington that the President had been shot, it was at first deemed unworthy of credence, and it took some time, with the repeated dispatches, before the financial markets could fully grasp the situation. Then there was a rush to sell stocks which resulted in a decline of more or less importance throughout the list. Fortunately, the next business day was a holiday, and by Tuesday the condition of the President had much improved, so that any tendency towards a panic was easily checked and the re-actionary feeling led to stronger prices on the following days. It may be said that throughout the week the pulse of President Garfield has been the pulse of Wall Street, and as his condition improved the aspect of financial affairs improved with it. The tribute of confidence to Mr. Garfield's administration is sufficiently obvious; and it was a high compliment paid in the most quiet but practical manner, namely, through the rise in values of property, as the prospect daily brightened of his permanent recovery.

The disturbance in the markets and the shifting of loans on stocks caused an advance in the rates for money, and call loans to stock-brokers were quoted at 4@6 per cent for a day or two, but soon declined to $3\frac{1}{2}@4\frac{1}{2}$ per cent, which were about the rates to day. On Government bonds the rates have usually been 2½@3 per cent; prime commercial paper of 60 days to four months 4@4½ per cent.

The Bank of England statement on Thursday showed a decrease in bullion of £311,000, and the percentage of reserve to liabilities was 44¹/₄ per cent against 44¹/₆ last week; the dis-count rate remains at 2¹/₂ per cent. The Bank of France gained 4,595,000 francs gold and 1,356,000 francs silver.

The last statement of the New York City Clearing-House banks, issued July 2, showed a decrease in the surplus above legal reserve of \$2,362,900, the total surplus being \$6,911,300, against \$9,274,200 the previous week.

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

	1881.	Differ'nces fr'm	1880.	1879.
	July 2.	previous week.	July 3.	July 5.
Loans and dis. Specie Circulation Net deposits . Legal tenders.	76,415,600 19,176,800 346,466,400	Dec. 675,900 Inc. 32,500 Inc. 2,825,600	66,168,600 19,572,000 283,078,300	19,889,600
Legal reserve.	\$\$6,616,600	Inc. \$706,400	\$70,769,575	\$59,001,825
Reserve held.	93,527,900	Dec. 1,656,500	86,853,200	69,434,200
Surplus		Dec.\$2.362,900	and the second second second	

The market for foreign exchange has been rather conange. dull, and now that there is no prospect ahead of any special The Secretary of the Treasury has issued a call for all of the five per cent registered bonds not extended. The amount is estimated at between \$30,000,000 and \$38,000,000. He gives notice that any of them will be prepaid with accrued interest to date of presentation. The call is as follows:

to date of presentation. The call is as follows: ONE HUNDRED AND FOURTH CALL—By virtue of the authority con-ferred by law upon the Secretary of the Treasury, notice is hereby given that the five per cent registered bonds issued under the acts of July 14, 1870, and January 25, 1871, now outstanding and uncalled, will be paid at the Treasury of the United States, in the City of Washington, D. C., on the first day of October next, with the interest accrued thereon from May 1, 1881; and that the interest on the said bonds will cease on said 1st day of October, 1981. Or, if the holders prefer, such bonds will be paid on presentation at any time prior to the 1st day of October next with accrued interest from May 1, 1881, to date of presentation. Parties transmitting bonds for redemption should address them to the "Secre-tary of the Treasury. Loan Division, Washington, D. C.," and all the bonds called by this circular should be assigned to the "Secretary of the Treasury for redemption." Where checks in payment for the bonds are desired in favor of any but the payee, the bonds should be assigned to "the Secretary of the Treasury, for redemption for account of" (here insert the name of the person or persons to whose order the check should be made payable). be made payable).

The closing prices at the New York Board have been as follows:

	Interest Periods.		July 4.	July 5.	July 6.	July 7.	July 8.
6s, continued at 3 ¹ 2 5s, 1881reg.				10278	*103 1023e	103	1023 <u>4</u> 10214
4 ¹ 28, 1891reg. 4 ¹ 28, 1891coup.	QMar.	*115	:	*11434 *11434	*1143	*114%	1143
4s, 1907reg. 4s, 1907coup.	QJan.	117	Holiday	117	11634	116%	
6s, cur'cy, 1895reg. 6s, cur'cy, 1896reg.	J. & J. J. & J.	*130 *130	Hol	*130 *131	*130 *131	*130	*130 *131
6s, cur'cy, 1897reg. 6s, cur'cy, 1898reg.	J. & J. J. & J.	*130 *130		*133	*133	*133	*132 *133
6s, cur'cy, 1899reg.	J. & J.	*130		*134	*134	*134	*134

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

The range in prices since Jan. 1, 1881. and the amount of each class of bonds outstanding July 1, 1881, were as follows:

	Range since	Jan. 1, 1881.	Amount July 1, 1881.				
	Lowcst.	Highest.	Registered.	Coupon.			
6s, con. at 3 ¹ 2. 6s, 1881cp.	101 ¹ ₂ Jan. 3	10612 May 20	155,438,850				
5s, 1881cp. 4 ¹ ₂ s, 1891cp. 4s, 1907cp.	111 ¹ 8 Mar. 10 112 ³ 8 Jan. 3	116 ¹ ₂ May 31 118 ³ ₈ June 3	178,559,500 540,327,950				
6s,cur'ncy.reg.	12712 Feb. 28	136 Apr. 23	64,623,512				

State and Railroad Bonds.-The Southern State bonds are strong. Alabama bonds sold at $78\frac{1}{2}$, ex-July coupon, for class A., and 95 was bid for class B. South Carolina Brown consols quoted at $1.05\frac{1}{4}$ @107. Louisiana consols sold at 64, and the bonds are coming from London and are bought for New Orleans account. Tennessees are depressed, and old bonds sold at 71.

Railroad bonds have been firmly held on a quiet business, and the numerous bonds which are now selling ex-July interest have not yet recovered in price a part of the coupon just paid, as they may reasonably be expected to do this month if the demand for investments is as large as it naturally should be.

Railroad and Miscellaneous Stocks.-The course of the stock market is indicated to some extent in the introductory remarks above. The news from Washington, to borrow the threadbare simile, came like a clap of thunder in a clear sky. It was an element de novo; something never thought of or calculated upon in the stock market, and the first shock to public sentiment naturally resulted in a decline in prices of railroad stocks, which was less, perhaps, than one might have anticipated from such a stunning event. The attempted murder of the President, instead of throwing all things into confusion, rather served to show how steadily values might be held in case of a sudden and unex-pected change in the administration of the general government.

Prices recovered steadily with the better news from Washington. and on Thursday the market was generally quite strong. To-day there was more irregularity, and reports of cutting in passenger rates on the trunk lines made the Vanderbilt stocks weak. Aside from the immediate influences and the recent semi-annual reports of the roads west of Buffalo, the fact is daily growing in significance that no less than four lines are now actually in progress, each backed by large capital, which will compete with Mr. Vanderbilt's roads for the East and West traffic. compete with Mr. Vanderbit's roads for the East and West trainc. One line is parallel to the Lake Shore, from Chicago to Buffalo; the Erie connecting line runs from Marion, O., to Chicago; the West Shore line from Buffalo to Albany, or vicinity, and thence to New York; the Lackawanna connection from Buffalo to Binghamton. While these roads were projected merely on paper, they were things of the future; but since they are all under vigorous construction, and the money raised to build a good part of them, it is time that they should at least appear to the stock market as specks on the horizon. The appear to the stock market as specks on the horizon. The elevated railroads close stronger to-day in consequence of the election of Messrs. Sage, Gould and associates as directors of the Metropolitan Company, and the adjournment of the suits to July 1. Railroad earnings are fully reported on another page, and it is plain that the exhibit of gross earnings is very strong; the in-crease over June, 1880, is large. At the same time, expenses have probably increased, and we would suggest to stockholders have probably increased, and we would suggest to stockholders that they respectfully but persistently urge upon their directors the importance of publishing the net as well as gross earnings. Pennsylvania Railroad publishes them; Erie publishes them; Chicago Burlington & Quincy publishes them; St. Louis Iron Mountain & Southern publishes them; several other companies also publish their net earnings, and if these leading corpora-tions are liberal enough to furnish this information to their stockholders, why can not all do it? London and New York both demand it more loudly as time goes on.

dull, and now that there is no prospect ahead of any special demand for bills, we naturally look for lower prices. On actual business to-day the rates were 4 83³/₄@4 84 for 60-days prime bankers' sterling and 4 85¹/₂@4 86 for demand, with cable transfers 4 86¹/₄@4 86¹/₂ and prime commercial bills 4 82@4 82¹/₂. In domestic bills New York exchange was quoted to-day as follows at the places named : Savannah, buying, ¹/₆, selling, ¹/₄@³/₈ prem.; Charleston, buying, ¹/₈ prem., selling, ¹/₄ prem.; New Orleans commercial, \$1 discount, bank 150 prem.; St. Louis, ⁵⁰ discount ; Chicago, 75@100 discount ; Boston, 25@35 discount. Quotations for foreign exchange are as follows, the outside prices being the posted rates of leading bankers. prices being the posted rates of leading bankers.

July 8.	Sixty Days.	Demand.
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort or Bremen (reichmarks)	$\begin{array}{c}482^{1}2\overline{0}483\\482\overline{0}482^{1}2\\523^{3}4\overline{0}520^{5}8\\321^{5}4\overline{0}\overline{0}40^{1}8\end{array}$	$\begin{array}{r} 486 & @486^{1}_{2} \\ 484^{1}_{2}@485 \\ 484 & @484^{1}_{2} \\ 520 & @518^{1}_{8} \\ 40^{1}_{8}@40^{3}_{8} \\ 91^{3}_{4}@95 \end{array}$

United States Bonds.-The strength of U.S. Government bonds was well shown when the supposed assassination of the President of the United States knocked off prices only about $\frac{1}{2}$ of one per cent. It was a good comment on our situation that the London prices of American securities steadied our markets.

RANGE IN PRICES AT THE N.Y. STOCK EXCHANGE FOR THE WEEK, AND SINCE JAN. 1.

STOCKS.]	DAILY HI	GHEST AN	D LOWEST	PRICES.		Sales of the Week,	Range Since	Jan. 1, 1881.	For Year	
STOCKS.	saturday, July 2.	Monday, July 4.	Tuesday, July 5.	Wednesday, July 6.	Thursday, July 7.	Friday, July 8.	Shares.	Lowest.	Highest.	Low.	High
RAILROADS. Albany & Susquehanna Boston & N. Y. Air-Line pref Buflalo Pittsburg & Western Burlington Cedar Rapids & No. Canada Southern Cedar Falls & Minnesota	$\begin{array}{c} 68^{1}{}_{2} & 70 \\ \hline 81^{1}{}_{2} & 81^{1}{}_{2} \\ 65^{1}{}_{2} & 68^{1}{}_{4} \\ 33 & 34 \end{array}$		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 69^{1}{}_{2} & 70^{1}{}_{2} \\ \\ *80 \\ 65^{5}{}_{8} & 67^{5}{}_{8} \\ 34 & 34 \end{array}$	1,605 245	45 Apr. 7 37 Feb. 26 69 Feb. 24 64 ¹ ₂ June 28 16 Jan, 18	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	37 50 40 14	$ \begin{array}{c} 120 \\ 613_{4} \\ \hline 803_{8} \\ 813_{8} \\ 29 \\ 37 \end{array} $
Central Iowa Central of New Jersey Central Pacific Chesapeake & Ohio Do 1st pref Do 2d pref Chicago & Alton	$\begin{array}{r} 98^{1}_{2} \ 102^{5}_{8} \\ 94^{3}_{4} \ 99^{7}_{6} \\ 29 \ 30 \\ 43^{1}_{2} \ 45^{1}_{8} \\ 31 \ 32 \end{array}$		$\begin{array}{c} 99^{1}{}_{2}100^{3}{}_{4}\\ 9798^{1}{}_{8}\\ 2929^{1}{}_{2}\\ 4444\\ \hline \\ \end{array}$	98 99	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$54,810 \\ 2,255$	82 ¹ ₂ Jan. 4 80 ¹ ₂ Feb. 25 20 ³ ₄ Jan. 19 32 ³ ₄ Jan. 12 23 Jan. 25 132 Apr. 19	112 Feb. 17 1027 ₈ June 18 337 ₈ May 14 367 ₈ May 14 367 ₈ May 14 156 Jan. 5 153 Jan. 7	$ \begin{array}{c} 45 \\ 63 \\ 15 \\ \\ 17 \\ 99^{1_2} \end{array} $	90^{1}_{4} 97^{1}_{3} 25^{3}_{4} 36^{1}_{4} 27^{1}_{4}
Do pref Chicago Burlington & Quincy Chicago & Eastern Illinois Chicago Milwaukee & St. Paul. Do pref. Chicago & Northwestern Do pref	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{r} 162\frac{1}{4}163\\ 124\frac{1}{6}125\frac{5}{6}\\ 126\frac{5}{6}128\frac{3}{4}\\ 138&139\frac{7}{6}\\ 141&141\frac{5}{6}\end{array}$	$135 136 \\ 128_4 130_4 \\ 141 142_8$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{r}127{}^{1}\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!$	$\begin{array}{r}1,725\\127,480\\6.770\end{array}$	160 Feb. 26 90 Apr. 21 101 ¹ ₂ Feb. 25 117 Feb. 25 131 ¹ ₈ Feb. 26 129 Feb. 26	5 182 ¹ 2 Jan. 17 95 May 17 5 129 ¹ 4 June 6 5 140 May 26 5 136 Jan. 19 5 147 ¹ 2 Jan. 17 1 148 ⁵ 5 May 21	$ \begin{array}{c} 113 \\ 66^{1}2 \\ 99 \\ 87^{1}8 \\ 104 \\ 100^{1}2 \end{array} $	183^{1}_{2} 114^{3}_{4} 124^{1}_{8} 130 146^{1}_{2} 204
Cincinnati Sandusky & Clev Cleveland Col. Cin. & Ind Cleveland & Pittsburg guar Columbus Chic. & Ind. Central.	$\begin{array}{c} & 42^{1}{}_{4} & 44 \\ 103 & 106^{1}{}_{2} \\ 62^{1}{}_{4} & 64 \\ 92^{1}{}_{2} & 95^{1}{}_{4} \\ 139 & 139 \\ 23 & 24^{3}{}_{4} \end{array}$		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{r} *82 & 84 \\ 43^{3}4 & 44^{1}8 \\ 105^{1}4 & 106^{1}4 \\ \hline 95^{3}8 & 95^{3}8 \\ * \dots & 141 \end{array}$	$\begin{array}{c c} 200 \\ 7,577 \\ 16,680 \\ 705 \\ 5,800 \\ 315 \end{array}$	40 Jan. 4 40 ¹ 8 Mar. 25 91 Feb. 25 41 ¹ 2 Feb. 1 81 Feb. 25 127 ¹ 4 Jan. 29	88 May 23 51 Jan. 25 51 Jan. 25 51 Jan. 24 5109 ¹ 2 Jan. 24 5101 ³ 4 May 23 5142 May 20 5142 May 20 2177 May 24	22 61 106 ³ 4	48 96 ¹ 2
Danbury & Norwalk Delaware Lackawanna & West. Denver & Rio Grande. Dubuque & Sioux City. Hannibal & St. Joseph	$\begin{array}{r} 121 {}^{1}_{2} 125 \\ 106 109 {}^{1}_{8} \\ \hline 91 92 \\ 111 116 {}^{1}_{4} \\ 101 {}^{1}_{2} 101 {}^{5}_{8} \end{array}$		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{r} 108 {}^{1}_{2} 109 \\ \hline 92 {}^{3}_{4} 93 {}^{3}_{4} \\ 116 118 \\ 101 {}^{1}_{2} 102 {}^{1}_{2} \\ 141 {}^{1}_{4} 141 {}^{7}_{8} \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	107 Jan. 4 82 ¹ ₂ Jan. 4 76 ¹ ₂ Apr. 4 44 ³ ₄ Jan. 4 94 Feb. 20 63 Feb. 20	4 131 Mar. 4 4 113 ¹ 4 June 7 8 88 June 14 4 94 ¹ 4 July 8 6 118 July 7 6 106 June 18 4 146 ¹ 2 May 2	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c} 110^{1}_{4} \\ 86^{1}_{2} \\ 83 \\ 507_{8} \\ 105 \\ 91^{1}_{2} \\ 127^{3}_{8} \end{array} $
Indiana Bloom'n & West., new. International & Gt. Northern Joliet & Chicago Keokuk & Des Moines Do pref Lake Erie & Western Lake Shore	$51^{7_{6}} 55^{3_{6}}$		$52^{1}_{4} 55^{1}_{4}$ $59^{1}_{4} 60^{1}_{1}$ $124^{5}_{8} 126^{1}_{8}$	$\begin{array}{c} 4 \\ 55 \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$54^{1}2 56$ $60^{1}2 61^{3}4$ $124 125^{3}4$	10,390 	48 ¹ ₄ May 50 Jan. 130 Jan. 14 Jan. 1 41 Jan. 38 ¹ ₂ Jan. 118 Feb. 2	$\begin{array}{c} 2 & 57 \cdot \frac{1}{2} & \text{May 19} \\ 5 & 92 & \text{May 6} \\ 5 & 136 \cdot \frac{1}{2} & \text{June 2} \\ 0 & 30 \cdot \frac{1}{4} & \text{June 3} \\ 4 & 56 & \text{Jan. 2} \\ 4 & 653 \cdot \frac{1}{4} & \text{June 3} \\ 5 & 135 \cdot \frac{1}{4} & \text{June 3} \\ \end{array}$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c} 20^{1} \\ 43^{1} \\ 2 \end{array} $
Long Island. Louisiana & Missouri River Do pref Louisville & Nashville. Louisville New Albany & Chic. Manhattan Beach Co. Marietta & Cincinnati, 1st pref.	$\begin{array}{c} & & \\ 103^{7}_{8} 108^{1}_{4} \\ 102^{1}_{2} 102^{1}_{2} \\ 24 & 25^{1}_{2} \\ 48 & 48 \\ \end{array}$		$\begin{array}{c} \hline 104_{34} \\ 106_{4} \\ \hline 221_{4} \\ 221_{4} \\ 221_{4} \\ 47 \\ 15 \\ 15 \\ 15 \\ \end{array}$	$ \begin{array}{c} 107 & 108^{1}_{2} \\ 24^{3}_{4} & 24^{7}_{8} \\ 15^{1}_{2} & 15^{1}_{2} \end{array} $	$ \begin{array}{c} 107 & 1077_{6} \\ 100 & 100 \end{array} $	$ \begin{array}{c} 107 {}^{1}_{2} 108 {}^{1}_{2} \\ 24 {}^{3}_{8} 25 {}^{1}_{2} \\ 46 47 \end{array} $	17,120 200	16 ¹ ₂ Jan. 2 42 June2 79 Feb. 2 58 Jan. 21 ¹ ₄ Apr. 2 34 Jan. 1	6 38 Feb. 2 2 48 June2 5 110 ¹ ₂ May 1 7 117 ¹ ₂ June 1 6 46 ¹ ₂ Feb. 1 2 59 ³ ₈ May 2	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c} 174 \\ 109 \\ 57^{1}2 \\ 50 \\ 4 \\ 18 \\ 2 \\ 12^{1}2 \end{array} $
Do 2d pref. Memphis & Charleston Metropolitan Elevated Michigan Central Milwaukee L. Sh. & West., pref. Milwaukee & Northern Missouri Kansas & Texas Missouri Pacific.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{bmatrix} 105 & 106 \\ 60 \\ 2 & 60 \\ 49 \\ 49 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 111 \\ 10 \\ 10 \\ 111 \\ 10 \\ 10 \\ 111 \\ 10 \\ 10 \\ 111 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 91^{5_8} 94^{5_4} \\ 103^{5_4} 105^{5_4} \\ 59^{5_2} 61^{5_4} \\ 48^{5_4} 50 \\ 110^{5_5} 111^{7_5} \end{array}$	6,408 10,990 4 51,398	41 Feb. 1 85 July 10258 July	7 15 May 2 8 93 June 1 5 126 Feb. 1 2 126 ¹ ₂ Jan. 2 2 64 ⁷ ₆ June 0 59 May 2 5 54 May 2 8 114 ¹ ₂ June 1 6 39 ³ ₄ June 2 5 131 June 6 102 Mar 2	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	8 43 121 130 ¹ 8
Mobile & Ohio Morris & Essex. Nashville Chattanooga & St. L New Y irk Central & Hudson New Y irk Elevated. New Y irk Lake Erie & West. Do pref New York & New England	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		$\begin{array}{c} 37 & 38 \\ 125^{1}2 125^{1} \\ 84 & 84 \\ 144^{7} \\ 816 & 108 \\ 45^{1} \\ 85^{3} \\ 45^{7} \\ 85^{3} \\ 45^{7} \end{array}$	$\begin{bmatrix} 38 & 39 \\ 127 & 1273 \\ 89 & 90 \\ 14534 1464 \\ 109 & 109 \\ 457 & 433 \end{bmatrix}$	$\begin{array}{c} 39 & 39^{3}_{4} \\ 127^{1}_{2} & 127^{1}_{2} \\ 145^{7}_{6} & 146^{3}_{6} \\ 109^{1}_{2} & 110^{3}_{4} \\ 45^{3}_{4} & 46^{1}_{6} \end{array}$	$\begin{array}{c} 88^{1}_{2} & 88^{2}_{3} \\ 145 & 146 \\ 110 & 111^{1}_{3} \\ 45^{1}_{4} & 45^{7}_{3} \\ 87^{1}_{2} & 87^{1}_{3} \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	140 Feb. 2 103 May 43^{3}_{4} Feb. 2	5 155 Jan. 4 130 ¹ ₂ Feb. 1 5 52 ⁷ ₈ Jan. 1		15538 1274 514 934
New York New Haven & Hart New York Ontario & Western . Do pref Norfolk & Western, pref Northern Pacific Do pref	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	1 :	$ \begin{array}{c} 35^{3}_{8} & 36^{1} \\ 59 & 59^{1} \\ 42^{1}_{2} & 43^{1} \\ 83 & 84^{2} \\ 33 & 34 \end{array} $	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 35^{3}_{4} & 36^{1}_{4} \\ \hline 60 & 60^{5}_{4} \\ 43^{1}_{2} & 43^{7}_{3} \\ 84^{1}_{2} & 85 \\ 34 & 34^{7}_{4} \end{array}$	$\begin{array}{c c} & 22,803 \\ \hline & 3,900 \\ \hline & 19,503 \\ \hline & 15,440 \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	3 51 Mar. 1 5 88 ¹ ₈ June 2 5 377 May 9	$\begin{array}{c c} 7 & 20 \\ 4 & 39^3 \\ 1 & 14 \end{array}$	36 8 67 ¹ 2 28 ¹ 9
Ohio Central Dio & Mississippi. Do pref. Ohio Southern Panama Peoria Decatur & Evansville. Philadelphia & Reading Pittslurg Ft. Wayne & Chic Rensseiaer & Saratoga.	$\begin{array}{c} 46^{3}4 & 51 \\ 56^{3}4 & 60^{1}4 \end{array}$		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} & & & & \\ & & & & \\ & & & & \\ & & & & $	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} *31 & 33 \\ 256 & 256 \\ 49 & 49 \\$	200 2,000 3,790 9,500 1'	219 - 23 a II. 27 - 4 Jan. 0 - 50 Feb. 27 127 Jan. 1 130 Jan.	4 47 76 May 2 8 126 May 2 8 126 May 2 7 280 June 2 4 57 14 June 2 25 73 12 Feb. 19 142 May 1 7 146 June 1 28 80 June 2	$ \begin{array}{c} 1 \\ 2 \\ 9 \\ 7 \\ 7 \\ 112 \\ 0 \\ 111 \end{array} $	$ \begin{array}{c} 2812 \\ 2723 \\ 129 \\ 129 \\ 129 \end{array} $
Rich. & Allegh., stock trust ctfs Rochester & Pittsburg Rome Watertown & Ogdensb's St. Louis Alton & Terre Haute Do pref St. Louis Iron Mt. & Southern St. Louis & San Francisco Do pref	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$			$ \begin{array}{c} 38 & 38 \\ 8 & 633 \\ 8 & 97 \\ 8 & 52 & 52 \\ 78 & 78 \\ 78 & 78 \end{array} $	$ \begin{array}{c} 34 \\ 30 \\ 20 \\ 4,70 \\ 2,62 \\ 2,62 \end{array} $	0 26 Apr. 1 0 25 Apr. 39 Feb. 2 0 94 July 0 52 ¹ ₈ Jan. 0 39 Mar. 2 0 4 July	1 50 June 1 50 ¹ 2 June 28 77 ¹ 2 May 2 2 143 ³ 4 May 2 4 86 ¹ 2 June 2 24 55 June 2 4 86 ¹ 2 June 2 4 81 ¹ 4 June 3	$ \begin{array}{c} 3 & 19 \\ 2 & 15 \\ 5 & 42 \\ 4 & 34 \\ 4 & 25 \\ 3 & 33 \\ \end{array} $	$ \begin{array}{cccc} 7_8 & 35 \\ 42 \\ 1_2 & 12 \\ 1_2 & 66 \\ 1_4 & 48 \\ 65 \\ 48 & 65 \\ 65 \\ $
Do 1st pref St. Paul & Duluth St. Paul Minneap. & Manitoba Texas & Pacific Tokas & St. Louis. Toledo Delphos & Burlington. Union Pacific	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	4	$ \begin{array}{c} 64 & 65 \\ 33 & 33 \\ 128 {}^{1}2 130 \end{array} $	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{vmatrix} *113 \\ \\ 2 \\ 106 \\ .60^{3}8 \\ .45^{1}2 \\ .45^{1}2 \\ .45^{1} \\ .34 \\ .4 \\ .30 \\ .30^{5} \end{vmatrix} $	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	7 106 ⁵ 8 July 4 73 ⁵ 8 June 13 47 ¹ 4 May 2 10 38 May 1 05 1313 July	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	40 79 ¹ 4 88 47 ³ 8
Wabash St. Louis & Pacific Do pref MISCELLANEOUS. American District Telegraph American Union Telegraph Attantic & Pacific Telegraph Delaware & Hudson Canal	$\begin{array}{c} 55^{1}8 & 59^{3}\\91^{1}2 & 95^{3}\\46^{3}4 & 47\\ \dots & \dots \\108 & 110\end{array}$	4 8 	$56\frac{5}{8}58$ $92^{3}_{4}94$	1_{8} 5814 591 1_{4} 94 945 \dots 10914 1103	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c} 4 \\ 2 \\ 93^{1}4 \\ \hline \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 39 Feb. 0 77 Feb. 0 46 June - 66 Feb. - 34 Jan. 8 8958 Jan.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c} 1_{2} \\ 4_{2} \\ 8_{2} \\ 8_{3} \\ 8_{3} \\ 8_{3} \\ 8_{3} \\ 5_{3} \\ 5_{3} \\ 9_{2} \\ 3_{0} \\ 3_{0} \\ \end{array} $
New York & Texas Land Oregon Railway & Nav. Co Pacific Mail. Pullman Palace Car Sutro Tunnel Western Union Telegraph Do ex-certificate EXPRESS.	$\begin{array}{c} 170 & 170^{1} \\ 49^{3}_{4} & 52 \\ 143 & 143^{1} \\ 15_{8} & 13 \\ 87^{3}_{8} & 91^{4} \end{array}$	2		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c c} 3,21\\ 25,90\\ 1_2\\ 7,07\\ 1_2\\ 7,07\\ 1_8\\ 252,97\end{array}$	$ \begin{array}{c} 0 & 135 & Jan. \\ 0 & 45^3_4 Jan. \\ 5 & 130^{1_4} May \\ 0 & 1 & Feb. \\ 0 & 80^{1_2} Jan. \\ 5 & 77 & Apr. \end{array} $	$\begin{array}{c} 3 \\ 4 \\ 4 \\ 62^{1}4 \\ Feb. \\ 151 \\ Jan. \\ 5 \\ 2^{1}2 \\ Apr. \\ 3 \\ 137^{7}_{8} \\ June \\ 5 \\ 140 \\ June \\ \end{array}$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c} 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ 1_{2} \\ $
Adams American. United States. Wells, Fargo & Co. COAL AND MINING. American Coal Colorado Coal & Iron. Consolidation Coal	69 69 60 64	_	$\begin{array}{c} *137 140 \\ 80 81 \\ 65 65 \\ * 135 \\ \hline \\ 61 62 \end{array}$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{bmatrix} 70 & 70 \\ 2 \\ 2 \\ 4 \end{bmatrix} * 130 & 132 \\ \hline 4 & 62^3 4 & 63 \end{bmatrix}$	$\begin{array}{c} 134^{1_2}135\\ *80 & 85\\ *69\\ *128^{1_2}130\\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ $	$\begin{array}{c c} & 36\\ 1,17\\ & \\ & \\ 12\\ 6,56\\ 24\\ & 10\\ \end{array}$	9 51 ¹² Jan. 112 Jan. 60 May 5 35 Jan. 0 31 Apr.	6 88 ¹ ₂ May 4 75 June 4 142 June 23 65 May 3 67 June 19 43 Jan.	$egin{array}{ccccc} 23 & 54 \ 11 & 42 \ 18 & 100 \ 23 & 55 \ 7 & 19 \ 15 & 28 \ \end{array}$	$ \begin{array}{c} 55 \\ 55 \\ 118 \\ 55 \\ 42^{1} \\ 39^{3} \end{array} $
Homestake Mining Little Pittsburg Mining Mariposa Land & Mining Maryland Coal Ontario Silver Mining Quicksilv.r Mining Do pref	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	42	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	5 29 ¹ ₄ Jan. 5 8 ¹ ₄ Feb. 4 9 Apr. 6 35 May 10 38 ¹ ₂ June 6 21 ¹ ₄ July 5 75 ¹ ₂ July 6 27 Feb.	$egin{array}{c c} 4 & 26 \ 7 & 1 \ 22 & 2 \ 27 & 16 \ 10 & 30 \ 7 & 9 \ 7 & 45 \ 17 & 20 \ \end{array}$	$egin{array}{cccc} 7_8 & 304 \\ 1_2 & 43 \\ 27 & 393 \\ 241 & 784 \end{array}$
Standard Consol. Mining Cameron Coal Central Arizona Mining Cumberland Coal & Iron Deadwood Mining Excelsior Mining New Central Coal Silver Cliff Mining	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1 ₂ 3 ₄	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c} 9\\ 3_{4}\\ 3_{4}\\ 3_{4}\\ 9 \end{array} $	00 25 Apr. 60 4 Jan. 10 June 7 June 00 1 June 00 26 Apr.	27 45 ³ 4 May 20 7 Feb. 1 20 June 8 14 Jan. 8 7 Jan. 27 35 ¹ 4 Feb.	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 211\\ 70\\ 1_2 251\\ 251\\ 35\end{array}$

* These are the prices bid and asked-no sale was made at the Board

† Lowest price is ex privilege.

