

HUNT'S MERCHANTS' MAGAZINE, A Weekly Dewspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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NO. 880.

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The Chronicle.

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JOHN G. FLOYD.

WILLIAM B. DANA & CO., Publishers, 79 & 81 William Street, NEW YORK. POST OFFICE BOX 958.

THE FINANCIAL SITUATION.

A slight improvement in our Wall Street markets is noticeable this week. This is due in great part to a covering of short contracts, but in part also may be attributed to the continued favorable crop reports. On this latter point it is felt that a brief period now of favorable weather will do much towards dispelling all doubts as to the yield of winter grain. At the present moment the conditions favor a large and early harvest. This prospect naturally tends to revive hope. For with crops yielding this year in full proportion to the acreage planted, our railroad tonnage, which is even now so very large, cannot fail to be enormous; and with paying rates maintained—which is likely to be the case if there is an excess of freight offering—the net revenue ought to be very satisfactory.

Still just at present, even with such a future promise, our foreign trade is in a condition which does not permit of buoyancy in stocks. The Bureau of Statistics has issued the March trade figures this week, and we have remarked upon them in another column. To show at a glance the

changes compared with last year we have brought together the following for the three months and nine months.

×	188	32.	1881.		
	Three Mos.	Nine Mos.	Three Mos.	Nine Mos.	
Exports-	\$	\$	\$	\$	
Mdse., domestic	179,739,282	579,523,739	221,040,165	690,587,618	
Mdse., foreign	4,311,597	12,718,631	5,841,398	13.313,655	
Gold, domestic	9,915,167	10,630,482	393,770	1,097,536	
Silver, domestic	3,890,963	9,275,016		8,174,271	
Gold, foreign	647,285		68,810	A Service Company of the Company	
Silver, foreign	1,369,759	3,395,637	817,369	3,486,372	
Total exports	199,874,053	616,296,799	231,816,414	716,807,409	
Imports-	,	v 8	,		
Merchandise	184,380,272	527,232,125	153,753,525	469,060,483	
Gold	2,442,431	33,363,985	and there is no some that the same to	CONTRACTOR	
Silver	1,785,740			8,495,409	
Total imports	188,608,443	566,208,345	168,954,150	560,590,389	
Excess of exports		50,088,454	}	156,217,020	

The peculiar feature of these figures is the large increase in imports, notwithstanding our merchandise exports are and must continue for some time to be so small. The April New York movement indicates that the April statement for the whole country is likely to be still less favorable than even the March returns. Under such circumstances, the constant fear of losing gold largely, must act as a permanent menace to speculative movements. This is more especially true of securities, because we need to keep their values so that they can be sent instead of gold if need be. As to the late movement of stocks and bonds between here and Europe no accurate calculation can be made, although it is probable that the import, taking the last four months as a whole, has at least equaled the export, our leading railroad managers having by their acts discredited their properties abroad. Altogether, therefore, the situation in this particular is not at all satisfactory.

Many seek to make light of this gold movement, claiming that the country has enough and to spare, and that the world's supply is abundant. English mono-metallists are just now taking a new lease of life on the strength of the arrivals there of American gold, forgetting that they are gaining gold to-day at the expense of Great Britain's trade, which was so excellent a short time since, but is now so very quiet and unprofitable, if not depressed. As to the United States, it is only necessary to look at the change in our visible supply to see where our gold exports come from, and thus to measure our available stock and our ability to lose it. We published last week, through the kindness of the Comptroller (page 485), the details by States of the National Bank returns. Using those figures and the previous returns (for Dec. 31), which we published in February, and the statement of Nov. 1 from the Comptroller's report, we have the following exhibit of the visi-| ble stock of gold in the United States.

Visible Supply of Gold.	Nov. 1, 1881.	Jan. 1, 1882.	Mar. 11, '82.
National Banks	\$107,222,169	\$105,737,188	\$102,081,706
State Banks	19,901,491 167.781.909	†19,500,000 167,429,347	†19,000,000 *168.569.753
			\$289,651,459

* Return of March 1.
† These returns are estimated on the basis of the Comptroller's figures of Nov. 1 and the changes in the New York State banks since—the New York returns being the only later returns we have for State banks.