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THE CHRONICLE.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

	1	1	1	1	(1		1			1
SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama- Class A, 2 to 5, 1906 Class A, 2 to 5, small Class B, 5s, 1906 Class B, 5s, 1906 Class C, 2 to 4, 1906 6s, 10-20s, 1900 Arkansas- 6s, funded, 1899-1900 Arkansas- 6s, funded, 1890 Ts, new, 1886 7s, new, 1886 7s, endorsed, 1886 7s, gold, 1890 Louisiana- 6and	$\begin{array}{r} & 77^{1_{2}}\\ 80\\ 95\\ 81\\ 105\\ 30\\ 15\\ 13\\ 13\\ 13\\ 13\\ 106\\ 112\\ 111\\ 111\\ 118\\ \end{array}$	79 35 17 ¹ 2 17 	Michigan- 6s, 1883 7s, 1890 Missouri- 6s, due 1882 or 1883 6s, due 1886 6s, due 1887 6s, due 1889 or 1890 Asyl'm or Univ., due '92 Funding, 1894-'95 Hannibal & St. Jo., '86. Do do '87. New York- 6s, gold, reg., 1887 6s, gold, reg., 1887 6s, joan, 1883	$\begin{array}{c} 104\\ 120\\ 109\\ 110\\ 111\\ 111^{1_2}\\ 113\\ 112\\ 110\\ 110\\ 110\\ 106\\ 121\\ \end{array}$		N. Carolina-Continued- 6s, old, A.& O No. Carolina RR., J.&J. Do A.&O Do coup. off, J.&J. Do coup. off, J.&J. Do coup. off, A.&O. Funding act, 1866-1900. Do 1868-1898. New bonds, J.&J., '92-8 Do A.&O Chatham RR. Special tax, class 1, '98-9 Do class 2 Do class 3 Consol. 4s, 1910. Small.	$\begin{array}{c} 36\\ 147^{1}_{2}\\ 147^{1}_{2}\\ 125\\ 13\\ 13\\ 22\\ 22\\ 6\\ 7\\ 7\\ 87\\ 85\\ \end{array}$		South Carolina- 6s, Act Mar. 23, 1869) non-fundable, 1888. } Brown consol'n 6s, 1893 Tennessee-6s, old, 1892-8 6s, new, 1892-8-1900 6s, new, 1866 6s, new, 1866 6s, new, 1867 6s, consol, bonds 6s, consol, bonds 6s, consol, 2d series 6s, deferred District of Columbia- 3.65s, 1924 Small bonds Registered	$\begin{array}{r} 8\\ 105^{1}_{4}\\ 70^{1}_{4}\\ 70^{1}_{4}\\ 70^{1}_{2}\\ 35\\ 35\\ 121\\ 83\\ 46\\ 17\\ 109\\ 108^{1}_{2}\\ 109\end{array}$	834 107 71 703a 707 88 85
7s, consol., 1914 7s, small	57		N. Carolina-6s, old, J.&J.	136	·	6s, coupon, 1893-99	117		Do registered	112	

RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

			5 ANI		SUELLANEUUS SEU		L	and the second second second	(10.3	0.07
Railroad Bonds.		Erie-Continued- N.Y.L.E.&WNew2d,6	103	191	Cen. Pacific.—Continu'd State Aid bonds,7s,'84	4	1087	Mob.& O.—1st pref.deben. 2d pref. debentures	9834	$ \begin{array}{r} 987_{8} \\ 703_{4} \\ 633_{3} \end{array} $
(Stock Exchange Prices.)		1st, consol., fd. cp., 7s. 2d, consol., fd. cp., 5s.	9842			$112^{1}2$	1134	4th pref. debentures		621_{2} 92
Ala. Central—1st, 68, 1918 Atch. T. & S. Fe—4 ¹ 2,1920		Fl't&P. MarqM.6s,1920 Gal. Har.& S. Ant'o-1st,6s	108 2		Union Pacific-1st mort	1175		N.Y.LakeE.&WInc.6s. N.Y.P.&O1stinc.ac.5-7	90	614
Balt.&O1st, 68, Prk.Br. 11 Bost H. & E1st mort. 8	3 8312	1st, La Gr. Ext., 6s,1910 2d mort., 7s, 1904	109		Land grants, 7s, '87-9 Sinking funds, 8s, '93	11842 1	119'8 130	N.O. M.& Tex.—Deb.scrip Ohio Cent:—Income, 1920 Ohio So.—2d Inc., 6s,1921	63	66
Bur. Ced. R. & No1st, 5s 10 Minn. & St. L1st, 7s, gu	$2^{3_{8}}102^{1_{2}}$	Gulf Col. & S. Fe-7s, 1909 Han. & St. Jos8s, conv.	‡ ‡111	124^{1}_{2}	Collateral trust, 68	1 100 4	109-01	Ogdensb.&L.CInc.1920	‡	61
Iowa C.& West.—1st, 7s C.Rap.Ia.F.& N.—1st, 6s 10		Houston & Texas Cent.— 1st mort., l. gr., 7s	11242		Kans. Pac.—1st, 6s,'95 1st m., 6s, 1896	5 117	118 116	Peoria D. & EvIncomes		88 ¹ 2 89
Central Iowa-1st. 78, '99[1st mort., West. Div., 7s 1st mort., Waco & N., 7s	111112	116	Den.Div.,6s,ass'd,'99 1st cons., 6s, 1919) $113\frac{1}{2}$	114	Roch. & PittsInc., 1921		58
	9 90	2d, consol., main line, 8s	132	133	Cont. Br. U. Pac1st.6s	108		1st, 7s, pret. int. accum. 2d, 6s, int. acc'mulative	10078	9518
6a gold series A. 1908. 10	0 107	Income and indemn'v.78	12100		Funded coups., 7s, '95. Atch.C.&P1st,6s,1905	$104^{1}2$	105	St'gI.&R'y-Ser.B., inc.'94	35	38
Chicago & Alton-1st m ‡12 Income 7s, 1883 ‡	107	Gen. mort., 6s, 1921 Ill.Cent.—Dub.& S. C., 1st	\$103	104 .	At. Jew. Co. & W 1st, 6s Utah So Gen., 7s, 1909	112		Plain Income 6s, 1896. St.L.A.&T.HDiv. b'nds	ŧ	75
	116	Dub. & S. C., 2d Div., 7s Ced. F. & Minn1st m.			Mo. Pac.—1st consol., 6s 3d mortgage, 7s, 1906.	116	1093_4 122	Tol. Del.& BInc.6s, 1910 Dayton Div6s, 1910.	59 	6012
La. & Mo.—1st m., guar. 2d mort., 7s, 1900		Ind.Bl.& W.—1st, pref., 7s 1st mort., 3-4-5-6s, 1909	90	97	Pacific of Mo.—1st, 6s 2d mort., 7s, 1891			Tex.&St.LL.g.,inc.1920	•••••	65
St. L. Jack & Ch1st m 11	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	2d mort., 3-4-5-6s, 1909.	$196^{1}2$		St. L.& S.F2d, 6s, cl.A 3-6s, class C, 1906	1		Miscellaneous List. (Broker's Quotations.)		
1st, guar. (564), 7s, '94 2d m. (360), 7s, 1898. 10 2d, guar. (188), 7s, '98. 10	8	Indianap. D.& Spr.—1st,7s Int.& Gt.No.—1st, 6s, gold Lake Shore & Mich. S.—	1 1	$112\frac{1}{2}$	3-6s, class B, 1906 1st, 6s, Peirce C, & O		9812	Bost. Hartf. & EStock.	$2^{1_{4}}_{55}$	3 68
Miss B Br'ce-1st af fal		Mich. So. & N.I., s.fd, 7s Cleve. & Tol.—Sink. fd	$110^{1}2$	11112	Equipment, 7s, 1895 So. Pacific of Mo.—1st m	104	0712	Chic. & Can.So.—1st, g., 7s Chic. & S'west.—7s, guar.		124
C. B.&Q8 p.c., 1st m., '83 10 Consol mort., 7s, 1903 ‡12	9	New bonds, 7s, 1886	117		Tex. & Pac.—1st.6s,1905 Consol., 6s, 1905	111	06		107	
5s, sinking fund, 1901 C. R. I. & P6s, coup., 1917	12912	Cleve. P. & Ash7s Buff. & Erie-New bds.	124		Income & l'd gr., reg.	8612	87	Cin. & Ind.—1st, 7s, '92. 2d, 7s, 1887	$110 \\ 105 \\ 110$	
6s, 1917, registered ‡12' Keo.& Des M.—1st, g.,5s 10	8	Kal. & W. Pigeon-1st.			1st, Rio G. Div., 6s, 1930 Pennsylvania RR—			78. 1888	$\frac{113}{110}$	114
Central of N.J.—1stm.,'90 120 1st consol., assented, '99 113	8-2119	Det.M.& T.—1st,7s,1906 Lake Shore—Div. bonds			Pa. Co's guar. 4 ¹ ₂ s 1st c. Registered, 1921	.		Col. & Hock. Val.—1st, 7s.	112^{1}_{2} 105	
	1 10742	Consol., coup., 1st., 7s Consol., reg., 1st. 7s	130	$\begin{array}{c}132\\132\end{array}$	Pitts.Ft.W.& Ch.—1st m 2d mort., 7s, 1912 3d mort, 7s, 1912	1131 .		Col. & Toledo—1st m., 7s. 2d mort., 7s.	115	$\frac{124}{118}$
Leh.&W BCon.g'd.as. 11.	1 ¹ 2 112	Consol., conp., 2d, 78.		$\frac{127 {}^1\!_2}{126 {}^1\!_2}$	Clev.&Pittsb.—Conss.f	1127 -21	29	Des M.& Ft.Dodge-1st,6s Galv.H.& Hen7s, g., '71	87	110 89
Am. Dock & Im.—Ass'd. C. M. & St. P.—1st, Ss, P.D. [†13] 2d m., 7 3-10, P. D., 1898 [12]	7	Consol., reg., 2d, 7s Louisville. & Nashville– Consol., 7s, 1898	122_{2}		4th mort., 6s, 1892 Col. Ch.& I. C.—1st. cons	1112	LTT .	Gr. Rapids & Ind1st, 78	$113 \\ 115$	122
1st m., 7s, \$ g., R.D., 1902 #120 1st m., LaC. Div., 1893	6 130	2d mort., 7s, gold, 1883. Cecilian Br'ch—7s, 1907	1061_{2} 110	107	2d con., 7s, 1909. 1st, Tr't Co. ctfs., ass'd	1	25	Ex-land grant	$\frac{101}{20}$	
1st m., I. & M., 1897 120 1st m., I. & D., 1899 120	0	N.O.&Mob1st,6s,1930 E. H. & N1st, 6s, 1919	103	104	2d, Tr't Co. ctfs., ass'd 1st, Tr't Co. ctfs., suppl.		26	Indianap. de l'ine. 180, 18	$\begin{array}{c c}1\bar{1}\bar{1}\\102\end{array}$	
1st m., C. & M., 1903, 120	6	Gen'l mort., 6s. 1930.		108	St. L. V.&T.H.—1st,g.,7s 2d mort., 7s, 1898	1 1	25	Kansas & Neb1st mort.	80	86 45
2d mort., 7s, 1884		Pensacola Div68,1920 St. L. Div1st, 68, 1921			2d m., guar., 78, 1898.	.	.04	2d mort. Long Island–1st mort	112	
	$ \frac{127}{9^{1}2} $	2d mort., 3s, 1980 Nashv. & Dec.—1st, 7s.	$60 \frac{1}{2}$	123	Rome W.&OgCon., 1st. Roch.& Pitt1st,6s,1921	106121		2d mort Stock	$[100] \\ 63 \\ 07 \\ 07 \\ 07 \\ 07 \\ 07 \\ 07 \\ 07 \\ 0$	$\begin{array}{c} 106 \\ 63 \\ 100 \end{array}$
1st, 5s, La.& Dav., 1910.] 98 1st S. Minn. Div., 6s, 1910.] 107	778 108	S.& N.Ala.—S.f.,6s,1910 L. Erie & W.—1st, 6s,1919	1111_{2}	107	Rich. & All'g1st,7s,1920 St. Louis & I. Mount1st	120.	25	Midland of N.J.—1st,new- Income, "A" Income, "B"	97 18	$\begin{array}{c} 100\\ 20\\ 15 \end{array}$
Ist m., H. & D., 7s, 1910 Ch.& Pac. Div., 6s, 1910	120 11378	Sandusky Div., 6s, 1919. Laf. Bl.& M.—1st, 6s, 1919	.106	$\begin{array}{c}107\\110\end{array}$	2d mort., 7s, 1897 Arkansas Br.—1st mort.	$ \begin{array}{c} 113 {}^{1}8 \\ \pm 113 {}^{1}2 \\ \hline \end{array} $	15	Income, "B" Stock	$\frac{13}{36^{1}2}$	15 38
1st Chic. & P.W., 5s, 1921 99 Min'l Pt. Div., 5s, 1910	9912	Louisv.N.Alb.&C.—1st,6s Manhat.B'ch Co.—7s,1899		108	Cairo & Fulton-1st m Cairo Ark. & T1st m.	113	14	N. J. So.—Int. guar.,6s.'99	107_{-55}^{-14}	60
C & N.westS.f. 78, 1885 1110	$ \begin{array}{c} 0^{1}2 \\ 5^{3}4 \\ 109 \end{array} $	N.Y.& M.B'h-1st,7s,'97 Marietta & Cin1st, 7s	107		Gen.c.r'y&l.g.,5s,1931 St.I.Alton & T.H1st m.			2d mort. St. Joseph & Pac.—1st m.	-19 90	$\begin{array}{c} 21 \\ 95 \\ 45 \end{array}$
Consol. bonds, 7s, 1915. 133 Extension bonds, 7s, '85	5	1st mort., sterling. Metrop'lit'n El.—1st,1908	1003	10078	2d mort., pref., 78, 1894.			2d mort. St. Jos. & West'n-Stock.	$\begin{array}{c} 42\\ 20 \end{array}$	45 25
lst mort., 7s, 1885 113 Coupon gold 7s, 1902 125	5^{12}_{10}	2d mort., 6s, 1899	89 2	00 1	Belleville&S.Ill.—1stm. St.P.Minn.& Man.—1st,7s	1		South Side, L. 1.—1st, 7s. Tex. & St. L.—1st, 6s,1910	$\begin{array}{c}1\overline{0}\overline{0}\\93\end{array}$	106 94
Reg., gold, 7s, 1902	$5 \frac{12}{2} \frac{1253}{111} \frac{34}{2}$	1st mort., 8s, 1882, s. f., Equipm'nt bonds, 8s,'83	107		2d mort., 6s, 1909 Dakota Ext.—6s, 1910	$\{ 109_{4} \}.$		Utah Central-1st mort.	108 115	
Sinking fund, reg 110 Iowa Midl'nd-1st m., 8s 132	1112	6s. 1909			Tol. Del. & BurMain. 6s 1st, Dayt. Div., 6s, 1910	97	$\frac{971}{98}$	Utah Southern—1st mort. Wis.Cent.—1st series, new	78 57	$ \begin{array}{r} 78^{1_{2}} \\ 59 \end{array} $
Galena & Chic. – Exten 103	334 104	Registered, 5s, 1931 Coupon, 5s, 1931	104	105-2	1st, Ter'l trust, 6s, 1910 W. St. L. & P.—Gen. m., 6s	1	98 03	2d series, new Southern Securities	01	00
Chicago & Mil1st m 112		Jack. Lan.& S-6s, 1891 Mil.&No1st,4-5-6s,1910	$100^{1}2$	101 2	Chic. Div.—58, 1910		99 05	(Broker's Quotations.)		1
Winona & St. P.—1st m. 2d mort., 7s, 1907 ‡122 C. C. C. & Ind's—1st, 7s, s. f. 124	212	Mil. L.S.&W1st 6s,1921 Mo. K. & TGen., con., 6s	$106\frac{1}{4}$ 957_{8}	96	Hav. Div6s, 1910 Tol.P.&W1st, 7s,1917	118 .	11	STATES. So. Car.—Consol. 6s(good)	105	108
Consol. mort., 78, 1914 11120	5 1127 1	Cons., assented, 1904-6. 2d mort., income, 1911	110_{-4}^{-5}	86 4	Wabash-Mort. 7s of '09 Tol. & W1st, ext., 7s	1 . 11	16	Browne, consol Virginia-New 10-40s	55	56
C St. L.& N.OTen:lien,78 lst m., con., 7s, 1897 C. St. P.M.& OCons., 68 104		H. & Cent. Mo.—1st,'90. Mobile & O.—New m., 6s.	111	$112 \\ 114_{3_4}$	1 st, St. L. Div., 78,1889 2d mort., ext., 78, '93. Equipm't bonds, 78, '83	111	13	RAILROADS.	111	115
U.SU.P.C.M ISL.68 19181 112	4 1	Nash.Chat.& St.L—1st, 7s 2d, 6s, 1901			Consol., conv., 78,1997	100 1	15	Atl.& Charlotte-1st, 7s	111	112 98
No. Wisc.—1st, 6s, 1930. St.P.&S.C.—1st, 6s, 1919 112	2 11212	N. Y. Central-6s, 1883 6s. 1887	108		Gt. West.—1st, 7s, '88. 2d mort., 7s, 1893	1	$\frac{12^{1}}{12^{1}}$	Income, 6s	95 81	83
Chic.& E.Ill.—1st, s.f., cur. Del. L. & W.—7s, conv. '92 Mort. 7s, 1907	3 1 1	65, 1887 65, real estate, 1883 65, subscription, 1883	$104 \frac{1}{2}$ $104 \frac{1}{2}$	105^{1}_{2}	Q. & T1st, 7s, 1890. Ill.&S.I1st, 7s, 1882	$\begin{array}{c c} \pm 110 \\ \pm 102 \end{array}$.		Car. Central—1st, 6s, 1923 Cent. Ga.—Consol. m., 7s.	11612	102 118
Syr. Bing. & N. V _1st 7s1 125	5 1126 1	N. Y. C. & H.—1st m.,cp.	$136\frac{1}{2}$ $136\frac{1}{2}$		Han.& Naples–1st, 7s St.L.K.C.&N.–R.e.,7s	±112		Stock. Charl'te C.&A.—Consol.7s	110	120 112
$\begin{array}{c} \text{ morris & Essex-1st m.} \\ 2d \text{ mort} & 1801 \end{array} $)	Huds. R.—78, 2d, s. f.,'85 Canada So.—1st. int. gu	109	101	Om.Div.—1st mort., 7s Clarinda Br.—6s, 1919		19	2d mort., 7s	$ \begin{array}{c} 105 2 \\ 51 \end{array} $	28
Bonds, 7s, 1900. 7s of 1871-1901	2	Harlem-1st m., 7s, cp.	$\frac{133}{132}$		St.C.B.—1st, 7-8s,1908 No. Missouri—1st, 78	$105 \\ 1$	24:0	Chic.St.L.& N.O.—New 5s E. Tenn.Va. & Ga.—1st, 7s †	117	$105\\120$
Del.&H.C1stm. 78 1884 100	128	N. Y. Elev'd-1st. 78, 1906	11534	116 ³ 8	West. U. Tel.—1900, coup. 1900, reg.	$121_{2}1$	99	Stock	$\begin{array}{c c} 210 \\ 122 \end{array}$	250 124
1st mort., 78, 1891	114 12	N.Y.Pa.&OPr.l'n,6s,'95 N.Y.C.& NGen.,6s,1910		96	Spring Val. W.W.—1st, 6s Oregon RR.&Nav.—1st,6s		111	6st	200	112
1st mort., coup., 7s, '94. 120	$\frac{121}{121}$	N.Y.& New Eng1st, 7s. 1st m., 6s, 1905			INCOME BONDS.			Memph.&Char1st,cons.	117	120
			103 104	$104 \frac{1}{2}$	(Interest payable if earned.)	· .	÷	Stock	80 (87 110
Alb. & Susq1st m., 78, 112	2	Registered 6s, 1921 N.Pac.—B'nd ctfs, 6s,1921			Ala. Cent.—Inc. 6s, 1918. Central of N. J.—1908		01_{2}	2d mort., 88	113	116 120
100,0008,000070,10000104	78 126	N. O. Pac.—1st, 6s,g.,1920 Norf &W.—G.1.m.,6s,1931	100^{1}_{4} 107^{1}_{4}	1073_{4}	Chic.St.L.&N.O2d,1907 Col.Chic.&I.CInc.7s,'90	7814	781	Cortificate 2d mort 8s	117	120 120 32
1st mort rog 1021 125		Ohio & Miss.—Consol. s. f. Consolidated 7s, 1898	122	122 5	Cent.Ia.—Coup.deb.certs. Chic.St.P.&ML.g.inc.6s			Norf. & WStock, com Northeast.,S.C1st m.,8s	125	·····
1st. consol 7s 1910 110	120	2d consolidated, 7s,1911 1st m., Springfield Div.,	117	$\begin{array}{c c}124\\122\end{array}$	Chic. & E. Ill.—Inc., 1907 Ind.Bl.&West.—Inc.,1919	$\begin{vmatrix} 105 \\ 95 \end{vmatrix}$.	•••••	20 mort., 89 Port Royal & Aug1st.68	105	110
Erie-issmort extended	$3 1097_8$	Ohio Cent.—1st, 6s, 1920. 1st m., Ter'l Tr., 6s, 1920	104	$ \begin{array}{c} 104 \\ 102 \\ 102 \\ \end{array} $	Ind's Dec. & Spr'd-2d inc. Trust Co. certificates		78	Rich.& Dan.—1st, cons.,6s Stock	102	110 *
3d mort., 78, 1882		Ohio So.—1st M., 6s, 1921. Panama—S.F. sub.6s,1897	981 ₂	99	Int. & Gt. North.—2d Inc. 2d assented, 6s, 1909	$\begin{array}{c} \ddagger 102 _{2} \\ 102 _{2} _{2} \end{array}$	03		130	
5th mort, oxt 0, 58, 1920		Peoria Dec. & Ev1st, 6s	105		Lehigh & W.B.Coal-1888	$95^{1}2$	9612	Stock assessment naid	$\begin{bmatrix} 106 \\ 50 \end{bmatrix}$	55
1st, consol., gold, 7s, 1920, 133 Long Dock bonds, 7s, '931	$133\frac{1}{2}$	Pac. RRsC.PacG.,6s. San Joaquin Branch	+1191	117	Sand'ky DivInc., 1920 Laf. Bl.& Mun -Inc. 78, '99	70 .	85	7s, 1902, non-enjoined Non-mort. bonds	77	122 79
1st, consol., gold, 7s, 1888 Long Dock bonds, 7s, 1920 Buff. N. Y. & E1st, 1916 ±124		Cal.& Oregon-1st m.	10712		Mil. L. S. & WIncomes.	·		Western, N. C1st, 7s	106	108
* Prices nominal.	† And a	corued interest. ‡ N	o price	Frida	y-these are latest quotation	ans made	, unis	WOUL		

THE CHRONICLE.

VOL. XXXIII.

Bid. Ask.

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New York Local Securities.

Quotations	1n	Boston,	Philadelphia	and	Baltimore.
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Bank Stoo	k Lis	it.	•	Insurance S [Quotations by E. S.	BAILE	y, Br	oker,	SECURITIES.	Bia	Ask.	
COMPANIES.		1 PR	ICE.	No. 7 Pine	Street.		ICE.	BOSTON. Atch. & Topeka 1st m.7s do land grant7s		1245	Catawissa. chat. m., 10s, '88 o new 7s 1900 Connecting 6s, 1900-1904
Marked thus (*) are not National.	Par.		Ask.	COMPANIES.	Par.	Bid.	Ask.	do land inc. Ss., Boston & Maine 78 Boston & Albany 78	12746		Chartiers Val., 1st m. 7s.C., 1901 Delaware mort., 6s, various., Del. & Bound Br., 1st, 7s, 1905
America*	100	140		American American Exchange	50 100	103	170	do 68 Boston & Lowell 7s do 68			East Penn. 1st mort. 7e, '88 El.& W'msport, 1st m., 7s, '80. do 58, perp
Am. Exchange Bowery Broadway	100 25			Bowery Broadway	25 25	200 250	····	Boston & Providence 7a Burl. & Mo., land grant 7s		127	do 58, perp Harrisburg 1st mor ⁺ . 6s, '83 H. & B. T. 1st m. 7s, gold, '90.
Butchers' & Drov'rs' Central	25 100 100	1.56		Brooklyn Citizens'	17 20 70	200 181 125		do Nebr. 68 Ex do Nebr. 68	1045/2		do 1°t m. 78, 11. g.'89 do 2d m. 78, gold, '95. do 2d m. f '.scripg., 78
Chase Chatham Chemica'	25 100	110		Clinton		135 80	70	do Nebr.43 Chicago Burl. & Qui .cy 43 Out Passunpart, 76, 189		9734	do cons. m. 7s, 1893 co do 5s, 1895
Citizens'	25 100	230		Commercial	50 100	100 225	110	Connetton Valley. 73	110	1105	Ithaca& Athensist g d, 78.,'\$0 Junction 1st mort. 63, '82
Commerce Continental	100 100	150	125	Empire City	40 100 30	215 97 105	1110	Fitchburg RR., 63			do 2d mort. 6s, 1900 Lehigh Valley, 1st.6s, cp., 1898 do do reg., 1893
Corn Exchange* East River Eleventh Ward*	100 25 25	150		Firemey's	50 50	120	102	Fort Scott & Gulf 78 Hartford & Erie 78	51	115 815	do do reg., 1893 do 21 m. 78, reg., 1910 do con, m., 68, rg., 1923
Fifth	100			Firemen's Trust Franklin & Emp	10	110	115	K. City Lawrence & So. 43 Kan. City, St. Jo. & C. B. 78. Little R'k & Ft. Smith, 78,1st	126	120	do do 6s, cp., 19.3 Little Schuylkill, 1st m. 78, '32
First Fourth	100 100	119		German-American Germania	100 50	180	:90	New York & New Eng. 63	1112	12234	N. O. Pac., 1st m., 6s, 1920 North. Penn. 1st m. 6s, cp., '85. do 2d m. 7s, cp., '96.
Fulton	· 30 50 75	95	·	Globe	50 25 100	118 270 67	300 72	New Mexico & So. Pac. 73 Ogdensburg & Lake Ch.63 Co Inc	106	12252	do 2d m. 78, cp., '96. do gen. m. 78, cp., 1903. do gen. m. 78, reg., 1903
German American*. German Exchange*. Germania*	100 100			Guardian Hamilton Hanover	15 50	140	145	Co Inc Old Colony, 7s Old Colony, 6s			do new loan ts, rez
Greenwich* Hanover	25 100	130		Hoffman Home	50 100	80 157	90	Pueblo & Ark. Valley, 78 Rutland 6s.1st mort	12334	123	Pittsb. Titusv. & B., 78, cp., '96 do Ecrip Pa.& N.Y.C. & RR. 78, 1895
Imp. and Traders' Irving	100 50 50		1	Howard Importers' & Tr'd'rs	50 50 100	123 95 75	13) 100 85	Vermont & Mass. RR., 68 Vermont & Canada, new 88			Pa.& N.Y.C. & ER. 78, 1895 do 1906 Pennsylv.,gen. m. 6s, cp1910
Island City* Leather Manut'trs'. Manhattan*	100		·	Jefferson Kings County (Bkn.)	30	150	210	STOCKS: Atchison & Topeka	147	175	do gen. m. 6s, rg., 1910. do cons. m. 6s, rg., 1905.
Marine Market	100 100	150	175	Knickerbocker Lafayette (Br'klyn).	40	60 110	70	Boston & Albany Boston & Lowel! Boston & Maine	x11:	112	do cons.m. 6s. cp., 1905. o co 51
Mechanics' Mechanics' Assoc'n.	25 50	150 90	160	Lamar	25	80 70 112	95 80	Boston & Providence	60		Penn. Co., 6s, reg Perkiomen ist m. 6s, coup., '8: Phila. & Erie 2d m. 7s, cp., '88
Mechanics' & Tr'drs' Mercantile Merchants'	25 100 50	131		Long Island (B'klyn) Loriliard Manufac'rs' & Build.	25	65	70 150	Chi . & W. Michigan Cin. Sandusky & Clev	311/2	3134 10014	do cons. mort. 6s. 920 to do 53, 920
Merchants' Exch'ge Metropolis*	50 100	·		Manhattan Mech. & Traders'	100 25	110	120	Concord Connecticut River Conn. & Passumpsic	1 . X .		Phila. Newt'n & N.Y., 1st m. Phil.& R. 1st m.6s.ex. due 19.0
Metropolitan Mount Morris*	100	163		Mechanics' (B'klyn). Mercantile	50	150	189 40	Eastern (Mass.) Eastern (New Hampshire)	514	511/2	do do 1910 do 2d m., 75, cp., 53.
Murray Hill* Nassau* New York	-100 100 100	101		Merchants' Montauk (Brooklyn) Nassau (Brooklyn)	50 50 50	125 117 150	130	Filat & Pere Marq	38%	39	do cons. m7s, cp., 19 1 do do reg., 131 do cons.m.6s, g.1 KU1911
New York County N. Y. Nat'l Exch'ge.	100			National. New York Equitable	3716	118		fort Scott & Gulf, pref	134	135 98	do finp.m.,63,g,, 0. 1897 do gen. m. 65, g., C. 1997
Ninth. North America*	100 70	120		New York Fire New York & Boston	100	110 65 70		Iowa Fall & Sioux City	7 57	22 22 50	do Jn. m., 78, coup., 1893. do d b. coup, 1-934 co do c up. off, 1893.
North River* Oriental* Pacific*	25			New York City Niagara North River	50	185	75	Mar. Hough. & Oat	1	78	do conv. 78. R. C., 1893*
Park. People's*	100	163	170	Pacific	23	239 125	240	Mar. Holgh. & O.t., pref Nahsua& Lowell New York & New England	1	155	20 78, coup. off, 93 Phil.& R.Coal& Ir'n dcb.78,92*
Phenix Produce*	20 50	100		People's	20 50	200	210 1:0	Northern of N. Hampshire Norwich & Worcester	109%		do deb. 7s. cps.off do mort., 7s, 1892-3
Republic St. Nicholas Seventh Ward	100	140 125		Relief Republic	. 50	135 90 80	140 95 85	Ogdensb. & L. Champlain do pref		135	Phila. Wilm. & Balt. 6s, '84 Pitts.Cin. & St. L. 7s, cou., 1900 do do 7s, reg., 1914
Second	100	130		Rutgers' Standard	25 50	150		Old Colony Portland Saco & Portsmouth Pullman Palace Car	1437		R'ch.& Dany.con3.int.68,19 5 Shamokin V.& Pottev. 78. 1901
Sixth	100 100			Star	. 100	75	120 821 <u>6</u>	Rutland. preferred	311/4	33	Steubenv. & Ind. 1st, 6s, 1884. Stony Creek 1st in. 7s 1907 Sunb. Haz. & W.,1st m.,5s. 23
Third Tradesmen's Union	100 40 50	150		Stuyvesant Tradesmen's United States	. 25	113 105 130	110	Tol. Del. & Bur Ve mont & Massacnusetts	10%	-	CO 2d m. 63. 933. Sunbury & Erie 1st m. 78. '97.
United States West Side*	100			Westchester Williamsburg City.	. 10	115	121	Wircester & Nashua Wiscon in Central co pref	. 83%	0001	yra.Gen.& Corn'z,1st,7s,190 rexas & Pac. 1st m ,6s, g190
	1	v Ra	ilro	ad Stocks and B	onds.	1		PHILADELPHIA.	14 1		do R'o Grande D v. do cons. m.,6s,g.,190 do inc.&l. gr., 78 191
				Prentiss, Broker, 17 W				STATE AND CITY BONDS. Penna. 58, g'd, int., reg. or CP do 58, reg., 1882-1892.		:	Union & Titusv. 1st m. 7s, '90 Jnited N. J. cons. m. 6s, '94. Varren & F. 1st m. 7s, '96
GAS COMPANIE	ES.		Par.	Amount. Period	Date. *	Bid	Ask.	do 5s, new, reg., 1892-190 do 6s, 10-15, reg., 1s77-'82 do 6s, 15-25, reg., 1882-'92 do 43, reg., 1894-1904		101	West Chester cons. 78, '91 West Jersey 6s, deb., coup.,'8 do 1st m. 6s, cp., '96 do 1st m. 78, '99
Brooklyn Gas Light (Citizens' Gas Co (Bk) do bon	lyn)		25 20 1,C00	1,200,000 Var. 216	Apr., '3 Aug., '8 1898	105	120 50 10716	Philadelphia, 5s reg do 6s.n., rg., prior to '9 do 4s. various	5 1324	133	W. Jersey & Atl. 1st m 5s, cp Western Penn. R.R. 6s, cp.'93
Harlem. Jersey City & Hoboko Manhattan	en		50 20	1,850.000 F.& A. 3 750,000 J. & J. 7	Feb. '7 Jan., '5 Ap, '6	8 85	87 155 200	RAILROAD STOCKS. Allegheny Valley. Buffalo Pitts. & West:rn		\$ 2234	do 6s P. B.,'96 CANAL BONDS.

44

								do 58, reg., 1:04-1056			Varren & F. 18t m. 18, 90	120	
GAS COMPANIES.	!			Rate.	Date.			do 58, new, reg., 1892-1902 do 68, 10-15, reg., 1977-'82.			West Chester cons. 78, '91	100	
CAR CONTANTAD.	Par.	Amount.	Period	Ro	*	Bid.	Ask.	do 6s. 15-25. reg., 1882-'92.		101	West Jersey 6s, deb., coup., '85 do 1st m. 6s, cp., '96. do 1st m. 7s, '99		*
								do 43, reg., 1894-1904		}	do 1st m. 78, '99		
Brooklyn Gas Light Co	. 25	2,000,000	Var.	5	Apr., '31 Aug., '80	116	120	Philadelphia, 58 reg. do 68, n., rg., prior to '95	19.14	133	do cons. 68, 1909 W. Jersey & Atl. 1 t m 58, cp.		111
do bonds		1,200,000	A. & O.	250	Aug., 80 1898	105	50 10716	do 4s, various		103			
do bonds	50	1,850.000	F. & A	3	Tab 1MU	0=	87	RAILROAD STOCKS.1			do 68 P. B.,'96	110	111
Jersey City & Hoboken	. 20	750.000	J. & J.	7	Feb., '81 Ap"., '81 Feb., '81 Feb., '81 Apr., '81	145	155	Allogheny Valley			CANAL BONDS.		90
anhattan	50	4,000,000	J. & J.	7	Ap 'e1	198	200	Buffalo Pitts, & Western	225%	2234	Jhesap. & Dela. 1st 6s, rg., '86 Delaware Division 6s, cp., '78		50
detropolitan	. 100	2.500,000	M. & S.	6	Feb., '81	x150	15212	do prei.			Delaware Division 68, cp., 78.	1	120
do certificates	V .r.	1,000,000	M. & S.	3%	Feb., 81	XIC3	104	Camden & Atlantic	20 26	23 29	ILANIGH NAVISA, III., OS. ICK.		
do bonds.	1.000	5,000,000	F& A	1/2	1882	10)	72 104	Catawissa	20%	1 22	do mort. RR., rg .'9 do m. conv. g., reg., 9		
Nassau, Brooklyn	25	1,000,000	Var		Dec '80	81	82	do pref			do mort. gold, '97		118%
do Acrip	Va.	700.000	M. &N.	017	Mon SI	LK	100	do new pref			do cons. in 78, rg. 191	10101010	117
New York	1 100	4,000,000	M. &N.	4	May, '81	103	104	Delaware & Bound Brook			Morris, boat loan, reg., 1885. Pennsylvania 68, cour., 1910.	10756	
People's (Brooklyn)	. 10	1,000,000		31	Jan., '76	35	40	East Pennsylvania			Pennaylvania 6s, cour., 1910.	105	
Bonds.	. 1,000	375,000	M. & N.		1997 1900 &c	TOL	105	Einira & Williamsport	•••		Schuylk. Nav.1st m.68.rg.,'97	5854	1
Central of New York	Var. 50	125,000	Var. F.& A.	6 3	1110 20	80	90 63	do prei Har. P. Mt. Joy & Lancaster.			do 2d m. 6s. reg., 190		
Williamsburg	50	1.000.000	Quar.	2	July, '80 Jan., '81	60	65	Huntingdon & Broad Top	10		BALTIMORE. Maryland 68, defense, J.& J	105%	8010
do bonds	1.000	1.000.000	A.& O.	อี	1900) Juy, '81 Apr., '81	101	101	do do pref.		2238	do 68, exempt, 1887		1
Metropolitan, Brooklyn,	. 100	1,000,000	M. & N.	21/2	Ju y, '81	63	65	Lehigh Valley	60%		do 68, 1890, quarterly.		·
Manicipal	. 100	3,000,000 750,000		5	Apr., '81 1885	168	170	Little Schuylkill	:::	55%	do 5s, quarterly		
do bonds	1.00	750,000	M. CN.	8	1885		1110	Minehill	62 581/6	59	Baltimore 68, 1884, quarterly		
Fulton Municipal	1 100	1,500,000		• • • •		03 1	70	Nesquehoning Valley Norristown	110		do 68, 1886, J.& J do 68, 189J, quarterly	11834	NOR
[Quotations by]	T T A	DANTE DEC	Iron 145	Bro	admon 1			Norfo k & Western. pref			do 68, 1890, quarterly do 68, park, 1890, QM	11078	
Equotations by I	I. D. G	RANT, DIO	ACI, 145	DIU	auway.]			do do com			do 68 1893 M. & S		
	1	1	1	1) *		1	North Pennsylvania	61)		do 6s.exempt.'35.M.&S	4.22	
Bleecker St. & Fult. Ferry-St		900,000	J. & J.	34	July, '81	23%		Pennsvivania.	04%	65 23	do 6s, 1900, Q – J do 6s, 1902, J. & J	128	127 .
lst mortgage	1,000	694,000	J. & J.	12	J'ly,1900	108	112	Philadelphia & Erie Pniladelphia & Reading	24%	295	do 68, 1902, J. & J	127	
Broadway & Seventh AvSt' 1st mortgage			L &D	17	Ju y, 'Fl June, '84	10914	133	Philadelphia & Trenton		2072	do 58, 1916, new	198	128
Brooklyn City-Stock	1 10		O-F.	5	May. '81	170	180	Phila. Wilming. & Baltimore.			Norfolk water, 88 RAILBOAD STOCKS. Par		1
1st mortgage		300.000	M.&N.	7	May, '81 Nov., '8' July, '81 July, '81	102	110	st. Paul & Duluth R.R. Com		1	Balt. & Ohio 10	200	2210
Broadway (Brooklyn)-Stock	. 100	200,000	Q-1.	3	July, '81	140	150	do do prei.			do 1st pref	1	
Brooklyn & Hunter's PtSt'			A.& O.	2	July, '81	95	100	United N. J. Companies		198%	do 2d pref		
1st mortgage bonds	1,000	300,000	J. & J.	1 7	1 1888	110256	105	West Chester consol. pref	36		do Wash. Branch.10		1
Bushwick Av. (B'klyn)-Stock Central Pk. N. & E. KivStock	k 100	1 800,000	J. & J. Q-J.	21/2 2 7	July, '81 July, '81 Dec.1902	118	125	West Jersey & Atlantic		23	do Parkersb'g Br5	5314	"Bill
Consolidated mort. bonds		1,200,000	J. & D.	7	Dec.1902	113	116	CANAL STOCKS.			Western Maryland	15	17
Christopher & Tenth StStoc	k 100	650.000	F.& A.	2%	Feb., '81	90	95	Chesapeake & Delaware			Central Ohio	50	
Bonds	. 1,000	250,000	J. & J. Q - F.	7	1 1898	100	110	Delaware Division.			Pittspurg & Conneilsville5		
Dry Dock E.B.& Batt'ry-Stoc	k 100	1,200,000	Q-F.	3	May, '81 June, '93	175	110	Lehigh Navigation	4476		RAILBOAD BONDS.		
1st mortgage, consolidated	. 100		J. & D.	73	July, '81	175	118	Pennsylvania	1		Balt. & Ohio 68, 1885, A.&O. N. W. Va. 3d m., guar., '85, J&.	1(9	See. 1
Eighth Avenue—Stock 1st mortgage		203,000	Q_J.	7	Jan '81	1100	110	Schuylkill Navigation	14		N. W. Va. 3d m., guar., '85, J &.		inite
42d St. & Grand St. Ferry-St		748,000	J. & J. M.&N.	8	Mar. '81	185		do pref Susquehanna	1		Pittsb.& Connellsv.78,'98,J &. Northern Central 68, '83, J&.	11018	12416
1st mortgage	. 1,000	236,000	A.&O.	2	Jan., '84 May, '81 Apr., '93	110	115	RAILBOAD BONDS.	1		do 65, 1900, A.&O	101%	LUCZL.
Central Cross Town-Stock	. 100	600,000		·		00		Allegheny Val., 73-108, 1896	1	125	do 68. gld. 1900. J.&J		1
lst mortgage	. 1,000	200,000	M.&N.	7	Nov.1904		110	do 78, E. ext., 1910			Cen. Ohio 6s. 1st m., '90, M.&	113	114
Houst.West St.& Pav.F'y-St		250,000	J. & J.	1	July. '94	50	110	do inc. 78, end., '94.	56		W. Md. 6s, 1st m., gr., '90, J.&J		1
Second Avenue-Stock		1 100,000	J.&J.	24	[.Inly '81	11074	112	Belvidere Dela. 1st m., 68,1902.	130	1::::	do 1st m., 1890, J. & J		
8d mortgage		150,000	A.& U.	17	Apr . '85	100	10246	do 2d m. 68. '83		110	do 2d m., guar., J. & J do 2d m., pref	1100	
Consol. convertible		1.050.000	M.&N.	7	(i)ct., '80	1075	110	do 3d m. 68, '37			do 2d m.gr. by W.Co.J&	100	
Extension	. 500\$0	200,000	A.& U. M.& N. M.& S. M.& N.	7	Apr., '85 1)ct., '80 Sept'83 Feb., '81	106	1	Camden & Amboy 6s,coup,'83 do 6s, coup., '89			do 68. 3d in guar J.&.		
Sixth Avenue-Stock	. 100	750,000	M.&N.	5	Feb., '81	200	1.10	do mort. 6s. '89	115%		Mar. & Cin. 78, '92, F. & A	. 1244	6 134%
1st mortgage	1,000	00.000	11. CJ.	17	July, '90 May, '81		115	Cam. & Atl. 1st m. 78. g., 1393	1116	1	do 2d, M. & N	. 883	89
Third Avenue-Stock 1st mortgage	1 000	2,000,000	I & I	57	May, 81 July, 90 Feb., '81	112	114	do 2d m. cur. 78. 1679.		108	do 68, 3d in., guar., J.& J Mar. & Cin. 78, '92, F. & A do 2d, M. & N do BS, 3d, J. & J	. 484	6 49
		16,000,000		1 1	yury, bu			Cam. & Burlington Co. 68, 97.	1	1	Union RR. 1st, guar., J. & J. do Canton endorsed		1
Twenty-third Street-Stock. Let mortgage	i 100	600.000	NF &A.	4	(Feb., 'S1	145	155	Catawissa 1st, 78, conv., '82		1	da Conton endowedd	11714	

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| 5 | German American*.
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JULY 9, 1881.]

Banks.

Railroad Earnings.—The latest railroad earnings and the totals from Jan. 1 to latest dates are given below. The state ment 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

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on July 2, 1881:

Specie.

Loans and discounts.

Capital.

Average amount of

Legal Tenders.

Net dept's other than U.S.

"Jan. 1 to latest date" furni		gross ea	ha goond	column.	
to, and including, the period	1 menu	ioned in t	-Ian 1 to la	teel date _	
Latest earn	1881.	1890.	1881.	1880	
Ale Cit Southorn Mar S	52.307	\$15,311	\$292,887	\$215,145	
Ata.Gt. Southern May	66,000	678,000		۹	-
Dost & N.Y. All-L. AUIII	22,0CE	23,069	86.205	83,240	N
Due C Ran & NO. 411 WK J 10	61,978	48,427	997,033	983.347	M
	8,578	9,664	196,657	171,525	M
Control Pacific June	63,000	1,721,930	10,770,133	8.504.692	U
Those & Ohio May 4	04,400	100.440	1,001,000	1.014,781	
and a stron 30 WK IIIIe 1	63,274	157,505	3,041.435 7,014.744	3,264.727	P
Chia Rurl & Q. May	99,400	21,877	762,431	532,731	C
Chie. & East. Ill4th wk J'ne	33,310 28,273	28,913	677,504	553,015	F
Chie. & G.Trk. Wk.endJune 25 Chie. & G.Trk. Wk.endJune 25	32,000	289,597	7,120,000	5,447,465	C
	27,588	542,448	8,952,856	8,481,653	M
*Chi.St.P.Min&O.4thwkJ'ne 1	48,917	67.105	1,683,605	1,336,137	G
Chic. & W. Mich 1st wk J'ne	17,869	13.815	410,545	341,434	B
Cin Ind.St. L.&C.June	88,256	200,332	1,068,186	1,083,793	G
Cincinnati South. June 2	209,000		1,005,319		LBB
Cin & Springf4th WKJ'ne	26.097	23,228	471, 06	428,856	5
Clev Col. Cin. & I.4th WKJ'ne I	23,108	112,172	1,995,274	1,915,526	Ă
Clev Mt. V. & Del.3d WK June	8,236	8,406	191,911	200,935	C
Denver & Rio Gr 4th WKJ'ne 1	69,030	98,297	2,555,759	1,066,828	P
DesM.&Ft.Dodge.3d wk June	9.333	7,297 91,092	$145,134 \\ 499,233$	$128,991 \\ 465,899$	P
	16,005 25,983	18,940	427,846	454,014	R
	92,165	175,345	390,748	377,659	C
	29,646	111,812	953,964	849,471	
Flint & Pere Mar. 3d wk June	36,135	30,309	856,814	707,183	CP NE
Gol Har & San A May	80.032	78,616			[
Grand Trunk. Wk.end. Apr. 30 2	15,296	181,138	3,473,119	3,257,331	y y
Gr't Western, Wk.end. July 1	94,292	98,801	2,584,058	2,386,408	
Gr'n Bay & Minn. 3d wk June	10,921	4.075	1 010 000	1 100.554	
Hannibal& St. Jo. 4th wk J'ne	59,343	51,046	1,016,394	1,136,554	200
	11,708	6,633	52,200	39,286	
Houst. & Texas C.4th wk J'ne	61,531	52,850	1,734,209	1,460,833 2,351,561	č
	99,200	524,739 140,381	2,317,113 581,538	670,738	
Do (Iowa). May 1 Indiana Bl. & W3d wk June	37,670 25,024	29,454	538,136	544,010	Y
Do Ohio Div.3d wk June	18,769	15,996	000,.00		
Ind. Dec. & SpMay	35,123	26,314	181,994		
Int. & Gt. North4th wk J'ne	59.504	33,662	1,148,153	717,552	N
lowa CentralMay	74,067	63,577			H
K. C. Ft. S.& Gulf.3 wks May	70,319	51.562	531,646	419,035	EC
Lake Eric & West.4th wk J'ne	43.358	31,926	615,596	454,970	š
Louisa. & Mo. R. April	33,857	30,077	134,185	140,551	CMNE
Louisv. & Nashv. 4th wk J'ne 2	227,200	206,300	5,046,305	3,749,281	
Memp. & Charl4th wk J'ne	16,987	$10,681 \\ 3,220$	571,225 108,068	492,498 91,235	HNBN
Memp. Pad. & No.3d wk June	3,477 16,049	9,900	240,523	185,469	B
Mil.L. Sh.& West.4th wk J'ne Minn. & St. Louis. May	97.115	59,593	333,196	237,291	N
Mo. Kans. & Tex.3d wk June	07,110	00,000	2,092,293	1,881,172	G
Missouri Pacific .1st wk J'ne 1	37.486	87,924			F
	132,692	117,272	1,109,523	1,009,124	G
Nashy, Ch.& St.L. May 1	.64,430	158.839	921,674	880,550	G
N.Y. Cent. & Hud March2.6	68,250	2,854,835	7,366,426	7,765,679	
N.Y. L. Erie & W.April	09,037	1,613,151	6,425,520	5,836,708	
N.Y. & N. Engl'd. May 2	215,271	183,701	1,003,522	861,374	
	57,680	384,483 346,644	1,724,100 2,286,718	1,470,665 2,053,194	
	174,373 148,000	133,764	980,402	902,514	L
	65,588	329,788	2,174,579	1,796,597	8
Northern Pacific June	368,276	253,105	1,235,687	934,425	L
Obio Southern3d wk June	5,974				
Oreg'n R. Nav.Co. May 4	19,600	327,517	1,395,252	1,191,500	E
Pad & Elizabetht 3d wk June	8,269	7.708	238,112	172,735	E
Pennsylvania	356.897	3,417,916	17,746,402	16,212,595	
Peoria Dec. & Ev. 3d wk June	10,994	9,610	265,484	163,322	J
Philadel. & Erie. May	343,742	311,470	1,372,442	1,443,774	ŕ
Phila. & Reading. May1,6	02 702	1,407,881	683,764	592,936	-
St.L.Alt.&T.H3d wk June	23,703 13,920	23,075	368,544	309,921	
Do (brchs).4th wk J'ne	13,320	78,294	3,329,527	2,618,486	N
St. L. Iron Mt. & S. 4th wk J'ne J St. L. & San Fran. 4th wk J'ne	71,723	48,432	1,461,670	1,116,962	1 "
St.P.Minn.& Man.3d wk June	91,011		1,824,824	1,372,159	
Scioto Valley4thwkJ'ne	11,109	6,737	165,060	135,262	
South CarolinaMay	66,195	58,113	513,624	457,166	A
Southern Pacific. May 5	03,000	445,953	2,015,300	1,811,707	ſ
Texas & Pacific 3d wk June	64,569	37,944	1,562,225	1,098,252	
Tol. Deln. & Burl 2d wk June	6,635	2,927	11 500 500	10 (51) 44	1
Union Pacific June2,		1,928,528	11,528,582	10,401,144	D
Vicksburg & Mer.May	30,663	061 500	6 997 965	6,347,266	1
	299,521	261,589	6,227,265 457,962	445,905	
	113,352		101,004		J
*Including St. Paul & Sioux C		3.			
fIncluding Selma Rome & Dal	iion.			×	1