This statement confirms the truth of our remarks last year, that our people are hoarding gold faster than our production, and that we have no stock to draw exports from except that held by the banks and Treasury. Judging from the statement of the New York associated banks for March 4, it appears that if the above national bank returns had been made up to the same date as the Treasury figures, March 1, instead of March 11, the stock held by them would have been \$2,600,000 less than given, they having gained that amount the succeeding week from the Treasury disbursements; so that if we could obtain the figures of both depositories of the same date in March, they would be considerably less favorable than the present exhibit. As the statement stands, however, it is forcible enough, as it shows that our visible supply of gold has decreased over 5 millions since the first of last November, although from November to January we imported over 51 millions of gold, net, and have been producing about 3 millions a month all the time. We shall refer to these figures on another occasion, and only give them now to show that there is good reason for the timidity existing over the shipments of gold.

It appears from the foregoing statements as to the condition of our trade, taken in connection with the other well-known items against us, of interest, freights, under. valuation of imports—the latter always the tendency in a protected country—that it is sufficiently evident that we are now in debt to Europe, and that if gold is not sent in considerable amounts, it is because of balances left here, securities purchased and loans made. Some seek to offset against this adverse showing, the gold brought by immigrants, on the basis of an estimate by a European authority of an average of \$200 for each head of a family. Estimating five persons to a family, even that would make only about 27 millions for the whole of 1881, and probably the greater portion of the amount, whatever it may have been, was brought in drafts, and not in coin, and the same will be the case this year. The condition of the foreign exchange market indicates how narrow the margin continues which prevents a free outflow of gold. Even as it is, we send out \$2,050,000 by the steamer sailing to-day. And as there are no indications of a downward movement in the rates, and very few bills being drawn against shipments of produce, whenever, from any cause, there is the least urgency in the demand, rates advance, and if bills cannot be procured in sufficient amount to cover the inquiry, gold has to be shipped.

So far as the money market is concerned there is little probability of its being unfavorably affected by the outflow of gold, while all domestic movements are in our favor, in addition to the large disbursements of the Treasury. The Government receipts, it seems, are running so far ahead of expenditures that a surplus of \$104,680,208 has been secured for the nine months ended March 31, as shown in a report made up for the information of the Committee of Ways and Means. This has enabled the reduction of the debt to proceed at the rate of about \$14,000,000 per month. This surplus will not be permitted to accumulate in the Treasury, for if Congress does not decrease the revenues, or increase the appropriations, the Secretary is pledged to use the balance in the retirement of extended bonds, and there is at present no prob-

ability of any action which will check the accumulation of surplus to any appreciable extent.

On Monday, the Secretary of the Treasury issued a call for the balance of outstanding loan of July and August, 1863. On Wednesday, the 109th call for \$5,000,000 extended 6s matured, and on the 10th and 17th the 110th and 111th calls for \$5,000,000 each will fall due. The Secretary of the Treasury has decided that in calling the extended 5 per cents of 1881, after the extended 6s have all been called, he will call the highest numbers first. In this matter he has no discretion, as the statutory direction is plain on the point, as may be seen from Section 3 of the Refunding act of 1870, which is as follows.

Sec. 3. And be it further enacted, That the payment of any of the bonds hereby authorized after the expiration of the said several terms of ten, fifteen, and thirty years, shall be made in amounts to be determined from time to time by the Secretary of the Treasury, at his discretion, the bonds so to be paid to be distinguished and described by the dates and numbers, beginning for each successive payment with the bonds of each class last dated and numbered, of the time of which intended payment or redemption the Secretary of the Treasury shall give public notice, and the interest on the particular bonds so selected at any time to be paid, shall cease at the expiration of three months from the date of such notice.

As remarked above, the movement of securities between here and Europe is at present insignificant. The margin of profit for transactions by cable will be seen by the following table showing relative prices at London and New York at the opening each day.