		Week or 1	\$52,307	\$15,311	\$292,887	\$215,145			aiscounts.		Lenuers.	than U.S.	000105
	Atoh Ton &	thern May S. Fe. May		678,000	86,205	83,240		*	\$ 19,4)5,000	2,416,600	285,000	9,895,000	495,000
	Dur C Ran.	Air-L. April & No4th wk J'n	10 01,978	$23,069 \\ 48,427$	997,033	983,347	New York Manhattan Co	2,000,000 2,050,000	7.217.200	993,200	403,200 815,500	5,725,000	360,000
		Louis.3d wk Jun		9,664 1.724.930	196,657 10,770,133	171,525	Mechanics'	2,000,000 2,000,000	8,110,100 8,338,000	1,370,000	459,000	7,295,000	
	Chan & Oht	n May	404.400	199.443 157.50%	1,054,986 3,041.435	1.014,781 3.264.727	Union. America	1,290,000 3,000,000	5,093.000 10,693.500		503,600	8,139,300	1,100
	Chia Burl	Alton .3d wk Ju & QMay	1,0/9,400	1,909,627	7,014.744	7,976,649	Phœnix City	1,000,000 1,000,000		4,214,900	34,000 330,000	4,451.000 12,396,500	787,800
	Chie & Eas	t. Ill4th wk J'i k.Wk.endJune	16 33,310	$21,877 \\ 28,913$	762,431 677,504	532,731	Tradesmen's Fulton	1,000,000	1,778.900	396,800 258,100	72,400	1.933.400	
-	Chic Mil. &	St. P.4th WKJ	ne 532,000	289,597 542,448	7,120,000 8,952,856	5,447,465 8,484,653	Chemical Merch'nts' Exch.	300,000 1,000,000	4	3,328,600 705,700	375,000 306,200	14,913,200 3,455,900	407.700
	*Chi St. P.M	rthw4thwkJ' in&O.4thwkJ'	ne 148,917	67,105	1,683,605	1,336,137	Gallatin Nation'l Butchers'&Drov.	1,000,000 300,000	1.646,000	466,300 400.000	185,000 52,500	2 670.500 1.584,800	779.400 233, 500
	Chic & W. I	L.& C.June	16 17,809	$13,818 \\ 200,332$	410,545	341,434 1,083,793	Mechanics' & Tr. Greenwich	200,000 200,000		$178,000 \\ 18,900$	124,000 217,100	1,021,000 1,030.800	174,000
Q	Cincinnati 8	South June	209,000		1,005,319		Leather Man'f'rs Seventh Ward	600,0C0 300,000	8,126,100	421,500 281,800	166,000 47,400	2,451.000 1,106,600 3,192,400	465,800
e.	Cin. & Sprin	ngf4th wk J' n. & I.4th wk J'	ne 26.097 ne 123,108	23,228 112,172	471, 06 1,995,274		State of N. York. American Exch	800,000	8,465,400	623,100 3,161,000	84,800 490,000	14,152,000	
	Clev. Mt.V.	& Del.3d wk Ju	ne 8,236	8,406 98,297	191,911 2,555,759	200,935 1,966,828	Commerce Broadway	5,000,000		6,891,900 860,600	698,000 211,000	15,850,200 4,272,300	1,076,700 900,000
	DeaM.&Ft.I	lo Gr 4th wk J' Dodge.3d wk Ju	ne 9.333	7,297	145,134	128,991	Mercantile	1,000,000			219,800	6.970.300 2.887.100	360,000
	Det. Lans.	& No May B.City .2d wk Ju	116,005	91,092 18,940	499,233 427,846	463,899 454,014	Pacific Republic	422,700	5.774.00C 8,403,400	601,100 787,900	277,800	3,487.200	1,125,000 45,000
	Restern	February	192,165	175,345 111,812	390,748 953,964	$377.659 \\ 849,471$	Chatham People's	450,000 200,000	1.500,100 3.005,00C	159,00) 371,000	95,000	1.784.200 3.009,600	5,409
	fEast Tenn.	V.& G.June Mar.3d wk Ju	ne 36,135	30,308	856,814	707,183	North America Hanover	700,000 1,000,000	9,051,400	1,279,600	965,300	9,157,300	792,800 429,400
	Gal. Har. &	San A. May k. Wk.end. Apr. 3	80.032	78,616 181,138	3.473.119	3,257,331	Irving Metropolitan	500,000 3,000.000	2,910,700 14,192,000	381.600 6,824,000	253,300 192,000	15,535,000	2,250,000 267,700
	Gr't Wester	n.Wk.end. July	1 94,292	98,801	2,584,058	2,386,408	Citizens' Nassau	600,000	2,246,700 2,816,400	392,800 299,000	57,600	2,616,000	3,900
	Gr'n Bay &	Minn.3d wk Ju St. Jo.4th wk J'	ne 10,921 ne 59,343	4,075 51,046	1,016,394		Market St. Nicholas	500,000 500,000	2.917,406 2.044,100	452,100 322,300	55.400	1,583.700	448,500
3	Houst.E.&V	V.Tex.May xas C.4th wk J'i	11,708	$6,633 \\ 52,850$	52,200 1,734,209	39,286 1,460,833	Shoe & Leather Corn Exchange	500,000	3,960,000 4,270,300	878,000 319,000		2.783,700	450,000
	Illinois Cen.	. (Ill.) . May	499,200	524,739	2,317,113	2,351,561	Continental Oriental	1,000,000 300,000	8,457,600 2,107,400	2,058,000	447,200	2,044,100	763,900
2	Do (] Indiana Bl.	lowa). May & W3d wk Ju	137.670 ne 25.024	$\begin{array}{r} 140,381\\29,454\end{array}$	581,538 558,136	670,738 544,010	Marine Importers' & Tr	400,000	3,729.000 21,623,500	953,000 5,802,400			45,000 1,102,100
5 2	Do Ohi	io Div.3d wk Ju	ne 18,769	15,996 26,314	181,994		Park Mech. Bkg. Ass'n	2,000,000	15.913.200 1,009.400	4,890,000 213,900	812.500	22.662.800	42,000
	Ind. Dec. & Int. & Gt. N	SpMay orth4thwkJ'		33.662	1,148,153	717,552	North River	240,000 250,000	893.200 1,061,200	24.906 113.000	77.500	1,050,000 83H,300	223,000
	lowa Centr	alMay Gulf.3 wks Ma	74,067	$63.577 \\ 51.562$	531,646	419,035	East River Fourth National.	3,200,000	21.519.800	4.59J,500 601,000	773,100		810,000 1,287,000
	Lake Eric &	West.4th wk J'	ne 43.258	31,926	615,596	454,970	Central Nat Second Nation'l.	2,000,000 300,000	9,333,000 3,017.000	585.000	230,000	3,518,000	45,000 583,000
	Louisa. & M	lo. R. April Nashy. 4th wk J'	ne 227,200	30,077 206,300	134,185 5,046,305	140,551 3,749,281	Ninth National First National	750,000 500,000	6,313.200 17,333,000	3.862,600	460 2 10	18,770.600	439,500
	Memp. & Ch	arl4th wk J'i	ne 16,937	$10,681 \\ 3,220$	571,225 108,068	492,498 91,235	Third National N. Y. Nat. Exch	1,000,000 300,000	6,55,600 1.480,500	1,809,700 153,100	99.200	1,128,400	269.000
	Mil.L. Sh.&	& No.3d wk Ju West.4th wk J'	ue 16.049	9,900	240,523	185,469	Bowery National N. York County	250,000 200,000	1,525,100 1,415,200	25.000 32,400	401.800	1,616,100	225,000 180,000
	Minn. & St.	Louis. May & Tex. 3d wk Ju	97,115	59,593	333,196 2,092,293	237,291 1,881,172	Germ'n Americ'n Chase National	750,000	2,695.60 4,359,300	202,100 1,09.),300	90.600 201,600	+ 919.600	91,800
	Missouri Pa	cific .1st wk J'	ne 137,486	$87,924 \\ 117,272$	1,109,523	1.009,124	Fifth Avenue German Exch	100,000 200,000	1,953,900 1,260,700	432,300 17,900		1,396.900	
	Nashy, Ch.d	hioJune St.L.May	164.430	158.839	921,674	880,550	Germania U. S. Nat.		1,242,900 3,243,700	48,000 882,900	114,50 81,200	1.364,600 3,824,900	
	N.Y. Cent. d	k Hud March e & W.April	2,668,250 1.709.057	2,854,835 1.643.151	7,366,426 6,425,520								
	N.Y.& N. E	Engl'd. May	215,271	183,701	1,003,522 1,724,100	861,374 1,470,665	The deviatio	2					
	N. Y. Pa. &	Hart.April Ohio. May	474,375	346,614	2,286,718	2,053,194							
	Norfolk & W	estJune	148,000	329,788	980,402 2,174,579	902,514 1,796,597	Loans and discour	De	c. 675.90	U Circula	tion	Inc.	32,500
	Northern Pa	acific .June	368,276	253,105	1,235.687	934,425	Legal tenders				Var Var	I Other O	loomin
•	Oreg'n R. N	ern3d wk Ju av.Co.May	419,600	327,517	1,395,252	1,191,500	The followin House Banks'	ng are u	ie totals for a serie	or the l	eka naat	rk City (hearing
	Pad & Eliza	betht.3d wkJu uaMay	ne 8.269	7,708 3,417,916	238,112 17,746,402	172,735 16,212,595	Loan					rculation. A	lgg. Olear
	Peoria Dec.	& Ev.3d wk Ju	ne 10,994	9,610	200,401	103,322	1831. \$ Jan. 29310,683	200 63.23	\$ 4 100 17.23	8 7.900 302	\$ 512.300 18	3.330.700 93	5.459.478
	Phila. & Re	ErieMay ading.May	1,688,802	1,457.881			Feb. 5316,092	2,900 67,60 0,100 67,80	03,700 15,94 0.600 15.54	7,500 3)7 8,000 307	097,200 1 924.00 1	5,363,390 104 8,352,300 94	12,395,915 17,812,074
	St.L.Ait.&'I Do (i	rens).4th wk J'	ne 23,703 ne 13,920	11,816	$683,764 \\ 368,544$	309,921		,300 65,84 1,400 58,0	9,600 14.89 4.200 15.04	7.200 307. 3.000 298	718,100 1	5,257,590 110	13,402,823
	St. L. Iron M	It.& S.4th wk J' Fran.4th wk J'	ne 104,392	78,294 48,432	3,329,527 1,461,670		Mar. 5298,485 12298,253 19300,17	5,400 54,89 2,900 55,86	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	89,200 274 8,600 271	,442,600 1 ,639,800 1	$5,448,500\ 124$ $5,466,100\ 102$	1,030,579 30,907,965
	St.P.Minn.	k Man. 3d wk Ju	ne 91,011	55,300	1,824,824	1,372,159	" 2630).62	2,000 57,6	63,900 12,9	34,500 275	.586.500 1	6.630.500 7	74.634.700
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	balances in	n the same, for	r each day	of the pa	st week:		banks for a se	eries of v	veeks pas	t:	3		1
8			Durunante		Balances		Loar 1881. \$	ns Sp	ccie. L. Te	nders. De	posits.* Ci	rculation. A	a
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	A X Reich	marks. 4 73 6	477 M	exicar. dol	lars – 88 nerc'l. – 87	$1_{50} - 89_{12}$	are as follows			5570815 U			
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÷.,	Fine sliver	loons15 50 7	a 1 124 U	. S. trade d	alers. -68 ollars -99	40 - 99%	Apr. 4	70,280,00	5 17,573,9 6 18,663,9		71.480 10	0.145.128	53,810,458 48,057,337
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tion.

ties ought to prove a desirable investment to any who wish to put their money where security is a consideration.

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ND

STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

GENERAL INVESTMENT NEWS.

Atlantic & North Carolina.—The annual meeting of the Atlantic & North Carolina Railroad Company was held at Morehead City, N. C., July 3. The officers reported an increase in gross earnings over the previous fiscal year of 24 per cent. The net earnings for the same period were also largely increased. Propositions to lease the road were submitted by the Wilmington & Weldon Railroad Company and the Midland of North Carolina Railroad. Each offered the same rental and substantially the same terms, but the stockholders, by a vote of 15,585 to 910 shares, directed that a lease be made to the Midland. The committee appointed to receive and report the bids recommended the acceptance of the Midland's offer, as that company proposes to use the Atlantic & North Carolina Railroad as its eastern division. The A & N. C. Road now runs from Beaufort Harbor to Goldsboro, and is ninety-eight miles long. The engineers of the Midland Company are now surveying an airline from Goldsboro to Salisbury, and the entire road will shortly be put under contract.

Bingham Canyon & Camp Floyd.--Messrs. Ludlow & Co., by order of C. W. Schofield and George T. Davis, trustees, sold all the property of the Bingham Canyon & Camp Floyd Railroad Company—a line twenty miles long, extending from Salt Lake County, westerly, into Bingham County—for the sum of \$300,000. The purchaser is C. F. Woerishoeffer.

Buffalo Pittsburg & Western.—The Buffalo Pittsburg & Western Railroad has notified holders of the Oil Creek Railroad bonds due April 1, 1882, the Union & Titusville Railroad bonds due July 2, 1890, and the Pittsburg Titusville & Buffalo Railroad consolidated bonds due February 1, 1896, that it is prepared to exchange them for the Buffalo Pittsburg & Western Railroad consolidated 6s, due April 1, 1921. The exchange will be made dollar for dollar, with an equation of interest; and the privilege of conversion expires August 31.

Chicage St. Louis & New Orleans.—A marked instance of the preference of investors for long-date bonds, well secured, is shown in the success of the Chicago St. Louis & New Orleans Railroad Company in funding its old bonds into seventy-year gold 5s of 1951. This company has already taken up and canceled \$408,000 of eight per cents, \$2,110,000 of seven per cents, and \$7,482,000 of six per cents, by the issue of \$10,000,000 of five per cents, thereby saving \$129,260 per annum in interest charge. The company is now paying par and interest to August 1, 1881, for the valid overdue second mortgage bonds of the Mississippi Central Railroad Company, thus retiring about \$400,000 more of eight per cent debt.

Columbus Chicago & Indiana Central.—A subscriber of the CHRONICLE sends the following for publication:

By the terms of the lease thirty per cent of the gross earnings of the road are to be used and applied—

First, to payment of the interest on \$15,821,000 mortgage bonds.

Second, to payment of the interest on \$10,000,000 income consolidated bonds.

The gross earnings of C. C. & I. C. RR. for the year 1880 were.\$4,795,771 (Increase of \$884.510 over 1879.)

control, as soon as the sale now agreed upon is perfected, the Cincinnati Hamilton & Dayton, the Cleveland Columbus Cincinnati & Indianapolis (known as the Bee Line), the New York Pennsylvania & Ohio, the Columbus & Toledo, the Columbus & Hocking Valley, and the Ohio & West Virginia Railroads, which combination will place in their hands all entrance to Cin-cinnati from the north and east except by way of the Pan Handle and the Baltimore & Ohio, which comes in by the Marietta line. It also gives them a firm grasp on all communication between Detroit and Toledo, and the south and southeast, except by the Ohio Central road. The coal interest, purchased by the syndicate, comprises a majority of the coal mines in the Hocking Valley, and insures complete control of all, as no coal from that region can find any market except by railways named, always excepting such as can be shipped by boats on the Ohio river. Now the Ohio Central Railroad & Coal Company owns the coal fields on the other side of the ridge in which the Hocking mines are found, and, owning which combination will place in their hands all entrance to Cinof the ridge in which the Hocking mines are found, and, owning the coal and the road as well, has been able to under-sell the Hocking Valley men, and in the matter of freight to cut under the roads just sold. The new arrangement gives an entirely different aspect to affairs, for the syndicate owning coal and roads, and having unlimited capital, can force the Ohio Central people to come to their terms and make and sustain such rates as they may impose, or else can under-sell and crush them out. So much for the immediate effect on the coal market. The extensions to be built will not only give greatly increased power to the consolidated companies, but will prove a positive prohibition of the contemplated southeastern extension of the Ohio Central, which has already been decided upon, but which now will probably never be built. This extension was to run to Pomeroy, on the Ohio River, and thence across the mountains to meet and consolidate with the Richmond & Allegheny Railroad now building. It would have been an expensive line to construct, but would have opened the mines of the company to the Richmond and Chesapeake Bay markets; but the new combination has only to build sixty miles, as already mentioned in the Free Press, from Gallipolis, to Charleston, W. Va., to complete a shorter line to Richmond than the one proposed by the Ohio Central; giving, in fact, the shortest practicable route not only from the coal fields, but from Detroit and Toledo, to Richmond, and all the territory tributary to that great city. The distances will be as follows:

	Miles.
Detroit to Toledo	60
Toledo to Columbus	
Columbus to Logan (C. & H. V.)	50
Logan to Gallipolis (O. & W. Va.)	65
Gallipolis to Charleston (extension)	
Charleston to Richmond	
(Tata)	700

It will be observed that in the above table the distance from Detroit to Toledo is placed at sixty miles instead of sixty-five, as it is by existing roads. This is on account of the saving of five miles in getting into Toledo, the depot grounds of the Columbus & Toledo being so situated that the circuit of the city made by the Lake Shore and the Canada Southern roads is avoided, even when their tracks are used after leaving the city. It is possible that the new line to be built will still further shorten the distance."

Denver & Rio Grande—Union Pacific.—Work is to be pushed on the Denver & Rio Grande new short line to Leadville, which will leave the main line at Acequia, Col., eighteen miles south of Denver, and run by Fairplay to South Arkansas, where it will join the present Leadville line. The new line will be somewhat shorter than the Denver South Park & Pacific Road from Denver to Leadville. The Eagle River Branch is now completed and opened for business to Tennessee Pass, nine miles northward from Leadville. The San Juan Division is completed to Arboles, Col., thirty seven miles west of the late terminus at Amargo, 123 miles from Antonita and 402 miles from Denver.

-The Chicago Times states that a war between the Union Pacific and the Denver & Rio Grande Railway Companies is foreshadowed in recent occurrences. Late advices from Denver show that there is open war between these corporations. It is claimed that the tripartite agreement made in March, 1880, between the Union Pacific, Atchison Topeke & Santa Fe and Denver & Rio Grande pledged the three companies to certain stipulations, for the purpose of adjusting controversies in relation to the construction of railroads in Colorado and New Mexico. The Atchison Topeka & Santa Fe agreed not to construct or promote the construction of any railroad west of the line of the Denver & Rio Grande Railroad. The Denver & Rio Grande agreed not to construct any railroad east of its north and south line. The Union Pacific agreed that it would not directly or indirectly construct or promote the construction of any parallel or competing line of railroad from any part of its line or lines to any point in Colorado south of the latitude of Denver on the line of the Kansas Pacific. The Denver & South Park railroad, built by Governor Evans, was, at the time the agreement was ratified, under independent ownership, and was not included in the memoranda. Of course the projected extensions of this road were not affected by the agreement. Since that agreement was entered into, the Union Pacific Company has purchased the Denver & South Park road. The Union Pacific claims the right to push the extensions of the Denver & South Park in all directions. The Denver & Rio Grande claims that, when the Union Pacific purchased the Denver & South Park, and made it a part of its system, the privileges of independent extension granted the latter road

Thirty per would be	cent	of \$1.7	95.771	gross	earnings	for	1880 \$1,438,73	1
Soven ner	cent.	interest	(m \$1)	5 821 0	00 morto	9 UA	bonds 1,107,47	

Thus leaving of the 30 per cent gross earnings for 1880..... \$331,261 —which should be used and applied to payment of interest on the ten million income bonds.

The mortgage provides: "4. Whenever in any year said interest fund is not sufficient to pay in full the interest and dividends aforesaid on said outstanding convertible bonds and said preferred stock, the said interest fund shall be apportioned ratably on all of said bonds and stock, and the balance of said interest and dividends unpaid shall stand as a charge upon and to be paid without interest out of an interest fund accruing in any subsequent year."

Columbus & Toledo—Columbus & Hocking Valley—Ohio & West Virginia.—The Detroit *Free Press* says: "The more the question of the purchase of the Hocking Valley system of roads by the Cleveland syndicate is looked into, the greater its magnitude becomes evident. Its scope is far greater than a mere railroad consolidation, and it has very much the appearance of the birth of a coal monopoly rivaling in importance and power the standard oil monopoly, and only second to it because the coal fields of this continent are larger and more scattered than the oil-producing regions, and therefore more difficult to bring under one management. This syndicate will

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were surrendered under the agreement. The Denver & Rio Grande says the Denver & South Park must be restrained by the stipulations of the agreements, or the alternative of a free fight will be accepted. The war took definite shape in the joint occupation, last week, of a located route between Como and Breckenridge. The Denver & Rio Grande force proved too numerous for the Union Pacific graders and the latter were forced to retire. Now the Denver & Rio Grande Company has commenced the construction of a line through Platte Canyon, parallel to the Denver & South Park, by which it hopes to whipsaw the Union Pacific on Leadville business. It also threatens to construct a competing line to Georgetown, Central and Cheyenne. It even threatens a coalition with the Denver Utah & Pacific, which is pushing into the Union Pacific territory.

Grand Rapids & Indiana.—A dispatch to the Chicago Tribune from Grand Rapids, Mich., June 29, said : "William Shaw and J. N. McCullough, of Pittsburg, bondholders of the Grand Rapids & Indiana Railroad, filed a petition in the Circuit Grand Rapids & Indiana Ranroad, med a perition in the Orient Court here for the appointment of a Trustee of the land-grant bonds in place of Thomas A. Scott, deceased, the associate of Gen. George W. Cass appearing by M. J. Smiley, Esq. D. Darwin Hughes, of this city, appeared for the Pennsylvania road, the Pennsylvania Company, the Grand Rapids & Indiana Company, and the Continental Improvement Company, and field an intervening metition asking the same thing, both filed an intervening petition, asking the same thing, both nominating Edmund Smith, Second Vice-President of the Penn-sylvania Railroad, as such trustee. Samuel J. Tilden, Clarkson N. Potter, and others, of New York, holders of over \$600,000 of bonds, appeared by Clair, Kingsley & Klenhaus, of this city, and filed a bill in chancery; also asking the appointment of a trustee, but objecting to the appointment of any one interested in the Pennsylvania Railroad, which now practically controls the Grand Rapids & Indiana, and is guarantor of its \$7,000,000 of bonds. They also affirmed that such an appointment could not be made on petition, but must be made on a bill in chancery. It is surmised that they fear a foreclosure on the bonds, as the Pennsylvania Road holds \$2,000,000 of past-due coupons, and thus a depreciation of their investment, which is now considerably above par. Judge Hoyt decided to-day that he could and would appoint under the petitions, but would hold the matter open twenty days to give other bondholders a chance to be heard."

Gulf Colorado & Santa Fe.—The Fort Worth branch of the Gulf Colorado & Santa Fe road has been completed 50 miles from Temple, Texas, and is proceeding at the rate of a mile per day.

Kentucky Central.—The directors of the Kentucky Central Railroad, recently purchased by Mr. C. P. Huntington, met in Covington, Ky., June 27, and decided to extend the road from Paris, instead of Lexington, to Knoxville, Tenn. Work will be commenced upon the road as soon as the right of way is voted.

Louisiana & Missouri River.—The following is a report of the gross earnings of this road for the first four months of this year, compared with the two preceding years:

January February March April	35,694	$1880. \\ \$31,477 \\ 34,451 \\ 44,543 \\ 30,077$	$1879. \\ \$16.613 \\ 15.855 \\ 22.845 \\ 20,535 \\ \end{cases}$	
-	\$134,186	\$140,551	\$75,848	

Louisville & Nashville.—The following is a statement of the operations of the Louisville & Nashville Railroad Company

	for the year ended June 30, 1881-June being estima	tea:
	Gross earnings, 1.840 miles. Operating expenses (62.67 per cent)	\$10,910,039
	Net earnings from traffic Income from investments	\$4,072,441 261,629
	Total	\$4,334,070
	Total	3,070,363
	Balance applicable to dividends. Dividends for the year (Feb. & Aug. each 3 per cent)	\$1,263,706 1,087,800
•	Surplus for the current year Surplus from last year	\$175,906 228,382

Metropolitan Elevated Railroad Company, and in the other the plaintiff is George S. Lespinasse, who sues as a bondholder of the New York Elevated Railroad Company. The allegations are the same in each action, it being claimed that payment of dividends by the Manhattan Company will endanger the rights of the bondholders of the two elevated railroad companies. The motion in the Weiler suit was adjourned by mutual consent to July 21. In the other suit Mr. Thomas Thacher, who appeared for the plaintiff, asked for a brief adjournment, stating that he had just come into the case and had not had time to prepare for the argument. Mr. David Dudley Field opposed the application, saying he had come 150 miles to argue the motion, in response to the order to show cause, and insisted that the hearing should proceed, as his client was delayed in the receipt of \$4.500 every hour the injunction was continued.

Judge Larremore finally adjourned the hearing until Friday, and then it was put over to July 21.

The motion to continue the injunction in the suit brought in the Superior Court by the New York Elevated Railroad Company against the Manhattan Railway Company was adjourned to the 15th.

—An application was made to Judge Cullen, in the Supreme Court, Chambers, on Thursday, for leave to discontinue the suit begun by the Attorney-General on May 18, for the dissolution of the Manhattan Railway Company. A new suit upon the same grounds has been begun in the Albany district, and the Manhattan Railway Company is ordered to show cause, at the Supreme Court in Kingston, on the 13th inst., why a Receiver should not be appointed. It is also restrained from disposing of any of its property or assets.

of any of its property or assets. —At the Metropolitan Railway election of directors, a compromise ticket was elected, as follows: Jay Gould, Russell Sage, Sidney Dillon, William R. Garrison, Jose F. Navarro, Sylvester H. Kneeland, Joseph S. Stout, G. M. Dodge, Horace Porter, Washington E. Conner and Samuel Sloan. Of this number only Messrs. Garrison, Navarro and Porter were members of the old board.

Mansfield Coldwater & Lake Michigan.—At Toledo, O., June 29, in the case of Swan, Rose & Co., vs. the Mansfield Coldwater & Lake Michigan Railroad Company the jury brought in a verdict for \$354,584 in favor of the plaintiffs. The action was brought by the plaintiffs, who are railroad contractors, to recover some \$400,000, the cost of construction of the road. On a previous trial they obtained a verdict for \$200,000.

Marquette Houghton & Ontonagon.—This company issues the following circular:

Boston, June 28, 1881

To the Stockholders: An association being about to be formed under the laws of the State of Michigan (No. 191, 1877), with a capital stock of \$2,600,000, to be paid in in cash, to which will be conveyed all the lands of this company not already sold, leased or otherwise encumbered, or required for operating the road, at a meeting of directors of this company, held this day, it was voted—

That in accordance with the provisions of the circular of May 19, 1881, the privilege of subscribing to 6,000 shares in said association, of the par value of \$600,000, be offered to stockholders of record, of both common and preferred stock, at the close of business of May 21, 1881. The holders of every fifteen shares of stock in the Marquette Houghton & Ontonagon Railroad Company will be entitled to subscribe for two shares in the new association (\$100 each) at par, the subscription to be payable at such date or dates as may be determined by the officers thereof. The privilege of subscribing will remain open until July 16, 1881. Blanks for subscription and assignment of right to subscribe are annexed, which should be addressed to the undersigned. J. L. STACKPOLE, Treasurer.

Missouri Kansas & Texas-International Railway Improvement Co.-Subscribers to the capital stock of the International Railway Improvement Company are notified that on payment to the Treasurer of the fourth instalment, due July 5, they will receive a dividend of ten per cent of the amount of their subscriptions in the consolidated mortgage bonds of the M. K. & T. Railway Company, the delivery of which will be indorsed upon their certificates of subscription.

New York Housatonic & Northern.—Judge Gilbert, of the Supreme Court, Brooklyn, has denied, with costs, the motion to vacate the sale of the New York Housatonic & Northern Railroad.

Surplus forward to next year's income account.....

Louisville & Nashville—Louisville Cincinnati & Lexington.—The Louisville & Nashville Railroad Company completed on Thursday the purchase of the Louisville Cincinnati & Lexington road. The road is 175 miles long, and all but four miles are laid with steel rails. It extends from Louisville to Cincinnati, where connection is made with the Pennsylvania Central. This connection gives a through line under one management from Cincinnati to New Orleans. The equipments of the road are first-class, and it has a fine local traffic and a branch from Louisville to Frankfort and Lexington, from whence, when the Lexington & Big Sandy is finished, there will be a through and direct line from Louisville to the seaboard by the Chesepeake & Ohio.

\$404,289

Manhattan Elevated—Metropolitan—New York.—The motions to continue the temporary injunctions in the two suits brought in the Court of Common Pleas against the Manhattan Railway Company, to restrain the payment by that company of the dividends due as rental under the tripartite lease agreement, came up before Judge Larremore on Wednesday. In one suit the plaintiff is F. M. Weiler, who sues as a bondholder of the

New York Lackawanna & Western.—Work on this road is vigorously prosecuted on the different sections. The first track is laid from Binghamton, N. Y., the junction with the Delaware Lackawanna & Western, westward to Owego, 22 miles. This section is parallel and close to the Erie road. For nearly two hundred miles this road will run in close proximity to the Erie, and will doubtless be a powerful competitor for its business.

New York West Shore & Chicago.—Of this road, now in progress, it was lately reported : "The contract for the construction between Weehawken & Middletown, a distance of sixty-five miles, has been awarded. The remainder of the unfinished line between Middletown and a point thirteen miles west of Schnectady will be under contract within ten days. Three tunnels are now under process of building. The one at Weehawken will be finished in twelve months, the one at Haverstraw in about the same time, and the one at West Point will be completed as early as September. From a point thirteen miles west of Schenectady, to Oneida Creek, a distance of ninety miles, the work is already under contract. The new

line runs near the Central at Canastota and hugs the Erie Canal closely as far as Utica. It extends north on the west shore of the Hudson River, touching a great number of large and flourishing cities and villages. It will run west on the south shore of the Mohawk River. touching a large number of flourishing villages and towns. The new line will touch Rome or Rochester; at least the main line will not pass through those cities. The road will pass through Rush, a little place near Rochester. It will touch Batavia and then run straight to Buffalo. It will be double track all the way, both tracks being built at the same time.'

North & West Branch.-At Bloomsburg, Pa., July 6, the North & West Branch Railroad was sold at sheriff's sale to Charles Parrish, of New York, for \$700,000. The road is almost graded from Catawissa to Nanticoke. A new company is to be organized at once and the road completed. This will make a rail outlet from the mines of the Pennsylvania Railroad at Nanticoke.

Ohio Central--Richmond & Alleghany.-Notice is given that subscriptions for \$5,000,000 for the construction of the "River Division," and for other purposes, have been allotted as follows:

Holders of R. & A. R. R. Co. stock trust certificates will be entitled to subscribe for \$4,000 for each 100 shares held, if privilege is taken on or before July 16, 1881, and Ohio Central stockholders will be entitled to subscribe for \$2,000 for each 100 shares held, if privilege is taken on or before same date, by presentation of their certificates to E. R. Leland, Secretary of Richmond & Alleghany R. R. Co., No. 2 Wall Street, that such certificates may be stamped "ex-privilege" (transfer unneces-sary), accompanied by check for first call of 10 per cent, pay-able to the order of Metropolitan National Bank. The re-mainder of subscription will be subject to call of syndicate committee. Subscription certificates will be issued entitling subscribers to a pro rata share of such securities as may be issued by subsequent agreement of the committee and railroad company, and also the right to pro rata share of the subscription for the construction of the Central Division when offered.

-Track is laid on the Richmond & Alleghany from Richmond to Lynchburg, 144 miles, and to complete the main line there remains 29 miles from Lynchburg to North River. To complete the connection of the ends of the road the proposed Atlantic & Northwestern road will have to be built from Williamson, Va., across West Virginia to the Ohio River, where the connection with the Ohio Central will be made; an extension of the Central to the River will also have to be built.

Oregon Railway & Navigation Co.—Oregon & Transcontinental Co.-The following is the full text of the circular dated June 25:

To subscribers to the purchasing syndicate or the holders of its certificates: Referring to my former communications, and to the report of Messrs. Endicott, Pullman & Woeishoffer to you, I beg to inform you— 1. That a corporation has been organized under the laws of the State of Oregon, and with the name and title of the Oregon & Transcon-tinental Company, with a capital of \$50,000,000, in 500,000 shares of \$100 each, of which, however, only \$30,000,000, or 300,000 shares of

The objects of this new company have been fully explained at the conference just held at my office, where any further desired explana-tions will be gladly given by me.

2. That by virtue of the authority given under the terms of subscrip-2. That by virtue of the authority given under the terms of subscrip-tion to the purchasing syndicate, a contract has been entered into with said company for the acquisition of the securities belonging to the pur-chasing syndicate. In pursuance of this contract, the holder of each purchasing syndicate receipt for \$10,000, or his transferee, is entitled to one hundred and twenty two and one-half full paid shares of the capital stock of said company. Two and one-half shares represent five months' interest on the face of the receipt. 3. That in order to provide the means of liquidating the deficiency arising from the difference between the cost of the securities purchased for the purchasing syndicate and the \$\$,000,000 actually paid in, the bolder of each purchasing syndicate receipt for \$10,000, or his trans-

holder of each purchasing syndicate receipt for \$10,000, or his trans-feree, has the prior right and is invited to subscribe \$12,500, úpon pay-ment whereof in the manner herein provided, he will be entitled to receive one hundred and fifty shares of like stock; this representing the proportionate amount of such deficiency. The right to subscribe expires

Both as an original subscriber to the purchasing syndicate, and as a subscriber for the additional amount last named, you are entitled to a proportionate interest in the profits to arise from the acquisition of the stocks and bonds of various railroad corporations subsidiary to the Northern Pacific Railroad Company, to the Oregon Railway & Naviga-tion Company, and to the Oregon & California Railroad Company. in Minnesota, Dakota, Montana, Washington Territory, Oregon and Cali-fornia. You will be informed hereafter, by circular, of the precise nature and extent of these profits. and extent of these profits. A cash payment of only 15 per cent of the said amount will be required on July 6. The remaining 85 per cent will be called as follows: 10 per cent August 1, 10 per cent September 1, 10 per cent October 1, 15 per cent December 1, 20 per cent February 1, and 20 per cent April 1. Temporary certificates, signed by myself and countersigned by the Farmers' Loan & Trust Company, representing the shares and rights to which you are entitled under the foregoing, will be delivered on and after July 1 upon surrender of the purchasing syndicate receipts now held by you. Regular stock certificates will be delivered as soon as they can be fur-nished by the American Bank Note Company. Separate receipts in the usual form will be given for the first two instalments as paid; full-paid stock certificates for all subsequent instalments as paid, and full-paid stock certificates for the first two instalments on final payment. H. VILLARD. Panama Railroad.-When the contract was made for the purchase of the stock of the Panama RR. Co. at 250 by the Lesseps Panama Canal Company, it was stipulated that upon the payment of the first instalment of purchase money the Lesseps people should be entitled to five seats in the board of directors of the Railroad Company. Yesterday the following gentlemen were elected to the Panama board to represent the Interoceanic seven miles in length.-N. Y. World.

FRASER stlouisfed.org Canal Commission : The Hon. Richard W. Thompson, ex-Secretary of the Navy and Chairman of the American Committee of the Canal Company, and Messrs. Jesse Seligman, of J. & W. Seligman & Co.; E. P. Fabbri, of Drexel, Morgan & Co.; John W. Ellis, of Winslow, Lanier & Co., and T. J. de Sabla, Vice-President of the Mexican Telegraph Company. Places were provided for the new directors by the resignations of Messrs. Samuel C. Thompson, Charles D. Leverich, George A. Hoyt and Christopher Meyer. A vacancy already existed, caused by the death of John R. Marshall. When the second instalment due the railroad company is paid, the canal company will. secure one more member on the Panama board, making six representatives of M. de Lesseps and seven of the railroad company. The control of the railroad company will not be absolutely surrendered until the last instalment of the purchase money is paid. The Panama Railroad Company has sold its surplus assets to the Lesseps interest at the rate of 40 per cent of the capital stock, or \$2,800,000. Part of the purchase has been paid and a dividend of 24.26 per share to the Panama stock-holders has been declared, payable on August 1. Yesterday the remainder of the purchase-15.74 per cent-was placed in trust with the United States Trust Company. This money will be paid, not in the shape of a present dividend, but upon the surrender of Panama stock under the contract made with the Lesseps Company by Trenor W. Park and his associates .-American Exchange, July 8.

Shenandoah Valley.-The Philadelphia North American of July 2 says : "This company has just completed arrangements for borrowing all the additional funds required to finish the work of construction, at the rate of 6 per cent, and in the form of a mortgage of \$25,000 to the mile upon the whole main line from Hagerstown, Md., to Roanoke, Va., on the Norfolk & Western. As soon as it was known among the friends of the company that it was ready for the money, it was announced in a prospectus issued to a private and limited circle of capitalists, and the entire amount was offered in a short time. Of course it has been known ever since the reorganization of April 5 last that they would put a general mortgage upon the road to the extent of \$25,000 a mile, and the investors were familiar with the object and nature of the loan, and only awaited the announcement that the company was ready to take the steps authorized by the stockolders at the Luray meeting. This announcement was made in the prospectus referred to, which was issued on Thursday last, and by the close of business yesterday the whole amount of the loan had been taken. The execution of this mortgage of course involves the consolidation of the first mortgage of \$15,000 a mile, on 142.6 miles now completed and in operation between Hagerstown and Waynesboro, the total of which is \$2,139,000, at 7 per cent interest, and the second or income mortgage of \$10,000 a mile, or \$1,426,000 at the same rate of interest, with \$2,399,750, or \$22,000 a mile, on the 95³/₄ miles of road now in process of construction between Waynesboro and Roanoke, making the total amount of the new loan \$5,958,750 so far as the main line is concerned. It is contemplated, however, to build several branches to mineral regions, and the company have made arrangements for borrowing any further amount that may be necessary when such work is to begin, to the extent of about \$1,500,000 more. The new mortgage is not to be issued for some time yet, probably not until it is decided what branches should be constructed first. The work of construction is proceeding rapidly along the whole route from Waynesboro to Roanoke.

Texas & Pacific.-- A dispatch from El Paso, July 1, said : "The construction of the Texas & Pacific Railway from this point east is progressing rapidly. The company has already completed the entire grading for one hundred miles, meeting the grading parties advancing westward from the end of track. The company has also secured large depot grounds in this place. The bridge across the Rio Grande into Mexico is nearly completed. It is confidently expected that the Texas & Pacific Road will be in operation through to this point by the 1st of June next. During the month of June forty-five miles of track were laid on the Rio Grande extension of the Texas & Pacific Railway. The end of the track is now 316 miles west of Fort Worth, and the road is pushing forward at the rate of

two miles a day.

-The directors of this company have directed the issue of scrip, in accordance with the terms of the mortgage, for twelve months interest at the rate of seven per cent per annum to July 1, 1881, on the income and land grant bonds of the company. This scrip will be issued to the holders of bonds as registered on the books at the close of business on June 30, 1881, and will be deliverable on and after July 11 following, at the general office of the company, Western Union Building, New York.

Toledo Cincinnati & St. Louis.-This narrow-gauge road is now being extended as a short line from Toledo to St. Louis. and will be, as reported, about twenty-seven miles shorter than the Wabash Road. One and a-half miles of track are being laid daily, and it is expected that the road will be completed by January 1, 1882.

Wabash St. Louis & Pacific-Peoria Pekin & Jacksonville. -On July 15 the Wabash Company will take possession as owner of the Peoria Pekin & Jacksonville Railroad, eighty-three miles in length. On August 1 the Wabash Company will take possession of the Indianapolis Peru & Chicago Railroad, 161 miles long. About the same date this company will assume control and operation of the Springfield & Northwestern, forty-

JULY 9, 1381.]

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THE CHRONICLE.

The Commercial Times.

COMMERCIAL EPITOME. FRIDAY NIGHT, JULY 8, 1881.

The whole country received a most painful shock on Saturday, from an attempt upon the life of the President of the United States. His condition at this writing is hopeful, but he is still in great danger. This event, the anxiety it occasioned, the intervention of the Fourth of July, and the intense heat, have proved serious obstacles to business, and little can be said of the progress of mercantile affairs. No important changes in values have occurred.

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

UT demotion	1881.	1 1881.	1000
			1880.
	July 1.	June 1.	July 1.
Porkbbls.	17,248	21,561	54,467
Beeftcs. and bbls.	628	1,802	4,977
Lardtcs.	59,477	38,193	62,630
Tobacco, foreignbales.	. 20,006	23,199	27,817
Tobacco, domestichhds.	41,797	36,633	37,128
Coffee, Riobags.	116,475	103.049	155,050
Coffee, otherbags.	78,500	80,657	83,608
Coffee, Java, &cmats.	108,080	136,051	194,000
Sugarhhds.	92,218	51,452	139,315
Sugarboxes.	6,891	6,844	9,665
Sugarbags, &c.	972,000	980,062	987,400
Meladohhds.	272	294	6.289
Molasses, foreignhhds.	2,737	2,947	4,592
Molasses, domesticbbls.	2,500	3,800	3,500
HidesNo.	257,400	44,420	270,800
Cottonbales.	150,015	171,270	129,089
Rosinbbls	27,730	38,298	22,575
Spirits turpentinebbls.	2,498	855	1,295
Tarbbls.	491	1,292	623
Rice, E. Ibags.	8,000	5,600	6,440
Rice, domesticbbls. and tcs.	4,000	6,800	5,912
Linsecdbags.	98,900	96,500	38,125
Baltpetrebags.	9,800	10,500	14,700
Jutebales	1,950	1,300	4,930
Jute batts	37,300	51,350	64.650
Kanila hempbales.	4,216	1,200	28,586

While pork has shown considerable firmness, with renewed speculative interest, lard has been irregular at times, though latterly the course of prices has been advanced by the anxiety of a liberal "short" interest to cover contracts. To-day pork was strong at \$16 62½ for old mess on the spot, and new was sold at \$17 50; July options were quoted at \$17@\$17 25; August sold at \$17 20; September quoted at \$17@\$17 50, bid and asked Lard was easier to-day; new prime western sold on the spot at 11.80@11.85c.; July options at 12.121/2@12.10c.; August at 11.90@11.82%c., closing at 11.85c.; September, 11.52%@11.47%c.; October, 11.42%@11.37%c.; November, 10.87%c.; seller year, 11.57%@11.55c.; refined to the Continent, 12.10c.; do. to South America, 12.25c. Bacon was firm at 9@9%c. for long clear here, and 8.85c. for half-and-half in the West. Cut meats, beef and beef hams remained steady and quiet. Butter has had a better export sale at steady rates. Cheese has advanced to $8\frac{3}{4}$ @10¹/₄c. for fair to choice factory, with fair sales. Tallow continues active at $6\frac{3}{4}$ @6%c. for prime. Stearine is nominal at 14½c.

Rio coffee has remained very quiet at the quotations of last week; Maracaibo has sold fairly at firmer prices, the quotations latterly being 10½@13½c.; other mild grades have been very quiet. Spices have been in good demand and firm. Tea has been quiet but steady. Molasses has been dull and, to a great extent, nominal. Raw sugar has been dull and entirely nominal at 7%@8c. for fair to good refining. Refined sugar has sold fairly, but at lower prices. Crushed and powered closed at 10½c. and granulated at 10¹/₈c.

Kentucky tobacco has been very quiet this week, and sales are limited to 300 hhds., of which 200 for export and 100 for home consumption. Prices, however, are firm; lugs, 4½@6½c., and leaf, 6@13c. Seed leaf has also been comparatively dull, and sales for the week are only 1,370 cases, as follows:-630 cases 1880 crop, Pennsylvania, assorted lots, 12½@18c.; 100 cases 1879 crop, Pennsylvania, from fillers to selections, 7@40c.; 200 cases 1880 crop, New England seconds, 10@12c.; 300 cases 1880 crop, Ohio assorted, 5¾@6c.; 40 cases 1879 crop, Ohio, 10c., and 100 cases sundries, 9@18c. Spanish tobacco has been unusu-ally dull. Sales 400 bales Havana fillers at from 82½c to \$1.20 ally dull. Sales 400 bales Havana fillers at from 82½c. to \$1 20. Naval stores close quiet after a fair export business in rosins; strained to good strained quoted \$2 05@\$2 10. Spirits turpentine is more freely offered, and closed at 42c. in yard. Petroleum continues quiet but steady at 8c. for refined for export. Crude certificates at the close were firmer at 78% c. bid, after selling at 78%. Ingot copper has been active for future delivery; the sales aggregate 25,000,000 lbs. Lake at 16c. for all 1881. Lead has been active and closed higher at $4\frac{1}{2}@45\%$ c. for common domestic. Steel rails firm at \$56@\$60. Old iron rails sold to the extent of 10,000 tons at \$25 50 ex store, and \$27 for double heads. Wool remains firm, though less active. Hops steady and in moderate sale for consumption. Ocean freight room has been more liberally taken, and rates at the close were firmer, with a materially reduced supply of tonnage. The engagements were: Grain to Liverpool, by steam, 4½d. standard bushel, and 5d., 60 lbs.; bacon, 15s.; cheese, 20s.; flour, 12s. 6d.; grain to London, by steam, quoted 6d.; bacon, 20s.; cheese, 25s.; grain to Cardiff, by steam, 5¼d.; do. to Leith, by steam, 6¼d.; do. to Glasgow, by steam, quoted at 4½@5d.; do. to Cork, for orders, taken at 4s. 6d.@4s. 7½d.@4s. 9d.; do. by steamer to do., 5s.; do to Lisbon, 12c. per bushel; crude petroleum to Bremen, 3s.; refined do. to do., 3s.; do. to Liverpool, 3s. 3d.; do. to Stettin, 4s.; do. to Hamburg, 3s. 4d.; do. to Helsingfors, 3s. 10¹/2d.

COTTON.

FRIDAY, P. M., July 8, 1881.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (July 8), the total receipts have reached 19,163 bales, against 20,662 bales last week. 23,476 bales the previous week and 28,218 bales three weeks since; making the total receipts since the 1st of September, 1880, 5.703.846 bales, against 4.856,204 bales for the same period of 1879-80, showing an increase since September 1, 1880, of 847,642 bales.

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	502	152	481	290	724	312	2,461
Indianola, &c.			••••			53	53
New Orleans	710	839	1,025	957	785	553	4,369
Mobile	2	157	. 99		212	5 31	501
Florida		·					
Savannah	210	289	42	35	161	482	1,219
Brunsw'k, &c.							
Charleston	133	100	103	324	189	224	1,073
Pt. Royal, &c.							
Wilmington	28		17	50	4	27	126
Moreh'd C.,&c			·			44	44
Norfolk	123	222	510	480	995	780	3,110
City Point, &c.						315	315
New York	439			551		40	1,000
Boston	467		209	1,072	655	815	3,218
Baltimore	87	4		16			107
Philadelp'a, &c.			369	228	155	285	1,037
Totals this week	2,701	1,763	2,835	4,003	3,880	3,961	19,163

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1880, and the stocks to-night and the same items for the corresponding periods of last year.

Penninto to	188	80-81.	187	79-80.	SI	Slock.		
Receipts to July 8.	This Wcek.	Since Sep. 1, 1880.	This Week.	Since Sep. 1, 1879.	1881.	1880.		
Galveston	2,461	661,200	1,129	462,504	27,775	5,526		
Indianola, &c	53	15,263	5	7,725				
New Orleans	4,869	1,559,754	2,365	1,474,387	100,894	64,775		
Mobile	501	381,564	740	352,110	9,519	6,503		
Florida		20,359		20,141	5,086			
Savannah	1,219	860,313	544	721,911	6,048	5,146		
Brunswick, &c.		4,855	·	3,643				
Charleston	1,073	617,176	707	448,715	3,864	2,083		
Port Royal, &c.		49,972		30,622	49	1		
Wilmington	126	117,233	55	76,079	867	1,124		
M'head City,&c	44	30,429	11	26,963				
Norfolk	3,110	706,328	1,590	572,281	8,494	14,472		
City Point, &c.	315	210,549	621	154,473				
New York	1,030	171,134	1,156	211,733	154,105	119,715		
Boston	3,218	174,034	3,228	224,745	9,890	11,537		
Baltimore	107	49,294	1,067	18,690	4,395	6,179		
Philadelphia, &c.	1,037	74,339	819	49,482	7,097	9,800		
Total	19,163	5,703,846	14,070	4,356,204	338.083	246,860		

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at-	1831.	1880.	1879.	1878.	1877.	1876.
Galvest'n,&c.	2,514	1,184	729	549	397	324
New Orleans.	4,869	2,365	656	1,175	1,243	2,364
Mobile	501	740	149	313	109	205
Savannah	1,219	544	350	903	639	381
Charl'st'n, &c	1,073	707	66	194	365	708
Wilm'gt'n, &c	170	66	39	439	173	108
Norfolk, &c	3,425	2,214	486	679	417	593
All others	5,392	6,300	557	1,035	1,011	1,319
Tot.this w'k.	19,163	14,070	3,032	5,237	4,404	6,005
Since Sent 1	5703 916	1856 204	4427 572	1248 551	3949 169	4070 775

Since Sept. 1. 5703.846 4856, 204 4427, 572 4248, 551 3949, 162 4070, 775

Galveston includes Indianola; Charleston includes Port Royal, &c; Wilmington includes Morchead City, &c.; Norfolk includes City Point, &c. The exports for the week ending this evening reach a total 26,584 bales, of which 16,786 were to Great Britain, 8,464 to

France and 1,334 to rest of the Continent, while the stocks as made up this evening are now 338,083 bales. Below are the exports for the week and since September, 1, 1880.

Exports	W	eek End Export		y 8.	From Sept. 1, 1880, to July 8, 1881. Exported to-			
from—	Great Brit'n•	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total
Galveston		1,901		1,901	308,808	53,029	107,930	469,767
New Orleans	8,456	6,063	784	15,303	877.102	329,528	352,691	1,559,324
Mobile					80,536	21,774	7,419	112,729
Florida								
Savannah	2,017		·	2,017	2:0,015	37,866	269,914	507,795
Charleston *					198,428	61,910	215,793	476,131
Wilmington					57,148	1,444	11,222	69,812
Norfolk					312,240	2,850	9,922	325,012
New York	1,'44	500	259	1,8 4	374,238	37,254	104,263	315,755
Boston	1,231			1,231	\$ 109,470		2	109,472
Baltimore	1,738		300	2,038	111,607		30,520	142,127
Philadelp'a,&c	2,200			2,200	67,591		102	67,693
Total	16,756	8,464	1,834	26,584	2,697,181	548,655	1,109,781	4,353,617
Total 1879-80	21,234	8,503	6,166	35,903	2,501,575	370,073	847,032	3,718,620

*Includes exports from Port Royal &c

line runs near the Central at Canastota and hugs the Erie Canal closely as far as Utica. It extends north on the west shore of the Hudson River, touching a great number of large and flourishing cities and villages. It will run west on the south shore of the Mohawk River. touching a large number of flourishing villages and towns. The new line will touch Rome or Rochester; at least the main line will not pass through those cities. The road will pass through Rush, a little place near **Rochester**. It will touch Batavia and then run straight to Buffalo. It will be double track all the way, both tracks being built at the same time.'

North & West Branch.-At Bloomsburg, Pa., July 6, the North & West Branch Railroad was sold at sheriff's sale to Charles Parrish, of New York, for \$700,000. The road is almost graded from Catawissa to Nanticoke. A new company is to be organized at once and the road completed. This will make a rail outlet from the mines of the Pennsylvania Railroad at Nanticoke.

Ohio Central--Richmond & Alleghany.-Notice is given that subscriptions for \$5,000,000 for the construction of the "River Division," and for other purposes, have been allotted as follows:

Holders of R. & A. R. R. Co. stock trust certificates will be entitled to subscribe for \$4,000 for each 100 shares held, if privilege is taken on or before July 16, 1881, and Ohio Central stockholders will be entitled to subscribe for \$2,000 for each 100 shares held, if privilege is taken on or before same date, by presentation of their certificates to E. R. Leland, Secretary of Richmond & Alleghany R. R. Co., No. 2 Wall Street, that such certificates may be stamped "ex-privilege" (transfer unneces-sary), accompanied by check for first call of 10 per cent, payable to the order of Metropolitan National Bank. The remainder of subscription will be subject to call of syndicate committee. Subscription certificates will be issued entitling subscribers to a pro rata share of such securities as may be issued by subsequent agreement of the committee and railroad company, and also the right to pro rata share of the subscription for the construction of the Central Division when offered.

-Track is laid on the Richmond & Alleghany from Richmond to Lynchburg, 144 miles, and to complete the main line there remains 29 miles from Lynchburg to North River. To complete the connection of the ends of the road the proposed Atlantic & Northwestern road will have to be built from Williamson, Va., across West Virginia to the Ohio River, where the connection with the Ohio Central will be made; an extension of the Central to the River will also have to be built.

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Both as an original subscriber to the purchasing syndicate, and as a subscriber for the additional amount last named, you are entitled to a proportionate interest in the profits to arise from the acquisition of the stocks and bonds of various railroad corporations subsidiary to the Northern Pacific Railroad Company, to the Oregon Railway & Naviga-tion Company, and to the Oregon & California Railroad Company, in Minnesota, Dakota, Montana, Washington Territory, Oregon and California. You will be informed hereafter, by circular, of the precise nature and extent of these profits. A cash payment of only 15 per cent of the said amount will be required on July 6. The remaining 85 per cent will be called as follows: 10 per cent August 1, 10 per cent September 1, 10 per cent October 1, 15 per cent December 1, 20 per cent February 1, and 20 per cent April 1. Temporary certificates, signed by myself and countersigned by the Farmers' Loan & Trust Company, representing the shares and rights to which you are entitled under the foregoing, will be delivered on and after July 1 upon surrender of the purchasing syndicate receipts now held by you. Regular stock certificates will be delivered as soon as they can be furnished by the American Bank Note Company. Beparate receipts in the usual form will be given for the first two instalments as paid; full-paid stock certificates for all subsequent instalments on first neuronal stock certificates for the first two instalments on final payment. H. VILLARD. Panama Railroad.-When the contract was made for the purchase of the stock of the Panama RR. Co. at 250 by the Lesseps Panama Canal Company, it was stipulated that upon the payment of the first instalment of purchase money the Lesseps people should be entitled to five seats in the board of directors of the Railroad Company. Yesterday the following gentlemen were elected to the Panama board to represent the Interoceanic seven miles in length. -N. Y. World.

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Canal Commission : The Hon. Richard W. Thompson, ex-Secretary of the Navy and Chairman of the American Committee of the Canal Company, and Messrs. Jesse Seligman, of J. & W. Seligman & Co.; E. P. Fabbri, of Drexel, Morgan & Co.; John W. Ellis, of Winslow, Lanier & Co., and T. J. de Sabla, Vice-President of the Mexican Telegraph Company. Places were provided for the new directors by the resignations of Messrs. Samuel C. Thompson, Charles D. Leverich, George A. Hoyt and Christopher Meyer. A vacancy already existed, caused by the death of John R. Marshall. When the second instalment due the railroad company is paid, the canal company will secure one more member on the Panama board, making six representatives of M. de Lesseps and seven of the railroad company. The control of the railroad company will not be absolutely surrendered until the last instalment of the purchase money is paid. The Panama Railroad Company has sold its surplus assets to the Lesseps interest at the rate of 40 per cent of the capital stock, or \$2,800,000. Part of the purchase has been paid and a dividend of 24 26 per share to the Panama stock-holders has been declared, payable on August 1. Yesterday the remainder of the purchase-15.74 per cent-was placed in trust with the United States Trust Company. This money will be paid, not in the shape of a present dividend, but upon the surrender of Panama stock under the contract made with the Lesseps Company by Trenor W. Park and his associates.— American Exchange, July 8.

Shenandoah Valley.-The Philadelphia North American of July 2 says : "This company has just completed arrangements for borrowing all the additional funds required to finish the work of construction, at the rate of 6 per cent, and in the form of a mortgage of \$25,000 to the mile upon the whole main line from Hagerstown, Md., to Roanoke, Va., on the Norfolk & Western. As soon as it was known among the friends of the company that it was ready for the money, it was announced in a prospectus issued to a private and limited circle of capitalists, and the entire amount was offered in a short time. Of course it has been known ever since the reorganization of April 5 last that they would put a general mortgage upon the road to the extent of \$25,000 a mile, and the investors were familiar with the object and nature of the loan, and only awaited the announcement that the company was ready to take the steps authorized by the stockolders at the Luray meeting. This announcement was made in the prospectus referred to, which was issued on Thursday last, and by the close of business yesterday the whole amount of the learn had been taken. The averation of whole amount of the loan had been taken. The execution of this mortgage of course involves the consolidation of the first mortgage of \$15,000 a mile, on 142.6 miles now completed and in operation between Hagerstown and Waynesboro, the total of which is \$2,139,000, at 7 per cent interest, and the second or income mortgage of \$10,000 a mile, or \$1,426,000 at the same rate of interest, with \$2,399,750, or \$22,000 a mile, on the 95% miles of road now in process of construction between Waynesboro and Roanoke, making the total amount of the new loan \$5,958,750 so far as the main line is concerned. It is contemplated, however, to build several branches to mineral regions, and the company have made arrangements for borrowing any further amount that may be necessary when such work is to begin, to the extent of about \$1,500,000 more. The new mortgage is not to be issued for some time yet, probably not until it is decided what branches should be constructed first. The work of construction is proceeding rapidly along the whole route from Waynesboro to Roanoke."

Texas & Pacific.—A dispatch from El Paso, July 1, said : "The construction of the Texas & Pacific Railway from this point east is progressing rapidly. The company has already completed the entire grading for one hundred miles, meeting the grading parties advancing westward from the end of track. The company has also secured large depot grounds in this place. The bridge across the Rio Grande into Mexico is nearly completed. It is confidently expected that the Texas & Pacific Road will be in operation through to this point by the 1st of June next. During the month of June forty-five miles of track were laid on the Rio Grande extension of the Texas & Pacific Railway. The end of the track is now 316 miles west of Fort Worth, and the road is pushing forward at the rate of two miles a day.'

-The directors of this company have directed the issue of scrip, in accordance with the terms of the mortgage, for twelve months interest at the rate of seven per cent per annum to July 1, 1881, on the income and land grant bonds of the company. This scrip will be issued to the holders of bonds as registered on the books at the close of business on June 30, 1881, and will be deliverable on and after July 11 following, at the general office of the company, Western Union Building, New York.

Toledo Cincinnati & St. Louis.-This narrow-gauge road is now being extended as a short line from Toledo to St. Louis, and will be, as reported, about twenty-seven miles shorter than the Wabash Road. One and a-half miles of track are being laid daily, and it is expected that the road will be completed by January 1, 1882.

Wabash St. Louis & Pacific—Peoria Pekin & Jacksonville. On July 15 the Wabash Company will take possession as owner of the Peoria Pekin & Jacksonville Railroad, eighty-three miles in length. On August 1 the Wabash Company will take possession of the Indianapolis Peru & Chicago Railroad, 161 miles long. About the same date this company will assume control and operation of the Springfield & Northwestern, fortyJULY 9, 1981.]