	May 1.	Ma	y 2.	Ма	y 3.	Ma	y 4.	Ma	y 5 .
	g	1			1	Lond'n prices.*	1		
U.S.4s,c.	London	121.03	, , ,		12034	120.78	12034	120.53	120%
U.S.31/28 Erie		102·61 35·34	102 3536	102·12 36·08	361/8	102.61 35.84	102 357/8	102·12 36·33	102 361/2
2d con.	y iņ	93;29 136:00	93 136	94·17 136·98	93¾ 137	94·27 136·49	91 136%	94·76 136·98	94 137
Ill. Cent. N. Y. C.	iđa	125.20			126	126.18	125%	127.66	12634
Reading	Holiday	25.47+	5698	23 96+	5734	28.60+	571/4	28.81+	571/4
Exch'ge, cables.		4.81		4.9	1	4.8)1	4.9	1

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

Money remains in abundant supply. The demand has also been somewhat restricted during the week by the fact that there has been a large uncovered short interest in the stock market. It is possible that if these short contracts should be covered, thus lessening the borrowing demand for the stocks, money might rise in value, but such a movement could be only temporary, for there is too much idle capital seeking employment to cause high rates to rule for any length of time. The domestic exchanges continue in favor of this centre at all points except Boston. The Treasury operations for the week, exclusive of the receipt of \$1,000,000 gold from Philadelphia on the 28th ult., have resulted in a loss, which is a gain to the banks, of \$105,909. The following will show the interior movement

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency		\$365,000 600,000
Total	\$2,821,000	\$965,000

The Bank of America received \$1,750,000 gold on account of the associated banks, and paid out \$2,400,000, of which \$2,050,000 was for shipment to Europe.

The following will give an indication of this week's bank return, except that the amount taken out for shipment to Europe will only partially be shown in this week's statement.

	In'o Banks.	Out of Banks	Net Gain.
Sub-Treasury operations, net Interior movement Gold exported this week	\$105,909 2,821,000	\$	\$105,909 1,856,000 2,050,000
Total	\$2,926,909	\$3,015,000	*\$88,091

* Loss

The stock market, as stated above, has exhibited some improvement this week, but there are as yet no indications of a substantial rise. The publication on Monday of a synopsis of the annual report of Lake Shore & Michigan Southern Railroad Co. aided the speculators for a decline in pressing this property and all the Vanderbilt specialties downward. A reaction quickly followed, and very encouraging news from the Southwest regarding the condition of the crops, together with the announcement that Mr. Gould was homeward bound, started the market upward, and it was strong until Thursday afternoon. The rise, as already stated, was mainly caused by the covering of short contracts by the small operators, and as soon as this movement neared its end the speculators for a fall took advantage of the firm tone for exchange and the statement that gold exports were inevitable, and attacked the weakest of the stocks. The market yielded rather stubbornly, indicating a better feeling than has been observable in some time, and yesterday a further advance was established all through the list.

One feature of the market was the advance in the Omahas, based upon dispatches announcing the purchase by the Rock Island and the Chicago St. Paul Minneapolis & Omaha of half the stock of the Minneapolis & St. Louis road, which gives both roads an entrance into Minneapolis under very favorable conditions. Another feature was the movement in Central New Jersey resulting from the announcement that the Chancellor had refused to order the election as asked by the Garrett-Gowen party. This was followed by an intimation that the differences between the contestants might soon be compromised, so that the Baltimore & Ohio and the Reading might secure representation in the board of directors when chosen. The determination of the Grand Trunk and the Great Western of Canada to amalgamate was announced from London early in the week, and this has been made the text for comment by some of the Western papers who seek to show that the consolidation may result in a rupture of the friendly relations now existing between the Grand Trunk, Great Western and the American lines. We are inclined to the opinion that the Canadian roads will find it to their advantage to keep on friendly terms with their rivals, for certainly nothing can be gained by opposition, and if the Vanderbilt system of roads requires that the Great Western of Canada shall continue the present traffic arrangements between Detroit and Suspension Bridge doubtless no change will be made.