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THE CHRONICLE.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, JULY 8, 1881.

The whole country received a most painful shock on Saturday, from an attempt upon the life of the President of the United States. His condition at this writing is hopeful, but he is still in great danger. This event, the anxiety it occasioned, the intervention of the Fourth of July, and the intense heat, have proved serious obstacles to business, and little can be said of the progress of mercantile affairs. No important changes in values have occurred.

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

OI UDINOSTIC LILLE C	10.11	1	1
	1881.	1881.	1880.
	July 1.	June 1.	July 1.
Porkbbls.	17,248	21,561	54,467
Beeftcs. and bbls.	628	1,802	4.977
Lardtcs.	59,477	38,193	62,630
Tobacco, foreign bales.	20,006	23,199	27,817
Tobacco, domestic	41,797	36,633	37,128
Coffee, Riobags.	116,475	103,049	155,050
Coffee, otherbags.	78,500	80,657	83,608
Collee, Union fra mate	108,080	136,051	194,000
Coffee, Java, &cmats.	92,218	51,452	139,315
Sugar	6,891	6,844	9,665
Sugar boxes.	972,000	980,062	987,400
Sugarbags, &c.	272	294	6,289
Meladohhds.	2,737	2,947	4,592
Molasses, foreignhhds.	2,500	3.800	3.500
Molasses, domesticbbls.		44,420	270.800
HidesNo.	257,400	171 070	129.089
Cottonbales.	150,015	171,270	
Rosinbbls	27,730	38,298	22,575
Spirits turpentinebbls.	2,498	855	1,295
Tarbbls.	491	1,292	623
Rice, E. I	8,000	5,600	6,440
Rice, domestic bbls. and tcs.	4,000	6,800	5,912
Linsecdbags	98,900	96,500	38,125
Baltpetrebags.	9,800	10,500	14,700
Jutebales	1,950	1,300	4,930
Jute butts bales.	37,300	51,350	64.650
Kanila hempbales.	4,216	1,200	28,586
	0		1

While pork has shown considerable firmness, with renewed speculative interest, lard has been irregular at times, though latterly the course of prices has been advanced by the anxiety of a liberal "short" interest to cover contracts. To-day pork was strong at \$16 62½ for old mess on the spot, and new was sold at \$17 50; July options were quoted at \$17@\$17 25; August sold at \$17 20; September quoted at \$17@\$17 50, bid and asked Lard was easier to-day; new prime western sold on the spot at 11:80@11:85c.; July options at 12:12½@12:10c.; August at 11:90@11:82½c., closing at 11:85c.; September, 11:52½@ 11:47½c.; October, 11:42½@11:37½c.; November, 10:87½c.; seller year, 11:57½@11:55c.; refined to the Continent, 12:10c.; do. to South America, 12:25c. Bacon was firm at 9@9¼c. for long clear here, and 8:85c. for half-and-half in the West. Cut meats, beef and beef hams remained steady and quiet. Butter has had a better export sale at steady rates. Cheese has advanced to 834@10¼c. for fair to choice factory, with fair sales. Tallow continues active at 634@6%c. for prime. Stearine is nominal at 14½c.

Rio coffee has remained very quiet at the quotations of last week; Maracaibo has sold fairly at firmer prices, the quotations latterly being 10½@13½c.; other mild grades have been very quiet. Spices have been in good demand and firm. Tea has been quiet but steady. Molasses has been dull and, to a great extent, nominal. Raw sugar has been dull and entirely nominal at 7%@8c. for fair to good refining. Refined sugar has sold fairly, but at lower prices. Crushed and powered closed at 10½c. and granulated at 10½c.

Kentucky tobacco has been very quiet this week, and sales are limited to 300 hhds., of which 200 for export and 100 for home consumption. Prices, however, are firm ; lugs, 4½@6½c., and leaf, 6@13c. Seed leaf has also been comparatively dull, and sales for the week are only 1,370 cases, as follows:—630 cases 1880 crop, Pennsylvania, assorted lots, 12½@18c.; 100 cases 1879 crop, Pennsylvania, from fillers to selections, 7@40c.; 200 cases 1880 crop, New England seconds, 10@12c.; 300 cases 1880 crop, Obio assorted 534@cases 1870 crop, Obio 10a 1880 crop, Ohio assorted, 53/4@6c.; 40 cases 1879 crop, Ohio, 10c., and 100 cases sundries, 9@18c. Spanish tobacco has been unusually dull. Sales 400 bales Havana fillers at from 82½c. to \$1 20. Naval stores close quiet after a fair export business in rosins; strained to good strained quoted \$2 05@\$2 10. Spirits turpentine is more freely offered, and closed at 42c. in yard. Petroleum continues quiet but steady at 8c. for refined for export. Crude certificates at the close were firmer at 78³/₄c. bid, after selling at 78 %c. Ingot copper has been active for future delivery; the sales aggregate 25,000,000 lbs. Lake at 16c. for all 1881. Lead has been active and closed higher at 4½@45%c. for common domestic. Steel rails firm at \$56@\$60. Old iron rails sold to the extent of 10,000 tons at \$25 50 ex store, and \$27 for double heads. Wool remains firm, though less active. Hops steady and in moderate sale for consumption. Ocean freight room has been more liberally taken, and rates at the close were firmer, with a materially reduced supply of tonnage. The engagements were: Grain to Liverpool, by steam, 4½d. standard bushel, and 5d., 60 lbs.; bacon, 15s.; cheese, 20s.; flour, 12s. 6d.; grain to London, by steam, quoted 6d.; bacon, 20s.; cheese, 25s.: grain to Cardiff, by steam, 5¹/₄d.; do. to Leith, by steam, 61/4d.; do. to Glasgow, by steam, quoted at 42/205d.; do. to Cork, for orders, taken at 4s. 6d.@1s. 7/2d.@1s. 9d.; do. by steamer to do., 5s.; do to Lisbon, 12c. per bushel; crude petroleum to Bremen, 3s.; refined do. to do., 3s.; do. to Liverpool, 3s. 3d.; do. to Stettin, 4s.; do. to Hamburg, 3s. 4d.; do. to Helsingfors, 3s. 10¹/₂d.

COTTON.

FRIDAY, P. M., July 8, 1881.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (July 8), the total receipts have reached 19,163 bales, against 20,662 bales last week. 23,476 bales the previous week and 28,218 bales three weeks since; making the total receipts since the 1st of September, 1880, 5.703,846 bales, against 4,856,204 bales for the same period of 1879-80, showing an increase since September 1, 1880, of 847,642 bales.

					t		
Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Tot al.
Galveston	502	152	481	290	724	312	2,461
Indianola, &c.		·			••••	53	53
New Orleans	710	, 839	1,025	957	785	533	4,969
Mobile	2	157	9 9		212	31	501
Florida		· · · · · ·					••••
Savannah	210	289	42	35	161	482	1,219
Brunsw'k, &c.							
Charleston	133	100	103	324	189	224	1,073
Pt. Royal, &c.					• • • • •		
Wilmington	28		17	50	4	27	126
Moreh'd C.,&c						44	44
Norfolk	123	222	510	480	995	780	3,110
City Point, &c.						315	315
New York	439]		551	s	40	1,030
Boston	467		209	1,072	655	815	3,218
Baltimore	87	4		16		· · · · ·	≈ 107
Philadelp'a, &c.			369	228	155	285	1,037
Totals this week	2,701	1,763	2,835	4,003	3,880	3,961	19,163

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1880, and the stocks to-night and the same items for the corresponding periods of last year.

Dessints to	188	80-81.	187	79-80.	Slock.		
Receipts to July 8.	This Week.	Since Sep. 1, 1880.	This Week.	Since Sep. 1, 1879.	1881.	1880.	
Galveston	2,461	661,200	1,129	462,504	27.775	5,526	
Indianola, &c	53	15,263	5	7,725			
New Orleans	4,869	1,559,754	2,365	1,474,387	100,894	64,775	
Mobile	501	381,564	740	352,110	9,519	6,503	
Florida		20.359		20,141	5,086		
Savannah	1,219	860,313	544	721,911	6,048	5,146	
Brunswick, &c.		4,855		3,643			
Charleston	1,073	617,176	707	448,715	3,861	2,083	
Port Royal, &c.		49,972		30,622	49		
Wilmington	126	117,233	55	76,079	867	1,124	
M'head City,&c	44	30,429	11	26,963			
Norfolk	3,110	706,328	1,590	572,281	8,494	14,472	
City Point, &c.	315	210,549	621	154,473			
New York	1,030	171,134	1,156	211,733	154,105	119,715	
Boston	3,218	174,034	3,228	224,745	9,890	11,537	
Baltimore	107	49,294	1,067	18,690	4,395	6,179	
Philadelphia, &c.	1,037	74,339	849	49,482	7,097	9,800	
Total	19,163	5,703,846	14,070	4,856,204	338.083	246,860	

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

			and the second sec		the second s	
Receipts at-	1891.	1880.	1879.	1878.	1877.	1876.
Galvest'n,&c.	2,514	1,184	729	5 49	397	324
New Orleans.	4,869	2,365	656	1,175	1,243	2,364
Mobile	501	740	149	313	109	203
Savannah	1,219	544	350	903	639	381
Charl'st'n, &c	1,073	707	66	194	365	708
Wilm'gt'n, &c	170	66	39	439	173	108
Norfolk, &c	3,425	2,214	486	679	417	593
All others	5,392	6,300	557	1,035	1,011	1,319
Tot.this w'k.	19,163	14,070	3,032	5,237	4,404	6,005

Since Sept. 1. 5703.846 4856,204 4427,572 4248,551 3949,162 4070,775

Galveston includes Indianola; Charleston includes Port Royal, &c; Wilmington includes Morchead City, &c.; Norfolk includes City Point, &c. The amount for the work onding this evening weak a total

The exports for the week ending this evening reach a total of 26,584 bales, of which 16,786 were to Great Britain, 8,464 to

France and 1,334 to rest of the Continent, while the stocks as made up this evening are now 338,083 bales. Below are the exports for the week and since September, 1, 1880.

Exports	W	eek End Export	-	y 8.	From Sept. 1, 1880, to July 8, 1881. Exported to-				
from—	Great Brit'n	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total	
Galveston		1,901		1,901	308,808	53,039	107,930	469,787	
New Orleans	8,456	6,063	784	15,303	877.102	329,528	352,694	1,559,324	
Mobile					80,536	21,774	7,419	112,729	
Florida									
Savannah	2,017			2,017	200,015	37,866	269,914	507,795	
Charleston *					198,428	61,910	215,793	476,131	
Wilmington					57,148	1,444	11,222	69,812	
Norfolk					312,240	2,850	9,922	325,012	
New York	2,'44	500	259	1,8 4	374,239	37,254	104,263	515,755	
Boston	1,231			1,231	1 Contraction Contraction		2	109,472	
Baltimore	1,739		300		Advantation Concerning		30,520	142,127	
Philadelp'a,&c		1		2,200			102	67,693	
Total	18,786	8,464	1,334	26,584	2,697,181	548,635	1,109,781	4,353,617	
Total 1879-80	21,234	8,503	6,166	35,903	2,501,575	370.073	847,032	3,718,620	
		Dont		ha			, ,		

*Includes exports from Port Royal &c

e	On	shipboo	ard, not cl	leared-f	or	Tamina
JULY 8, AT-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.
New Orleans Mobile. Charleston Savannah Galveston New York Other ports	17,582 3,100 370 None. 6,039 2,300 2,000	3.346 None. None. None. None. None.	2,174 None. 600 None. 242 300 500	272 None. 250 600 795 None. 500	$\begin{array}{r} 23,374\\ 3,100\\ 1,220\\ 600\\ 7,076\\ *3,400\\ 3,000 \end{array}$	$77,520 \\ 6,419 \\ 2,644 \\ 5,448 \\ 20,699 \\ 150,705 \\ 32,878$
Total	31,391	3,346	3,816	2,417	41,770	296,313

July 2 to	UI	PLANI	98.	NEW	ORLE	ANS.	I	EXAS	• ,
July 8.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. # D	. :	:	1	:	:	:	;	•	:
Strict Ord	° :	:		:	:		:	:	
Good Ord.	:	:	# :	:	:	1.1		.:	
Str. G'd Ord Low Midd'g	ay	зУ	ay	ay	ау	ay	B.Y	aγ	ay
Str.L'w Mid	idi	ida	id	id	ld	id	idi	id	id
Middling	Holiday	oli	Holiday	Holiday	Holiday	Holiday	ol	Holiday	Holiday
Good Mid	H	Holiday	H	H	H	H	Holiday	H	H
Str. G'd Mid	:			:	:				:
Midd'g Fair	:	11	:		:	:	:	:	:
Fair	e 1	:			:	1 : 1	i i .	1 ;	1 :
	TWT - A	-	I Will seed	TTO A	(III) In	Fri.	IWod	Th.	Fri.
•	Wed	Th.	Fri.	Wed	Th.	FTI.	Wed		FTI.
Ordin'y. # b	778	778	778	8	818	818	8	818	818
Strict Ord	838	838	838	858	858	858	8 8 ⁵ 8	858	858
Good Ord	9518	9510	9516	9918	9916	9916	9918	9918	9918
Str. G'd Ord	91316	91316	91316	10116	10116	10116	9116	9116	9116
Low Midd'g	1012	1012	1012	1034	1034	1034	1034	1034	1034
Str. L'w Mid	101016	101016	101016	11316	11316	11316	11316	11316	$113_{16} \\ 117_{16}$
Middling Good Mid	11116	11116	11116	1116	11:16	1115	1115	11116	1116
Str. G'd Mid	1115	1115	1115	12310	123.0	123.0	12310	12316	12316
Midd'g Fair	121110	1211	121110	121010	1215,0	12151	12151	121510	121510
Midd'g Fair Fair	13716	113716	13716	131116	131116	1311 6	131116	131116	131116

00									HOH							-
In addition to ns the following the ports named are prepared for Lambert, 60 Bea	amounts of . We add or our spec .ver Street.	cotton o similar fi	n shipl gures by Me	for N ssrs.	not cle ew Yor Carey,	ared, at k, which	Sales since Sept. 1.	Total sales this week	Friday, July 8– Bales, total Prices paid (ran) Closing	Thursday, July 7— Sales, total Prices paid (range Closing	Wednesday, July (Sales, total Prices paid (ran) Closing	Tuesday, July 5- Bales, total Prices, paid (rai) Closing	Monday, July 4– Sales, total Prices paid (ran. Closing	Saturday, July 2- Sales, total Prices paid (ran Closing	Sales of FUTURES.	Market, Prices a
JULY 8, AT-	17,582 3,100 1	For 3,346 2, None. No	174 one. N	272 one.	<i>Total.</i> 23,374 3,100	Stock. 77,520 6,419	, '80 *25,3	ek 265	yaria ge). 10.14@ Stead		3 Buo 150 10-220 Ster	ge).	ge).	ge).	Range and Total Sales.	and Ma
narleston avannah alveston Tew York ther ports	None. 1 6,039 1 2,300 1	None. No None. None.	600 one. 242 300 N 500	250 600 795 Ione. 500	1,220 600 7,076 *3,400 3,000	5,448 20,699 150,705	,352,600	5.000	ariable. 44,200 14@11.19 11. Steady.	00 1-22	ant. 2011-29	\$		14 - 14 - 14 14	sales.	rket,
Total				2,417	41,770		1,73	22	1 1·09@ 1·13_	11.12 11.12 11.12	14 1·11@ 1·17_				July.	
* Included in this ports, the destinat	tion of which	we canno	ot learn.			· .	8	23,200	111.1	6,700 11.1 -11.1	,800 11-1 11-1	· .•			y.	
The market w the Exchange h							1		54	6 3 11	88	- -	4			•
Wednesday mo	orning, Jul	y 6, th	e natio	onal	holiday	having	574	121	1.13@ 1.18-	29,300 11·18@11·22 11·17—11·18	160 26-			•	August	
occurred on M Wednesday was							1,10	121,400	,300 11.19 -11.19	,300 11·2	,800				ust.	
dvance of 17@1			-				1	1	9910	8 10	9 10 10			n an	S	•
and 11@13 poin		-		-		-	784	48	793	7761	8027				September	
were not sustain advance which			-				0.11	48,500	7,900	-10-7	,000 910-92 -10-87	• . •			nber	D
advices from 7	-			-			-	-	155	3210	-710 					DAILI
had been relieve were excellent.	-				-		41	12	327	333	10·38 10·40-				Octo	P
weak, and our	market was	dull and	l lower	in th	ie openi	ng trans-	1,90	24,600	4,600 @10.35 -10.34	6,30	3,700 @10-4 	. *	Ħ		October.	PRIOE
actions, and fin: July. To-day							. 1	0	1401		0 46 41		Holi da		1	E8
when there was									10-14 10-19	10·18 10·18	10-22 10-22		ауз		Not	AND
Wednesday adv			_		-	-	1 .1	18,700	010	801	a 10			-	vember	
but with only a tion. To-day f							8	8	100	10.22	10.30				.4	SALE
middling uplan	ds closing	at 11 3-1	6c.			_	1.		10.1	10-19 10-18	10-2	ų.			De	S
The total sale bales. For imm			-					23,800	5013,3	10 01	14,7 6-1				December.	OF
2,844 bales, inc	luding 1,6	31 for ex	port, 1	,213	for con	sumption	, 8	00	,300 10-21 10-21	,500 10·23 10·19	0.30	4		5	3	FUT
- for speculat were to arrive.								1	10.3	10.29	10.4				Ja	FUTURES
sales for each d					r quota	uons and	22,300		10:		20			ti i	January.	
July 2 to	UPLANDS.	NEW	ORLEA	NS.	TE	XAS.	- ë	700	10-33	500 10·35 -10·30	200 -10-39	· · .		۰.	ry.	FOR
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-	MA	RKET AN	D SALES					2,22 Tr	4,500. ansferab					ursday, 1		
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Wed . Q't & st'y Thurs Quiet	30	0 331				$ \begin{array}{c c} 0,800 & 1\\ 0,000 & 2 \end{array} $		of 1	ast Satu	rday. bu	it the to	tals for	Great I	Britain an s, and c	d the	e afl
Fri. Steady				1		$\frac{4,200}{2}$ 2	_	tor bro	ught do	wn to Th	are this nursday	evening	; hence,	to make t	he tot	als

500

The daily deliveries given above are actually delivered the day pre-vious to that on which they are reported.

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2,844 265,000

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THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales:

1878. 782,000 12,250 1881. $1980. \\755,000 \\55,100$ ° 1879. 589,000 42,000 794,250 214,000 6,000 882,400 210,000 810,100 82,500 5,300 631,000 103,250 2,250 Total Great Britain stock . Stock at Havre..... Stock at Marseilles.... 3,500

brought down to Thursday evening; hence, to make the totals the complete figures for to-night (July 8), we add the item of exports

from the United States, including in it the exports of Friday only:

17 28 4 1 4 2 C - C - C

JULY 9, 1881.]

	1881.	1880.	1879.	1878.
Stock at Barcelonabales.	54,900	48,800	37.000	38,000
Stock at Hamburg	6,000	3,000	3,000	7,000
Stock at Bremen	54.200	31.000	27,250	47,250
Stock at Dremen	40.200	16,700	38,500	51,750
Stock at Amsterdam	5.540	2,950	1,250	10,300
Stock at Rotterdam	1.430	1.320		6,500
Stock at Antwerp.		22.800	6.500	25,000
Stock at other conti'ntal ports.	11,200	44,000	0,000	20,000
Total continental ports	386,970	214,370	219,000	406,000
Total European stocks1	.269.370	1.024.470	850,000	1,200,250
India cotton afloat for Europe.	292.000	237.000	339,000	201,000
India cotton anoas for Fur'ne	211.000	224,000	67.000	83.000
Amer'n cotton afloat for Eur'pe	37.000	19.000	15,000	9.000
Egypt, Brazil, &c., afit for E'r'pe	338,083	237,220	167.596	146.466
Stock in United States ports	37,963	38.217	12.487	10,347
Stock in U. S. interior ports			3.000	300
United States exports to-day	5,000	6,000	3,000	500
Total visible supply	2,190,416	1,785,907	1,453,083	1,650,363

Of the above, the totals of American and other descriptions are as follows:

A see and a new			1
American— Liverpool stock			
Continental stocks 254,00			
American afloat for Europe 211,00			
United States stock 338.08			
United States interior stocks 37,90	3 38,217		10,347
United States exports to-day 5,00	0 6,000	3,000	300
Total American1,486,04	6 1,146,437	878,083	1,183,113
East Indian, Brazil, &c			
Liverpool stock 198,00	0 254,000		167,000
London stock	0 55,100	42,000	
Continental stocks 132,97	0 74,370	42,000	
India afloat for Europe 292,00		338,000	201,000
Egypt, Brazil, &c., afloat 37,00		15,000	9,000
Total East India, &c 704.37	0 639,470		467,250
Total American	6 1,146,437	878,083	1,183,113
Total visible supply2,190.41	6 1,785,907	1,453,083	1,650,363
Price Mid. Upl., Liverpool 6510	d. 61316d.	6781.	6 ³ 8d,
THO WHEN OF ANY THE OF POOL FILL	10	•	

The above figures indicate an *increase* in the cotton in sight to-night of 404,509 bales as compared with the same date of 1880, an *increase* of 737,333 bales as compared with 1879 and an *increase* of 540,053 bales as compared with 1878.

In the preceding visible supply table we have heretofore only included the interior stocks at the seven original interior towns. As we did not have the record of the new interior towns for the four years, we could not make a comparison in any other way. That difficulty no longer exists, and we therefore make the following comparison, which includes the stocks at the nineteen towns given weekly in our table of interior stocks instead of only the old seven towns. We shall continue this double statement for a time, but finally shall simply substitute the nineteen towns for the seven towns in the preceding table.

American-	1881.	1880.	1879.	1878.
Liverpool stock bales	640,000	501,000	451,000	615,000
Continental stocks	254.000	140,000	177,000	328,000
American afloat to Europe	211.000	224,000	67,000	83.000
United States stock	338,083	237.220	167.596	146.466
United States Stock	64.212		20,691	18,033
United States interior stocks			3.000	300
United States exports to-day	5,000	0,000	3,000	300
		1 100 150	000 007	1 100 500
Total American	,512,295	1,180,170	836,287	1,190,799
East Indian, Brazil, &c				
	198,000	254.000	138.000	167.000
Liverpool/stock	44.400		42.000	12.250
London stock				
Continental stocks	132,970		42,000	
India afloat for Europe	292,000		338,000	201,000
Egypt, Brazil, &c., afloat	37,000	19,000	15,000	9,000
Total East India, &c	704.370	639,470	575.000	467.250
Total American	.512.295		886.287	1,190,799
LUCAL ALLIGITUAL	.,010,000	.,,		

Total visible supply2,216,665 1,819,640 1,461,287 1,658,049 The imports into Continental ports this week have been 28,500 bales.

These figures indicate an *increase* in the cotton in sight tonight of 397,025 bales as compared with the same date of 1880, an *increase* of 755,378 bales as compared with the corresponding date of 1879 and an *increase* of 558,616 bales as compared with 1878.

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 1880—is set out in detail in the following statement.

The above totals show that the old interior stocks have decreased during the week 2,727 bales, and are to-night 254 bales less than at the same period last year. The receipts at the same towns have been 460 bales more 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 outports are sometimes misleading, as they are made up more largely one year than another, at the expense of the interior stocks. We reach, therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week	Receip	ts at the	Ports.	Stock a	t Interio	r Ports	Rec'pts from Plant'ns.			
ending-	1879.	1880.	1881.	1879.	1880.	1881.	1879.	1880.	1881.	
Apr. 22	36,183	36,714	60,718	87,294	220,936	218,860	31,511	19,094	42,177	
** 29	22,283	30,858	47,729	78,982	204,154	204,211	13,951	14,078	33,080	
Мау б	19,031	25,661	45,535	71,546	186,658	193,949	11,615	8,165	35,273	
" 13	19.897	24,636	49,150	59,249	176,157	175,316	7,600	14,195	. 30,517	
" 20	16,673	26,514	42,415	51,429	161,455	158,248	8,853	11,812	25,847	
" 27	17,113	23,764	36,851	42.198	143,241	132,471	7,862	5,550	11,074	
June 3	11.089	23,674	32,642	37,570	130,635	123,342	6,461	11,068	23,513	
" 10	6.612	18,580	29,432	32,429	115,038	98,428	1,471	2,983	4,518	
" 17	7.188	19,870	28,218	29,306	96,190	88,232	4,065	1,022	18,022	
" 24	6,293	23,511	23,476	25,223	81,172	81,875	2,210	8,493	17,119	
July 1	3,637	17,057	20,662	22,388	75,103	69,988	802	10,988	8,775	
	3,032		19.163	20,691	71,950	64,212	1,335	10,917	13,887	

The above statement shows-

1. That the total receipts from the plantations since Sept. 1 in 1880-81 were 5,710,133 bales; in 1879-80 were 4,920,853 bales; in 1878-79 were 4,442,611 bales.

2. That, although the receipts at the out-ports the past week were 19,163 bales, the actual movement from plantations was only 13,387 bales, the balance being taken from the stocks at the interior ports. Last year the receipts from the plantations for the same week were 10,917 bales and for 1879 they were 1,335 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather the past week has in general been very favorable for cotton. In many sections, especially in the Southwest, where rain was needed, they have had delightful showers. In some sections of Texas, however, they still complain that rain is needed. The temperature has een extremely high in most sections.

Galveston, Texas.—We have had rain on three days the past week, but not enough to do much good, the rainfall reaching but fifty-five hundredths of an inch. There have been light showers throughout the State, doing good, but insufficient. Corn is past redemption; only about a half-crop will be made. Cotton needs rain everywhere, and in sandy lands and uplands is suffering much. The first bale of new cotton from the Rio Grande regions leaves Brownsville to-day, consigned to New York, taking rail at Galveston. Average thermometer 85, highest 92 and lowest 70.

Indianola, Texas.—It has rained on one day the past week (mere shower), with a rainfall of but thirteen hundredths of an inch. Corn is ruined and cotton is suffering. The thermometer has ranged from 76 to 96, averaging 83.

Corsicana, Texas.—We have had no rain locally during the past week, but in some sections there have been showers. We need rain badly; corn is greatly injured and cotton requires moisture. Average thermometer 86, highest 102 and lowest 73.

Dallas, Texas.-We have had good showers on two days the past week, which were very beneficial, but unfortunately do not seem to have been general; even locally we need more. The rainfall reached one inch and twenty hundredths. The corn crop will be short. The thermometer has ranged from 73 to 102, averaging 85. . Brenham, Texas.-We have had a shower on one day the past week, the rainfall reaching fifty hundredths of an inch. We need more rain badly. Corn will be a failure in many sections and cotton is suffering. Average thermometer 85, highest 95 and lowest 75. Waco, Texas.-We have had rain on one day the past week, but not enough to do much good. The rainfall reached seventyfive hundredths of an inch. Corn is greatly injured, and cotton needs moisture. Rains have been partial, and a few sections have had good rains and will do well. The thermometer has averaged 85, ranging from 74 to 95. New Orleans, Louisiana.-It has rained on three days the past week, the rainfall reaching four inches and three hundredths. Average thermometer 85. Shreveport, Louisiana.-The weather during the past week has been fair and intensely hot. The thermometer has ranged from 69 to 100, averaging 84.

	Week en	nding July	, 8, '81.	Week en	nding July	9, '80.
	Receipts.	Shipm'ts	Stock.	Receipts.	Shipm'ts	Stock.
Augusta, Ga	. 98	895	7,306	234	198	5,928
Columbus, Ga	. 157	781	2,542	105	95	3,572
Macon, Ga	. 30	80	3,673	9	39	1,280
Montgom'ry, Ala	. 132	273	2,298	20	6	2,918
Selma, Ala	. 121	435	2,277	40	190	682
Memphis, Tenn.	1.018	1,596	14,442	709	734	18,648
Nashville, Tenn	. 58	291	5,425	37	921	5,189
Total, old ports.	1,614	4,341	37,963	1,154	2,181	38,217
Dallas, Texas	242	855	1,263	8	28	50
Jefferson, Tex.*	15	35	550	5	15	58
Shreveport, La.	392	631	1,838	225	264	1,008
Vicksburg, Miss	244	247	741	142	170	54
Columbus, Miss.	13	52	369		6	160
Eufaula, Ala	38	45	1,137	73	55	1,221
Griffin, Ga	16	· 30	153	7	283	595
Atlanta, Ga	85		7,564	39	163	7,276
Rome, Ga.	96	88	283	48	92	1,811
Charlotte, N. C.	128	133	145	132	318	107
St. Louis, Mo	1,470	4.166	4,703	823	1,972	17,346
Cincinnati, O	3,620	3,076	7,503	3,767	4,029	4.017
Total, new port		9,403	26,249	5,269	7,395	33,733
Total, all	7,973	13,749	64,212	6,423	9,576	71,950

* This year's figures estimated.

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Vicksburg, Mississippi.-Telegram not received.

Columbus, Mississippi.—The weather has been warm and dry during all of the past week. The cotton plant looks strong and healthy, but corn needs rain. Average thermometer 86, highest 98 and lowest 78.

Little Rock, Arkansas.-The past week has been clear and also pleasant until the past two days, which were excessively

hot. Average thermometer 77, highest 94 and lowest 62. Nashville, Tennessee.—It has rained slightly on one day the past week, the rainfall reaching but six hundredths of an inch. The thermometer has averaged 79, ranging from 64 to 97.

Mobile, Alabama.—We have had showers on two days the past week, the rainfall reaching forty hundredths of an inch. The crop is developing promisingly and prospects are excellent. Average thermometer 80, highest 99 and lowest 71.

Montgomery, Alabama.—The weather has been warm and dry during the past week, with the exception of a light shower on one day, the rainfall reaching but one hundredth of an inch. The crop is developing promisingly, but some sections are be-ginning to suffer from want of rain, especially for corn. The heat is unprecedented. The thermometer has ranged from 65 to 107, aver aging 85.

Selma, Alabama.—The weather during the past week has been warm and dry. The crop is developing promisingly. The cotton plant looks strong and healthy. The thermometer has averaged 83.

Madison, Florida.-Telegram not received.

Macon, Georgia.-Telegram not received.

Columbus, Georgia.—The weather during the past week has been very warm and dry. The crop is developing promisingly, but rain is needed. The thermometer has ranged from 64 to 100, averaging 84.

Savannah, Georgia.—We have had rain on two days the past week, the rainfall reaching forty hundredths of an inch. The weather is very hot. The thermometer has averaged 82, ranging from 67 to 98.

Augusta, Georgia.-We have had a heavy general rain on two days the past week, the rainfall reaching one inch and sixty-six hundredths. The rest of the week has been warm and

dry. The crop is developing promisingly. Accounts are good. Average thermometer 81, highest 101 and lowest 64. *Charleston, South Carolina.*—We have had rain on two days the past week, the rainfall reaching three inches and eighty-two hundredths. The thermometer has ranged from 72 to 95, averaging 81.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock July 7, 1881, and July 8, 1880.

	July,	7,'81.	July	3. '80 .	
	Feet.	Inch.	Feet.	Inch.	
New OrleansBelow high-water mark	5	0	7	7	
MemphisAbove low-water mark	19	5	24	7	
NashvilleAbove low-water mark	11	2	24	2	1 7
ShreveportAbove low-water mark	11	4	12	1	1
Vicksburg Above low-water mark	29	9	28	$\overline{2}$	
					1

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871. or 16 feet above low-water mark at that point.

JUTS BUTTS, BAGGING, &c.-Bagging has been taken quite reely during the past week, and, though the lots are small in the aggregate, a considerable quantity of stock has been disposed of. Prices are firmly held, and sellers are not disposed to accept less than quoted figures, and the market closes at 9½c. for 1¾ lbs., 10¹/₄c. for 2 lbs. and 11c. for standard qualities. Butts are not active, and the transactions are mostly for jobbing wants. Prices are steady, and there is nothing offering at the close under $2\frac{3}{4}$ @ 3 %c., according to quality.

COTTON BLOOM.-The New Orleans Democrat says: "The first cotton bloom of the season, opened July 1, was received at New Orleans, July 4, by the steamer H. Hanna Blanks, from the Hagan plantation, known as the J. F. Keller place, Pointe Coupee Parish."

EUROPEAN COTTON CONSUMPTION TO JULY 1.-We have received this (Friday) P. M., by cable, Mr. Ellison's cotton figures brought down to July 1. As stated in previous months, we now have included in our cable the revised totals for last year as well as the figures for this year, so that the reader may have a correct comparison. First we give spinners' takings in actual bales and pounds since October 1, with the average weight of bales for the two seasons.

Continent, 280,000 bales (or 56,000 bales per week), as stated below. In the following table we give the stock held by the mills, their takings and their consumption, each month since October 1, all reduced to bales of 400 pounds each for this season and last season. It is a very convenient and useful summary.

				-	, 1	
Oct. 1 to June 1.		1880-81			1879-80.	
Bales of 400 lbs. each. 000s omitted.	Great Britain	Conti- nent.	Total.	Great Britain	Conti- nent.	Total.
Spinners' stock Oct 1.	27,	137,	· 164,	27,	94,	121,
Takings in October	280,	143,	423,	234,	156,	390,
Total supply	307,	280,	587,	261,	250,	511,
Consumption in Oct	271,	219.	489,	261,	20Ó,	461,
3pinners' stock Nov. 1	36,	62,	98,	000,	50,	50,
Takings in November.	316,	239,	555,	282,	190,	472,
Total supply	352,	301,	653,	282,	240,	522,
Consumption in Nov .	273,	222,	493,	248,	225,	473,
Spinners' stock Dec. 1	79,	79,	158,	34,	15,	49,
Takings in December.	371,	315,	686,	323,	322,	645
Total supply	450,	394,	844,	357,	337,	694,
Consumption in Dec	340,	275,	615,	287,	256,	543,
Spinners' stock Jan. 1	110,	119,	229,	70,	81,	151,
Takings in January	269,	241,	510,	340,	284,	624,
Total supply	379,	360,	739,	410,	365,	775,
Consumption in Jan	274,	222,	496,	262,	208,	470,
Spinners' stock Feb. 1	105,	138,	243,	148,	157,	305,
Takings in February.	289,	313,	602,	335,	264,	599,
Total supply	394,	451,	845,	483,	421,	904
Consumption in Feb.	276,	224,	500,	262,	208,	470
Spinners' stock Mar. 1	118,	227,	345,	221,	213,	434,
Takings in March	335,	310,	615,	278,	240,	518,
Total supply	453,	537,	990,	499,	453,	952,
Consumption in Mar.	345,	280,	623,	327.	259,	586,
Spinners' stock Apr. 1	108,	257,	365,	172,	194,	366, 544,
Takings in April	265,	263,	528,	260,	284,	
Total supply	373,	520,	89 3 ,	432, 262,	478,	910,
Consumption in April	276,	224,	500,		206,	468,
Spinners' stock May 1	97,	296,	393,	170,	272,	442
Takings in May	306,	351,	657,	211,	235,	
Total supply	403,	647,	1,050,	381,	507,	888,
Consumption in May.	276,	224,	500,	262,	212,	474,
Spinners' stock June 1	127,	423,	550,	119,	295,	414, 601,
Takings in June	297,	334,	631,	316,	285,	
Total supply	424,	757,	1,181,	435,	580,	1,015, 597,
Consumption in June.	345,	280,	625,	327,	260,	
Spinners' stock July 1	79,	477,	556,	108,	320,	428,

The comparison with last year is made more striking by bringing together the above totals and adding the average weekly consumption up to this time for the two years.

Oct. 1 to July 1.		1880-81.	2	1	879-80.	
Balcs of 400 lbs. cach. 000s omitted.	Great Britain	Conti- nent.	Total.	Great Britain	Conti- nent.	Total.
Spinners' stock Oct. 1. Takings to July 1	27, 2,728,	137, 2,509,	164, 5,237,	27, 2,579,	91, 2,260,	121, 4,839,
Supply Consumption	2,755, 2,676,	2,646, 2,169,	5,401, 4,845,	2,606, 2,498,	2,354, 2,034,	1,960, 1,532,
Spinners' stock July 1	79,	477,	556,	103,	320,	428,
Weekly Consumption. 00s omitted.			÷ .			л 12 л
In October	68,0	55,0	123,0	.58,0	50,0	198,0
In November	68,0	55,0	123,0	62,0	50,0	112,0
In December	68,0	55,0	123,0	64,0	. 51,0	115,0
In January	68,5	55,5	124,0	65,5	52,0	117,5
In February	69,0	56,0	125,0	65,5	52,0	117,5
In March	69,0	56,0	125,0	65,5	52,0	117,5
In April	69.0	56,0	125,0.	65,5	52,0	117,5
In May	69,0	56,0	125,0	65,5	53,0	118,5
In June	69,0	56,0	125,0	63,5	52,0	117,5

From Oct. 1 to July 1.	Great Britain.	Continent.	Total.
For 1880-81. Takings by spinnersbales Average weight of bales Takings in pounds	2,425,190 450 1,091,335,500	432	441
For 1879-80. Takings by spinnersbales Average weight of bales Takings in pounds	449	424	4,429,570 437 1,935,583,430

According to the above, the average weight of the deliveries in Great Britain is 450 pounds per bale to July 1, against 452 pounds to June 1. The Continental deliveries average 432 pounds, against 436 pounds last month. The consumption the past month (stated in bales of 400 lbs. each) has been, in Great B.itain 345,000 bales (or 69,000 bales per week), and on the

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The foregoing shows that the weekly consumption in Europe for June was 125,000 bales, of 400 pounds each, against 117,500 bales for the same month of 1880.

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

THE CHRONICLE.

Monthly		Year	• Beginnin	g Septemb	er 1.	
Receipts.	1880.	1879.	· 1878.	1877.	1876.	1875.
Sept'mb'r	458,478	333,643	288,848	98,491	236,868	169,077
October	968,318	888,492	689,264	578,533	675,260	610,316
Novemb'r	1,006,501	942,272	779,237	822,493	901,392	740,116
Decemb'r	1,020,802	956,464	893,664	900,119	787,769	821,177
January .	571,701	647,140	618,727	689,610	500,680	637,067
February.	572,723	447,918	566,824	472,054	449,686	479,801
March	476,582	261,913	303,955	340,525	182,937	300,128
April	284,246	159,025	167,439	197,965	100,194	163,593
May	190,034	110,006	. 84,295	96,314	68,939	92,600
June	131,871	88,455	29,472	42,142	36,030	42,234
Total year	5,691,281	4,837,328	1,121,749	4,238,246	3,939,735	4,056,109
Perc'tage	of tot. port					
receipts	June 30	96.71	99.42	97.52	97.56	96.73

This statement shows that up to June 30 the receipts at the ports this year were 843,953 bales more than in 1879-80 and 1,259,532 bales more than at the same time in 1878-79 By adding to the above totals to June 30 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

<u></u>	1881.	1880.	1879.	1878.	1877.	1876.
Tot.Jn. 30	5,691,281	4,837,328	4,421,749	4,238,246	3,939,755	4,056.109
July 1	3,402	, 1,901				1,073
" 2	2,701	2,902	271	970	1,541	8.
" 3	8.	1,521	1,548	1,176	1,864	2,518
" 4	1,733	8.	629	761	848	1,009
" 5	2,855	2,624	414	1,163	367	2,067
" 6	4,003	1,530	8.	840	914	961
* 7	3,880	1,764	1,112	8.	849	1,184
" 8	3,961	2,068	334	930	8.	452
	5,703,846 e of total	¥,851,641	4,426,400	4,245,034	3,946,138	4,063,373
port rec'i		97.00	99 53	97 ·68	97 72	97.00

This statement shows that the receipts since Sept. 1 up to to-night are now 852,205 bales more than they were to the same day of the month in 1880 and 1,277,446 bales more than they were to the same day of the month in 1879. We add to the table the percentages of total port receipts which had been received to July 8 in each of the years named.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We tirst give the Bombay statement for the week and year, bringing the figures down to July 7.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipme	ents this	s week.	Shipm	ents since	Receipts.		
Year	Great Brit'n.	Conti- nent.	Total.	Great Britain	Conti- nent.	Total.	This Week.	Since Jan. 1.
1881 1880 1879 1878	5,300	7,000 4,000	$12,000 \\ 4,000$	340.000 233,000	483,000 441,000 301,000 362,000	781,000 534,000	10.000 7,000	

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 10,000 bales, and an *increase* in shipments of 14,000 bales, and the shipments since January 1 show a *decrease* of 47,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

CALCUTTA, MADRAS, TUTICORIN, CARWAR, BANGOON AND KURRACHEE.

	Shipm	ents this	week.	Shipments since January 1.				
Year.	Great Britain.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Total.		
1881 1880 1879 1878	3,000 8,000 10,000	2,000 5,000 1,000	5,000 13,000 11,000	186,000 159,000 71,000	74,000 98,000 51,000	260,000 257,000 122,000		

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, July 7.	18	1881.		880.	1879.		
Beceipts (cantars*)— This week Since Sept. 1	2,7	1,000 69,000	3,2	04,000	1,000		
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	
Exports (bales)— To Liverpool To Continent	3,500 12,676	243,000 152,308	703	289.780 173,662	1,000 1,000	169,0 00 78,500	
Total Europe	16,176	395,308	703	463,442	2,000	247,500	

* A cantar is 99 lbs.

This statement shows that the receipts for the week ending July 7 were 1,000 cantars and the shipments to all Europe were 16,176 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that prices for both twists and shirtings have advanced, but that the market is quiet. We give the prices of to-day below, and leave previous weeks' prices for comparison:

*				188	31.						188	30.		
а.	32s Cop. Twist. 814 lbs. Shirtings.		Ootl'n Mid. Up ds Iwist.		8 ¹ 4 lbs. Shirlings.				Oott'n Mid. Uplds					
May 6 " 13 " 20 " 27 June 3 " 10 " 17 " 24 July 1 " 8	8580 8580 8780 8780 8780 8780 8780	4. 999999999999999999999999999999999999	666666666666666666666666666666666666666	d. 51222 55122 55122 55122 55122 7 55122 7 55122 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	777777777777777	55555	$\begin{array}{c} \textbf{d.} \\ \textbf{578} \\ \textbf{534} \\ \textbf{579} \\ \textbf{51516} \\ \textbf{6116} \\ \textbf{6316} \\ \textbf{6316} \\ \textbf{6316} \\ \textbf{6316} \\ \textbf{6316} \\ \textbf{6316} \\ \textbf{6516} \end{array}$	$9^{1_{2}}$ $9^{1_{2}}$ $9^{1_{2}}$	$\begin{array}{c} @10^{1_2} \\ @10^{1_4} \\ @10^{1_4} \\ @10^{1_4} \\ @10^{1_4} \\ @10^{1_4} \\ @10^{1_4} \\ @10^{1_4} \\ @9^{3_4} \\ @9^{3_4} \\ @9^{3_4} \end{array}$	06666666	9747444	8. 07 07 07 07 07 07 07 07 07 07	d. 9 7 ¹ 2 9 7 ¹ 2 7 ¹ 2	$\begin{array}{c} 61316\\ 61116\\ 658\\ 61316\\ 61316\\ 634\\ 634\end{array}$

THE EXPERTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 1,894 bales, against 3,110 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 September 1, 1880, 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, 1880.

	4. X	Week e	nding-	-		Same
Exported to-	June 15.	June 22.	June 29.	July 6.	Total since Sept. 1.	period previ'us ye ar.
Liverpool Other British ports	5,142 1,000	4,022	2,090	1,144	353,220 21,016	424,408 28,500
TOTAL TO GREAT BRITAIN	6,142	4,022	2,090	1,144	374,238	452,908
Havre Other French ports	552	633	565	500	$35,765 \\ 1,489$	32,644
TOTAL FRENCH.	552	633	565	500	37,254	32,644
Bremen and Hanover Hamburg Other ports	350 375 10	509 69	45 5	250 	40,132 19,497 39,319	36,230 19,055 25,698
TOTAL TO NORTH. EUROPE	735	578	455	250	98,918	80,983
Spain, Op'rto, Gibralt'r,&c All other					3,57 0 1,745	6,678 3,406
TOTAL SPAIN, &c		•••••			5,315	10,084
GRAND TOTAL	7,429	5,233	3,110	1,894	515,755	576,619

THE FOLLOWING ARE THE RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1. 1880:

For the past few weeks we have omitted from the above table (Oalcutta, Madras, &c.,) this year's weekly figures, as we found there were inaccuracies in them as cabled to us. We are, however, making new arrangements, under which we hope not only to prevent errors, but also to greatly improve this feature of our report.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments	18	81.	18	380.	1879.		
to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1,	
Bombay. All other p'rts.	26,000	734,000	12,000 5,000	781,000 260,000	4,000 13,000	534,000 257,000	
Total	26,000	734,000	17,000	1,041,000	17,000	791,000	

This last statement affords a very interesting comparison of the total movement for the week ending July 7, and for the three years up to date, at all India ports.

Receipts	New	York.	Bo	ston.	Philad	lelphia.	Balt	imore.
from-	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept.1.	This week.	Since Sept. 1.
N. Orl'ans	2,240	171,414		7,220				1
rexas		104.759		3.391		3,213		
Savannah	1.252	237,785	399		134	24,637	442	61,452
Mobile				8,205				01,101
Florida		4.848		2,402				
.Car'lina	919	147,092					325	23.247
Car'lina							28	19,498
Tirginia		222,651	310	66.202			1,507	97,360
North. pts				170.058			12	202
Cenn., &c.				121,039	867	64,673	1,984	48,069
Foreign	333			129		1		
Chis year.	7,949	*	3,722	406,241	1,001	92,526	4,298	249,828
Last year.	4,995	1 .	4,750	422,766	495	86,347	2,892	185.881

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 37,667 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:

	al bales.
NEW YORK-To Liverpool, per steamers Abyssinnia, 506	
City of Paris, 28England, 610	1,144
To Havre, per steamer Labrador, 500	500
To Havre, per steamer Labrador, 500 Moin 150	250
To Bremen, per steamers Hapsburg, 100Main, 150	200
When the we for Livernool ner steamers Buenaventura, 0,100	
Cyphrenes, 5,622Irene Morris, 4,356Merchant,	1
1 059	10,001
To Havra per bark Sheila, 3,683	3,683
To Vara Cmiz ner steamer City of Merida, 830	830
M. Drograda nor stoomer Margaret 20	20
CHARLESTON—To Barcelona, per brigs Albertina, 453Ysidra,	
CHARLESTON-10 Barcelona, per brigs hiber tind, 100111 201204	994
541 2 100	
TEXAS-To Liverpool, per barks Atlantic, 1,340. Director, 2,100	622
To Bremen, per brig Leetch, 622.	
NORFOLK-To Liverpool, per bark Ameer, 2,820.	2,820
RAUTMORE —To LAVERDOOL CET SLEAMERS HIDErman, 1,402	
Veneruolan 500	1,902
To Bromon ner steamers Frankfurt, 302 Hermann, 450	752
Torrow To I ivernoul nersteamers (Hamorgan, 413,, 111/1141),	
669Olympus, 846Peruvian, 660	2,588
PHILADELPHIA-TO Liverpool, per steamers British Crown, 1,400	_,
PHILADELPHIA-TO Elverpool, per steamers british crown, 1,100	3,000
Lord Clive, 1.600	0,000

Lord Clive. 1.600.... SAN FRANCISCO-Tc Liverpool, per ship L. Schepp, 31 (foreign) ...

..... 37,667 Total The particulars of these shipments, arranged in our usual

form, are as follows:		10		Vera Cruz	
Liver- pool.	Havre.	Bre- men.	Barce- lona.	Progreso.	Total.
New York 1,144	500	250		050	1,894 19.624
New Orleans15,091	3,683	• • • • • •	994	830	994
Charleston	•••••	622			4.062
Texas	•••••	022			2.820
Norfolk 2,820 Baltimore 1,902		752			2,654
Boston 2,588				•••••	2,589 3,000
Philadelphia 3,000				•••••	31
San Francisco 31					
Total	4,183	1,624	994	850	37,667

Cotton freights the past week have been as follows:

	satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	1164@14	1134@14	1164@14	1164@14	1164@14	
Do saild.		532 a 732	532 @732	$5_{32}@7_{32}$	532 @732	$5_{32}a_{32}$
Havre, steamc.		1332*	13 ₃₂ *	19 ₃₂ *	1332*	¹³ 32*
- Do sailc.					,	
Bremen, steamc.	³ 8@ ¹ 2	$^{38}\tilde{a}^{12}$	38@12	38@12	³ 8@ ¹ 2	38@12
Do sailc.					·	
Hamburg, steam.d.	38012	38012	³ 8@ ¹ 2	³ 8@ ¹ 2	³ 8@ ¹ 9	38@12
Do saild.						
Amst'd'm, steam.c.	J ^ζ	12	12	12	12	12
Do saild.						
Baltic, steamd.	⁵ 16	516	⁵ 16	516	⁵ 16	⁵ 16
Do sailc.	1964	1964	1964	1964	1964	1964

* Compressed.

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

	June 17.	June 24.	July 1.	July 8.
Sales of the weekbales.	49,000		54,000	77,000
Of which exporters took Of which speculators took	$3,300 \\ 3,200$		$1,940 \\ 3,300$	
Sales American	37.000	45,500	44,000 3,400	59,000 5,300
Actual export Forwarded	11,000	9,000	6,800	5,800
Total stock—Estimated Of which American—Estim'd	906,000 693,000		882,000 678,000	838,000 640,000
Total import of the week	63,000	52,000	53,000 46,500	30,000 22,000
Of which American	51,000 235,000	215,000	192,000	201,000
Of which American.	133,000	105,000	92,000	93,000

The tone of the Liverpool market for spots and futures each day of the week ending July 8, and the daily closing prices of spot cotton, have heen as follows:

10011 as 1011	0115.)	1	South'n ship'g extras. 5 400 600 Rye 103 0107					
Spet.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.	Rye flour, superfine. $5 \ 10 \ 0 \ 5 \ 50$ Oats-Mixed $41 \ 0 \ 43^{1}2$:Corn meal-White $42 \ 0 \ 47$ Western & & 290 \ 3 \ 30Barley-Canada W \u00f3					
Market, } 12:30 P.M }	Quiet.	Active and firmer.	Active and firmer.	Quieter.	Mod. inq. freely supplied.	Quiet.	Western, &c 2 900 3 30 Brandywine, &c 3 350 3 40 State, 2-rowed Peas—Can'da,b.&f.					
Mid. Upl'ds Mid. Orl'ns		6 ¹ 4 6 ⁵ 16	6 ¹ 4 6 ⁵ 16	6 ⁵ 16 6 ³ 8	6 ⁵ 16 6 ³ 8	- 6 ⁵ 16 6 ³ 8	(From the "New York Produce Exchange Weekly.")					
Market, 5 P. M.							Receipts of flour and grain at Western lake and river ports for the week ending July 2, 1881:					
Sales Spec.& exp.	7,000 500	12,000 1,000	$15,000 \\ 1,000$	12,000 1,000	10,000 1,000	10,000 1,000	Flour, Wheat, Oorn, Oats, Barley, Rye, bbls. bush. bush. bush. bush. bush.					
Futures. Market, 5 P. M.	Steady.		Weaker.	Quiet.	Dull.	Easier.	At(196 lbs.)(60 lbs.)(56 lbs.)(32 lbs.)(48 lbs.)(56 lbs.)Chicago67,609613,3363,797,171933,61710,42312,325Milwaukee70,064276,95016,70036,60044,4283,610Toledo475225,640255,16417,972Detroit6,98383,2523,41112,355					
The actua below. The unless othe	ese sales a rwise state	re on the	DASIS OF L	pianus, L		ug clause,	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$					
Delivery. July July-Auz AugSept.	63_{16}	SeptC	ery. Oct DV	.6 ¹ 16 Ju .5 ⁷ 8 No	Delivery. 11y-Aug ovDec	6732	Total					
			MONDAY.				Total receipts at same ports from Dec. 27 to July 2, inclu-					
July July-Aug SeptOct		52	@11 @12 TUESDAY.	$\begin{bmatrix} 6^{5}16\\ 32 & 38 \end{bmatrix} \begin{bmatrix} 0 \\ 0 \end{bmatrix}$	otNov ovDec	$5^{15}_{16}_{32}_{32}$	sive, for four years: 1881. 1880. 1879. 1878. Flourbbls. 4,476,755 2,892,535 3,275,531 2,915,221					
July July-Aug AugSept. SeptOct OctNov	6_{16}^{5}	32 Aug8 32 July 32 July.A	ept	.6 ³ 8 @ ¹³ 32	ovDec		Wheatbush.34,334,17524,300,23731,062,06429,763,779Corn57,330,04277,989,02947,628,22746,526,293Oats23,287,97615,665,57814,438,78212,786,214Barley3,923,8032,523,2362,351,1592,855,948Bye857,3391,125,5361,599,6311,925,103					
July-Aug. AugSept. BeptOct		OctN NovI July	0 ⊽	.53132 JI	uly-Aug ugSept ugSept	$\begin{array}{c} \dots & 6^{11}{}_{32} \\ \dots & 6^{13}{}_{32} \\ \dots & 6^{7}{}_{16} \end{array}$	Total grain 119,733,335 121,603,616 97,079,863 93,857,337 Comparative receipts (crop movement) at same ports from August 1 to July 2, inclusive for four years:					

ales.		THUR5DAY	<i>.</i>		
144 500 250	<i>Delivery. d.</i> July611 ₃₂ July-Aug611 ₃₂ AugSept613 ₃₂	I NOVDec	52832	SeptOct	048
		FRIDAY.			3
091 683 830	July	July-Aug July-Aug AugSept	61132	NovDec	$515_{16} \\ 529_{32} \\ 32$
20	~			<i>h</i>	

BREADSTUFFS.

FRIDAY, P. M., July 8, 1881.

The market was closed on Saturday and Monday. At the reopening on Tuesday the flour market was weak and unsettled. and in the course of the next two days there were sales of lines at 5@10c. decline; but generally holders remained pretty firm. There is no excess of stock pressing on the market, and the depression has been mainly in sympathy with the course of values for wheat. To-day the market was strong, but quiet.

The wheat market shows some further decline in prices. Crop accounts have been good from nearly all directions, and the speculation has been toward a lower range of values. A marked decline at Chicago contributed actively to the decline in this market, which yesterday caused an early advance to be lost. Some new winter wheat has been sold for arrival, including amber Missouri at \$1 28@\$1 29. There was considerable done in No. 2 spring on the spot at \$1 201/2@ \$1 21, but the speculation is still mainly restricted to No. 2 red winter. To-day the market was depressed; No. 2 red winter quoted at \$1 23 for August and \$1 225% for September, and No. 1 white on the spot at \$1 243/4@\$1 25.

Indian corn declined early in the week, but has since been moderately active, in the regular way and for speculation, at pretty full prices. The weather has been more favorable to crop prospects, but the demand is so large as to give confidence in mixed corn at the present range of prices. White corn has further declined, and sales are reported of No. 2 at 57@57½c., free on board. To-day the market was weak, and No. 2 mixed closed at 56¹/₄c. for August and 57 7-16c. for September.

Rye has been dull and drooping. Barley is entirely nominal, but of barley malt there were sales to-day of 10,000 bushels six-rowed State at \$1 08@\$1 12.

Oats have declined, especially for medium grades, underimproved crop prospects, dull trade and pretty full supplies; and to-day No. 2 mixed sold at 3734c. for August and 3634c. for September.

The following are closing quotations:

- 1					6	5	
	Flour.		1	Grain	2.		
	No. 2 \$ bbl. \$	3 000	3 65	Wheat-			
	Winter superfine	4 300	4 60	Spring	\$1 05 @	01 25	
1	Spring superfine	4 100		Spring, No. 2	1 19 7	21 21	
	Spring wheat extras	4 802		Red winter		01 30	
1	do XX and XXX	5 250		Red winter, No. 2	1 26 7	01 26 ¹ 2	
	Wis. & Minn. rye mix.	5750		White	1 15 7	@1 27	
	Willou Shipp a checker			Corn-West. mixed.	48 7	a 551 ₂	
				West. No. 2, new.		Ø 55 ¹ 4	-
		6 500				0 57	
		6 250	6 50		55 7		2
	Southern, bakers' and			South. yell'w, new	57 9		
×)	family brands	6 250		South. white, new		62	
	Double in Ship A Chevrast	5 400		Rye		D107	
	Leyo nour, supermeter	5 100	5 50	Oats-Mixed		a 4312	÷ .
	Corn meal-			White		d 47	
		2900		Barley-Canada W.		<i>d</i>	
	Brandywine, &c	3 350	3 40	State, 4-rowed		<i>a</i>	
	and the second sec			State, 2-rowed		0	

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THE CHRONICLE.

JULY 9, 1881]		5	L		UIII
Flourbbls.	1880-81 8,150,885	1879 6,112	9-80. 2,286 (1878-79. 6,010,087	187 5,687	
Wheatbush.	77.531,018 118,116,950 44,417,481	82,596 118,675 29,088	,559 87	7,160,830 7,698,622 0,398,591	73,249 81,615 25,197	,909
Oats Barley Rye	$\frac{11,811.625}{3,309,145}$	10,385 3,948	5,980 8	9,492,905 4,535,974	9,334 3,901	,920
Total grain	255,186,219	214,698		9,306,925	193,299	
Comparative ports from Dec.	27 to July 1881.	2, inclus 18	sive, for 80.	1879.	18:	78.
Flourbbls.	4,441,504	2,702	2,415	3,442,674	2,954	
Wheatbush. Corn Cats Barley Rye	$25,325,993 \\ 47,819,213 \\ 17,362,423 \\ 2,008,387 \\ 1,060,641 \\$	62,256 12,093 1,615	6,235 4 3,989 10 2,704	7,771,852 1,620,066 0,887,693 1,998,406 1,435,057	22,680 39,946 8,133 1,544 1,583	5,331 5,104 1,939
Total grain	93,576,657			3,713,074		
Rail shipment weeks ended :			*			
Flour	J	1881. Week Uly 2. 4,578	1880. Week July 3 93,004		5. Ju	878. Week ily 6. 5,310
Wheat	bush. 57	2,705	291,485		27 222	2,150
Corn Oats Barley Rye	1,36 57	0,744 8,889 6,507 3,903	$\begin{array}{r} 988,569\\357,897\\26,587\\44,703\end{array}$	7 279,27 11,13	75 261 37 4	1,847 1,172 4,483 6,649
Total	2,54		1,709,241			6,301
Rail and lake Week Flou ending— ool July 2190.8 June 25230.0 June 18164,4 June 11203,0	r, Wheat s. bush. 76 1,402,68 25 2,009,94 17 1,256,57	, Oor bus 0 4,112 9 3,688 3 3,198	n, b h. b 979 71 901 1,65	Dats, Ba ush. b 3,599 1 8,840 1 4,496 1	ush. 6,507 1 9,242 1 7,133 1	x8: Rye, bush. 3,908 9.827 9,702 8,969
Tot., 4 wks.788,3 4 w'ks'80424,0		2 14,699 6 16,638	,742 4,63 ,925 2,43		75,726 7 89,551 15	2,406 2,441
Receipts of ended July 2:	flour and g	grain at	seaboar	rd ports i		_
At- New York Boston Portland Montreal Philadelphia Baltimore New Orleans	bbls. b 92.0081,10 55,624 2 2,750 17,406 22 19,705 8 25,667 59	3,900 4 5,770 3 5,500 2 6,200 6	Corn, bush. 96,000 60,718 5,800 75,165 58,800 12,600 32,568	Oats, 1 bush. 727,150 89,055 4,600 70,594 83,300 20,000 58,230	Barley, bush. 46 600	Rye, bush. 3,872
Total week Cor. week '80	223,155 2,13 153,287 3,59	8.958 3.9 6,959 4,1	71,651 1,0 08,237	$052,979\\458,449$	646 2	4,872 28,402
Total receipt sive, for four y	s at same years:	ports fi		27 to . 1879.		nclu- 878.
Flourbble	1881. 6,637,73		32,023	5,064,760	0 4,25	25,187
Wheatbush Corn Oats Barley Rye	$\begin{array}{c} 52,938,89\\ 13,536,94\\ 2,020,83\\ 880,35\end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	41,619 09,688 84,267 02,960	42.698.543 62,955,731 10,755,742 1,481,477 2,005,490	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	96,948 46,101 25,254 91,043 33,825
Total grain	. 111,715,27	3 132,20	51,510 1	19,896,983		93,170
Exports from for week ending	i United Sta ig July 2, 1	ates seab 881:	oard por	ts and n	om moi	lifeat
From	bbls. b 55,327 7		Corn, bush.		Rye, bush. 18,612	Peas, bush. 9,873
Boston Portland Montreal		73,803 01,454	322,013 279,430		·····	41,500

	Wheat,			Barley,	Rye,
In Store—	bush.	bush.	buek.	bush.	bush.
June 25, '81	16,370,483	13,533,128	7,004,107	248,037	162,527
June 18. '81	16,441,330	11,783,877	6,644,299	127.443	181,974
June 11, '81	17,220,573	11,522,238	6,332,463	321,569	276,108
June 4, '81	16,238,025	10,501,456	5,209,553	361,053	287,506
July 3, '80	12,264,920	16,/33,218	2,823,762	235,772	211,334

Exports of Provisions.

The following are the exports of provisions from New York Boston, Baltimore, Philadelphia, Montreal, Portland and New Orleans, for week ending July 2, 1881, and their distribution:

	Pork,	Beef.	Lard,	Bacon,	Cheese,	Tallow,
To-	bbls.	bbls.	lbs.	lbs.	lbs.	lbs.
			45 165	509,117	216,688	
London	111	1	45,165	5,634,829	4,889,604	855,303
Liverpool	1,253	1,015	479,976	0,004,022	2,992,640	323,400
Glasgow	80	456	28,600	010,0750	2,002,040	523,400
Hull	50	67	285,500	308,750	300,060	10 500
Bristol			42,500	87,875		16,500
Avonmouth)			380,640	FF 000
Br. ports	315	75	388,700	155,250	338,900	55,000
Bremen	67	155	319,384		6,180	
Hamburg		50	172,300		9,120	32,200
Antwerp			250,000	118,750		
Rotterdam			11,000	213,750		82,600
Havre			197,000			
Italy	10	50				
Brazil			C4,447		700	
Central Am.	10			339		
	116					
Mexico	198	33	94,184	9,373	2,788	
S. Am. ports.	399	57	264,209			22,400
Cuba	510	• 53	35.775	2,920		,
Hayti		102	63.729		200	
West In lies	815				3,600	
Brit.N.A. Col.	835	57	3,809	3.753		
Other count's	65	29	231			
Total week	4,824	2,199	2,746,509	7,506,069	9,523,952	1,387,403
Prev's week .				8,174,014	8,503,338	1,431,182
LIOT S WORK .	,			and the state of t	the state of the s	and the second

THE DRY GOODS TRADE.

FRIDAY, P. M., July 8, 1881.

As generally expected, business has been quiet the past week, many buyers having temporarily left the market in order to spend the holidays and enjoy a brief vacation before resuming operations for the fall trade. The demand at first hands was consequently light, and quietness prevailed in all branches of the jobbing trade; but there was a very good movement in staple cotton and woolen goods, shirts and drawers, &c., on account of former orders, and some large lots of dark prints were placed "on memorandum" with interior jobbers, who are making shipments by canal in order to economize freights. There are now a great many southern and southwestern buyers in the vicinity of this market, and a large influx of western jobbers is expected next week; hence an active business in fall goods may reasonably be anticipated in the early future.

Domestic Cotton Goods .- The exports of cotton goods were comparatively small, only 351 packages having been shipped during the week ending July 5, including 78 to Hamburg, 54 to British North American Colonies, and a number of minor shipments to other markets. There was a moderate inquiry for staple cotton goods by southern and southwestern jobbers, but the general demand was by no means active. Brown and bleached goods, wide sheetings, cotton flannels. colored cottons, &c., continued to move freely, in execution of former orders, many of which are still unfilled. Stocks of plain and colored cottons remain very light in agents' hands, and a positive scarcity of some makes is apprehended, as many of the smaller class of jobbers have not yet entered the market as buyers. Prices of the most desirable fabrics are firmly maintained, and orders for goods to be made are booked "at value" only in most cases. Print cloths were quiet, but prices ruled steady at 3 15-16c., less a small discount for 64x64s, and 3½c. for 56x60s. Light prints were very quiet, but there was a fair business in certain makes of dark fancy prints. DOMESTIC WOOLEN GOODS .- There was a moderate demand for clothing woolens, in which fancy cassimeres, suitings, worsted coatings and overcoatings participated, and further large deliveries of such fabrics were made by agents on account of back orders. Leading makes of cassimeres, &c., are still sold in advance of production, and prices are generally firm. Cloakings were in fair though somewhat irregular demand at unchanged prices, and there was a steady business in repellents. Kentucky jeans and doeskins were less active, and satinets were mostly quiet; but desirable makes are steadily held. Flannels and blankets were distributed in liberal quantities in execution of old orders, and stocks are in such good shape that prices remain

Total for w'k 104,782 495.3562,848 35,825 Same time '80. 90,218 2,981,634 4,017,499 358,977

367,713

297,650

300.322

145,091

366,012

125

300

63

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, July 2, 1881, was as follows:

	Wheat,	Corn.	Oats.	Barley,	Rye,
To show of "		bush.	bush.	bush.	bush.
In store at-	bush.	064 904	1,565,080	18,943	50,622
New York	2,098,381	074 000	418.000	2010 20	
Do. afloat (est.)	496,000	974,000	30.500		12,000
Albany	10,000	21,000		4,200	
Buffalo	267,080	263,474	546,058		32.526
Chicago	4,285,157	2,234,036		30,879	
Milwaukee	1,435,464	6,564	19,411	108,224	12,611
Duluth	683,897	5,000			
Toledo	361,811	484,740			
Detroit	289,469	4.348	23,573		
Oswego	50,000	70,000			O FOF
St. Louis	315.284	857,452	103,835		2,565
Boston	47,902	289.166	141,030	1,900	441
Toronto	165,206		14,521	17,921	125
Montreal	207,770	77.828	77,690		558
Philadelphia	264.878	215,618	283,942		
Peoria	19,196	141.945	271,140		4,499
Indianapolis		133,700	28,400		
Kansas City	58.324	57,788	21,503		216
Baltimore	993.593	725,089			
Down Migginginni	46,334	216,705			
Down Mississippi.		2,942,000		16,307	19,908
On rail	1,360,000	2,936,000			
On lake	1,084,000	890,000		•••••	
Canal	1,303,000	290,000	10,000		
Total July 2.1881	15.970,746	14,511,347	8,332,493	198,974	136,071

Total July 2, 1881 15,970,

firm. Linseys were more sought for, but dealings were only moderate in amount. Worsted dress goods, shawls and skirts remained quiet, and carpets were less active. Shirts and drawers were fairly active, and there was a moderate inquiry for fancy hosiery; but staple hosiery was mostly quiet.

FOREIGN DRY GOODS.-There was little, if any, improvement in the demand for imported goods at first hands, and the jobbing trade ruled quiet. The most staple fabrics are only in moderate supply, and prices remain steady and unchanged.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending July 7, 1881 and since January 1, and the same facts for the corresponding periods of 1880, are as follows:

Total at the port	Total Ent'd forconsumpt.	Flax. Miscellaneous.	Wool. Cotton	Venutedimond	Total on market	Total Ent'd for consumpt.	Miscellaneous	Cotton	08 of-	Total	Miscellaneous	Wool Cotton Silk	Vanufactures of		ENTERED FOR CONSUMPTION FOR THE
5,958	$2,135 \\ 3,823$	$ 120 \\ 341 \\ 668 $	629	E	4,931	$1,108 \\ 3,823$	115 463	257 62	ANDER L	3,823	1,179 210	1,055	Pkgs.	Week July	DR CONS
1.818,667	551,756 1,266,911	76.201 85,792 19,807	246,021	ENTERED F	4,931 1,572,530	305,619 1,266,911	26,748 17,818	95,485 106,899 58,669	WITHDRAWN FROM	3,823 1,266,911	186,111 78,910	284.971 302,741 414.178	Value.	Week Ending July 8, 1880.	SUMPTION
287,225	98,414 188,811	3,599 15,216 58,867		FOR WAREH	286,533	97,722 188,811		7,077 6,140 2,918	WAREHOUSE	188,811	42,046 57,338		Pkgs.	Since Jan.	FOR THE V
66,168,048	14,771,038 51,397,010	2,954,833 3,496,193 1,185,284		WAREHOUSE DURING	61,882,064	10,485,054 51,397,010	1	2,551,173 1,889,709 2.571.302	SE AND THRO	51,397,010		9,812,210 13,148,461 15,382,906	Value.	tn. 1, 1880.	WEEK AND SINCE JANUARY
4,196	1,358 2,838	59983 59583	254 128	SAME	3,569	731 2,838	220 162	$176\\130\\43$	WN INT	2,838		450 600	Pkas.	Week July	ICE JAN
1,255,822	301,907 953,915	59,078 74,534 41,822	92,640 33,833	PERIOD.	3,569 1,166,618	212,703 953,915	59,439 11,245	69,309 42,781 29,929	AND THROWN INTO THE MARKET	953,915	$139,264 \\ 60,532$	169,596 223,789 360,734	Value.	Ending 7, 1881.	H
265,732	105,422 160,310		7,976 6,881		288,547	128,237 160,310		10,122 8,260 3.996	KKT.	160,310	43,076 42,156		Pkgs.	Since Jan. 1,	1881 AND 1
54,543,601	11,634,048 42,909,553	2,438,764 2,214,076 1,493,426	3,195,837 2.291.945	,	56.978,550	$\substack{14,068,997\\42,909,553}$	2,987,292	4.049,920 2,870,967 2,823,087		42,909,553	6,218,145 4,199,708	7,598,362 11,749,436 13,143,902	Value.	n. 1, 1881.	1880.

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	1 -	· \$					Deeswax	2,200	1 10,020	01,010	127
	1	1001 /	1880.	1	1881.	1880.	Breadstuffs		0.000.001	1 14	
	1	1881.	1880.		1001.	1000.	Flour, wheatbbls.	. 66,336	2,632,831	1,930,093	
	Ohing bo			Metals, &c-			Flour, ryebbls.		2,078	2,289	
	China, &c	9,562	8,614		114,804	216,611	Com mool hhls	5,158	106,310	88,120	
	China		0,014	non, pig			Corn mealbbls.		00,010,001	1 00 000 050	
	Earthenw.	25,226	27,989	" RR. bars			Wheatbush.	845,171	22,316,391	28,283,353	
	Glass	226,808	420,591	Lead, pigs.	18,093	39,457	Ryebush.	29,547	668,024	943,655	
		21,998	20,215				Oatsbush.	3,256	80,725	282,232	
	Glassware.	21,000	3,736	Steel	485,998	323,999	Barleybush.	25	15.087	262,636	
	Glass plate.	3,752	3,730		400,000	020,999	Darley			202,000	
	Buttons	5,227	7,052	Tin, boxes.	772,173	867,979	Peasbush.	9,725	159,375	200,516	
	Coal, tons	26,925	17,161	Tin slbs., lbs	7,923,373	18,151,437	Cornbush.	1,412,639	15,809,002	22,468,581	
		36,533	25,212	Paper Stock.	84,340	196,212	Candlespkgs.	582	34,700	32,133	
	Cocoa, bags.	1,409,092	1 943 461	Sugar, hhds,	0 - , 0 - 0		Coal tong	1.136	30,413	26,470	
	Coffee, bags.	1,409,092			070 000	200 222	Coalbales.		289,049	341,736	
	Cotton, bales	6,939	4,015			396,555	Cotton	3,547		011,700	
	Drugs, &c-		t	Sugar, boxes			Domesticspkgs.	351	73.210	51,953	
	Bark, Peru.	11,798	20,845	and bags	1,730,775	1,848,563	Haybales.	2,351	44,241	64,353	
		10.587		Tea	551.376		Hopsbales.	274	18,375	1,900	
	Blea. powd.				28,197	12 707	Noral Stones			_,	
	Cochineal	2,039		Tobacco		43,707	Naval Stores-		6	1	
	Gambier	30,660		Wines, &c			Crude turpentine bbls.		6		
	Gum, Arab.	4,033	4,252	Champ'gne			Spirits turpentine bbls.	. 143	4,844	12,395	
	Indigo	3,276	5,261	baskets	119,151	74,067	Rosinbbls.	8,763	97.505	131.584	
	Thuigo	0,270	939	Wines	132,163	115,325	farbbls.	115	6.715	4.075	
	Madder, &c	329			104,100		Dital		2.679	3,374	
	[Oil, Olive]	26,141		Wool, bales.	24,319	81,841	Pitchbbls.	145			
	Opium	438	1.199	Reported by	·		Oil cakecwt.	57,354	1,417,491	2,704,024	
	Soda, bi-cb.	3.003		value.	\$	\$	Oils—		ii.		
		27,587		Cigars	812,632	807,073	Whalegals.	9,445	150,248	69.907	
	Soda, sal	21,001				551 000	That of the second second		106.603	206,008	
	Soda, ash	38,331	52,256	Fancy goods	672,048	554,228	Spermgals.	0.040		410.251	
	Flax	2,645		Fish	241,880	218,551	Lardgals.	2,648	209,667	410,351	
	Furs	5,329	7.701	Fruits, &c		4 1	Linseedgals.	212	19,246	51,433	
	Gunny cloth	1,286		Lemons	453.455	953,465	Petroleumgals.	9,453,067	155,949,276	117,236,888	
		0.007	8,231		1,167,852	1.315.043	Provisions-	0,200,001			
	Hair	2,887		Oranges	1,107,052	1,010,040	FIOVISIONS	0 507	113,868	130,420	
	Hemp, bales	161,458	134,018	Nuts	495,659	517,347	Porkbbls.	3,527	113,508	130,420	
-	Hides. &c	· · · ·		Raisins	431,226	607,728	Beef	905	22,631	33,451	
	Bristles	1,294	2.009	Hides, undr.	10.074.568	13.926.340	Beeftierces.	1,357	27,750	34,060	
~	Hides, dr'sd	3,504	1 018	Rice	84,344	188,231	Cutmeatslbs.	4,434,296	236,803,373	305,551,610	
		3,304			OI,OII	100,201	Dutton	692.784	9,221,941	13,012,296	
	Indiarubber	39,827		Spices, &c		105 500	Butterlbs.		54 000 077	46.013.136	
	Ivory!	1,915	1,237	Cassia	19,077	125,539	Cheeselbs.	6,100,529	54,222,277		
	Jewelry,&c-			Ginger	43,236	62,354	Lardlbs.	2,571,915	127,439,426	153,238,021	
	Jewelry	887	1,842		117,691	376,189	Ricebbls.	259	13.357	10,214	
		546		Saltpetre	196,915	252,912	Tallowlbs.	1,076,491	29,407,906	45.352.367	. •
	Watches				190,910	202,012		1,010,101	36,613	32,989	
	Linseed	150,737		Woods-	1	-	Tobacco, leafhhds.	2,568		01,050	
	Molasses	57,351	59,910	Cork	424,158	337,503	Tobaccobales and cases.	1,060	25,241	21,952	
	Metals, &c-			Fustic	78,883	40,932	Tobacco, manufactured. lbs.	111,685	3,260,307	3,418,477	
		3,538	3 871	Logwcod	322.952	415,867	Whalebone		59,800	52,855	
	Cutlery	0,000		Mahogany.			THOLOGONG - 880 - 500 - 500 - 100-		00,000		
	Hardware	587	1881	manogany.	222,993	134,172	1		مؤمارهم البندة باي مزير مسيدة وين اليون اليون.		

Receipts of Leading Articles of Domestic Produce.

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending with Tuesday last (corresponding with the week for exports), also the receipts from Jan. 1, 1881, to that day, and for the corresponding period in 1880:

	Week ending July 5.	Since Jan. 1, 1881.	Same time last year.
Ashesbbls. Beansbbls.	67 1,394	$1,800 \\ 42,812$	2,273 27,390
Breadstuffs Flour, wheatbbls.	96,405	2,832,276	2,145,158
Corn mealbbls.	5,152	100,590	62.625
Wheatbush.	1,387,864	20,208,357	22,572,902
Ryebush.	2,554	541,419	526,731
Cornbush.	2,354,325	20,360,349	26,276.199
Oatsbush.	562,200	7,414,673	6,980,170
Barleybush.	82,350	$2,596,592 \\ 140,029$	2,233,700 301,307
Peasbush.	880 6,336	489,344	463,422
Cottonbales. Cotton seed oilbbls.	917	13.924	29,835
Flax seedbags.	26,976	334,176	11,566
Grass seedbags	170	52,648	64,912
HidesNo.	5,885	81,872	83,361
Hidesbales.	322	22.794	30,639
Hopsbales.	698	39,566	10,197
Leathersides.	51,745	$1,\!384,\!801 \\ 61,\!722$	2,111,34
Leadpigs.	4,286	61,722	101,827
Molasseshhds.		3,138	54
Molassesbbls.	710	46,974	41,814
Naval Stores-		1 100	0.10
Turpentine, crude bbls.	50	1,103	2,161
Turpentine, spirits bbls.	769	36,645	44,307
Rosinbbls.	3,652	$\begin{array}{r} 136,\!130 \\ 12,\!942 \end{array}$	185,552
Tarbbls.	146 35	2,332	11,378
Pitchbbls.	13,497	349,330	1,328 365,619
Dil cake	206	4,486	3,365
Dil, lardbbls. Dil, whalegalls.	200	1,100	181
Peanutsbush.	2,054	72,608	53,143
Provisions –			
Porkpkgs.	2,826	62,080	90,037
Beefpkgs.	596	19,181	20.059
Cutmeat 3	12,530	589,533	928,516
Butterpkgs.	45,256	696,548	656,444
Cheesepkgs.	101,680	1,085,823	831,666
Eggsbbls.	9,563	337,434	366,985
Lardtcs. & bbls.	9,704	289,616 149,382	364,513
Lard	6,996	35,419	90,675 40,674
hogs, uresseuNo.	242	35,578	37,813
Ricepkgs.	414	61,319	27,363
tearine	742	12,520	11,146
ugarbbls.		7.923	91
ugarhhds.	17	13,757	8,029
allow	1,115	28.758	61,579
obacco boxes & cases.	4.586	69,041	84,069
obaccohhds.	2,754	41,903	37,483
Vhiskeybbls.	3,818	124,610	178,043
Voolbales.	9,258	51,501	39,370

Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports from the 1st of January, 1881, to that day, and for the corresponding period in 1880 :

Imports of Leading Articles.										
The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port from Jan. 1 to July 1, 1881, and for the corresponding period in 1880:							Week ending July 5.	Since Jan. 1, 1881.	Same time last year.	
Jan. 1 to July 1, 1881, and for the corresponding period in 1880:					Ashes, potsbbls.	321	948	627		
[The quantity is given in packages when not otherwise specified.]				Ashes, pearls	24	149	131			
[THE QUALITY IS SIVEN IN PROPAGES WHEN NOT OTHER WISE SPECIFICU.]					Beeswaxlbs.	2,483	46,229	54,878		
1881. 1880. 1881. 1880.					Breadstuffs-			- TY		
		1881.	1880.		1881.	1880.	Flour, wheatbbls.	66,336	2,632,831	1,930,093
Chin	a, &c			Metals, &c-			Flour, ryebbls. Corn mealbbls.		2,078	2,289
Chir	na	9,562	8,614	Iron, pig	114,804	216,611	Corn mealbbls.	5,158	106,310	88,120
Ear	thenw.	25,226	27,989	" RR. bars	176,843	444,377	Wheatbush.	845,171	22,316,391	28,283,353
Gla	88	226,808	420,591		18,093	39,157	Ryebush.	29,547	668,024	943,655
Gla	ssware.	21,998	20,215	Spelter, lbs	1,064,016		Oatsbush.	3,256	80,725	282,232
Gla	ss plate.	3,752	3,736	Steel	485,998	323,999	Barleybush.	25	15,087	262,636
Butt	ons	5,227	7,052	Tin, boxes.	772,173	867,979	Peasbush.	9,725	159,375	200,516
	tons	26,925	17,161		7,923,373	18,151,437	Cornbush.	1,412,639	15,809,002 34,700	22,468,581
Coco	a, bags.	36,533	25,212	Paper Stock.	84,340	196,212	Candlespkgs.	582	34,700	32,133
Coffe	e, bags.	1,409,092		Sugar, hhds,	070 000	200 277	Coaltons.	1,136 3,547	30,413 289,049	26,470 341,736
Cotte	on, bales	6,939	4,015	tcs., & bbls.	378,829	396,555	Cottonbales.	3,547	73.210	51,953
Drug	18, &0-		00.045	Sugar, boxes	1 720 775	1 040 500	Domesticspkgs.		44.241	61,353
	k, Peru.	11,798	20,845		1,730,775 551,376	1,848,563 440.044	Haybales.	2,351 274	18,375	1,900
	a. powd.	10,587		Tea	28,197		Hopsbales.	211	10,010	2,000
	hineal	2,039	2,400	Tobacco	20,197	+3,707	Naval Stores—		6	
	abier	30,660	10,989	Wines, &c			Crude turpentine bbls.	143	4,844	12,395
	n, Arab.	4,033	$4,252 \\ 5,261$	baskets	119,151	74,067	Spirits turpentine bbls.	8,763	97,505	131,584
Indi	go	3,276	5,261 939	Wines	132,163	115,325	Rosinbbls. Tarbbls.	115	6,715	4.075
	ider, &c	$\begin{array}{c} 329 \\ 26,141 \end{array}$		Wool, bales.	24,319	81,841	Pitchbbls.	145	2,679	3,374
	Olive	438	1 100	Reported by	21,010	UL,UEL	Oil cake	57,354	1,417,491	2,704,024
	um	3,003	7 952	value.	\$	\$	Oils-	01,001	-,,	
	a, bi-cb.	27,587	39 379	Cigars	812,632	807,073	Whalegals.	9,445	150,248	69,907
Rod	a, sal a, ash	38,331	52 256	Fancy goods	672,048	554,228	Spermgals.		106,603	206.008
Flox	a, aou	2,645	3,470	Fish	241,880	218,551	Lardgals.	2,648	209,667	410,351
		5,329		Fruits, &c	,000		Linseedgals.	212	19,246	51,433
	y cloth	1,286		Lemons	453,455	953,465	Petroleumgals.	9,453,067	155,949,276	117,236,888
Hair		2,887	8,231	Oranges	1,167,852		Provisions			
Hem	p, bales	161,458	134,018		495,659	517,347	Porkbbls.	3,527	113,868	130,420
	8, &c			Raisins	431,226	607,728	Beefbbls.	905	22,631	33,451
	tles	1,294	2.009	Hides, undr.	10,074,568	13,926,340	Beeftierces.	1,357	27,750	34,060
	es,dr'sd	3.504		Rice	84,344	188,231	Cutmeatslbs.	4,434,296	236,803,373	305,551,610
India	rubber	39,827		Spices, &c			Butterlbs.	692,784	9,221,941	13,012,296
	7	1,915		Ĉassia	19,077	125,539	Cheeselbs.	6,100,529	54,222,277	46,013,136
	lry,&c-			Ginger	43,236	62,354	Lardlbs.	2,571,915	127,439,426	153,238,021
Jew	elry	887	1,842	Pepper	117,691	376,189	Ricebbls.	259	13,357	10,214
Wat	ches	546		Saltpetre	196,915	252,912	Tallowlbs.	1,076,491	29,407,906	45,352,367
	ed	150,737		Woods-	1		Tobacco, leafhhds.	2,568	36,613	32,989
Mola	sses	57,351	59,910	Cork	424,158	337,503	Tobaccobales and cases.	1,060	25,241	21,952
Meta	la fra			Fustic	78,883	40,932	Tobacco, manufactured. lbs.	111,685	3,260,307	3,418,477
A		1			000 0					60065
Cutle	ware	$3,538 \\ 587$	3,871	Logwcod Mahogany.	322,952	415.867	Whalebonelbs.		59,800	52,855

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