The Bank of England return shows a decrease of £504,000 bullion for the week, and a reduction of 1 3-16 in the proportion of reserve to liabilities. The Bank of France reports a gain of 11,325,000 francs gold and 4,050,000 francs silver for the week, and the Bank of Germany, since our last report, shows a decrease of 760,000 marks. The following indicates the amount of bullion in each of the principal European banks this week and at the corresponding date last year.

	May 4	, 1882.	May 5, 1881.		
	Gold.	Silver.	Gold.	Silver.	
Bank of England	£ 23,273,172	2	£ 26,256,509	£	
Bank of France	35,824,591	46,041,325 20,670,750	24,049,754	19,413,299	
Total this week Total previous week	65 988 013	66 712 073	57 407 963	70 716 200	

The above gold and silver division of the stock of coin of the Bank of Germany is merely popular estimate, as the Bank itself gives no information on that point.

The Assay office paid through the Sub-Treasury \$188,-

609 during the week. The Assistant Treasurer received the following from the Custom House.

			Consist	ing of—	- 9 - 4
Date.	Duties.	Gold.	U. S. Notes.	Silver Dollars.	Silver Certificales.
April 28	\$424,560 88	\$295,000	\$14,000		\$115,000
" 29			The second second		
May 1	459,204 68				111,000
" 2	691,374 63	543,000	15,000	1,000	134,000
" 3	451,497 20	347,000			86,000
" 4	474,710 73	330,000	24,000		114,000
Total	\$2,866,576 92	\$2,107,000	\$105,000	\$9.000	\$645,000

LAKE SHORE & MICHIGAN SOUTHERN.

Though the Lake Shore report, issued this week, covers, like the Michigan Central and the St. Paul, a period of time long since past, and loses some of its significance on that account, it yet possesses several features of interest by reason of the completeness and simplicity of detail which characterize all returns of this company. The report is considered unfavorable, because of the decrease in gross and net earnings, but no person well informed on current railroad affairs expected a different result. The character of the weather during the early part of the year, the diminished crops during the latter part, and above all the prolonged and protracted railroad war, made a falling off in receipts inevitable. There is therefore nothing in this particular fact to cause alarm, and the more so since the report is able to show a clear net revenue of 8 per cent on the stock for the year. On the other hand, there are still other facts equally patent which are quite the reverse of discouraging.

If the diminished earnings were the result of a diminished traffic movement, there might be good ground for apprehension as to the outcome of the future, for with a diminishing volume of traffic the outlook would indeed be far from cheering. As it is, the figures show growth, continuous growth. In fact this is the most conspicuous feature in the report of this company as well as of that of Michigan Central, though many do not give it the weight it deserves. In 1870 the total freight tonnage of the Lake Shore was 574 million tons one mile; in 1881 with the mileage but very slightly increased it was 2,021 mil-Thus in eleven years the tonnage has almost lion tons. quadrupled. This is an average increase of over 30 per cent a year. Even 1881, with its extraordinary drought, diminishing the supply of grain, provisions, live stock, &c., shows an increase of pretty nearly 10 per cent when compared with 1880, probably the most prosperous year in our history. And the Lake Shore is not alone in this respect. Every recent railroad report of any consequence makes precisely the same exhibit. country is undergoing such rapid development, business keeps on expanding even in the dullest of times. On the great trunk lines the volume of traffic is growing at a rate which overcomes even a great shortage in crops. For instance, in east bound traffic, in which agricultural products form quite an item, the Lake Shore suffered a decrease of pretty nearly 22 million tons during 1881; but this decrease was met by an increase of over 192 million tons in west-bound freight, and had it not been for a fall in the rate received the gross and net receipts would have been larger than ever before. The Michigan Central shows an increase over 1880 even in east-bound freight—in fact, in every class of freight, amounting to 54 million tons in the aggregate, and yet the revenue from freight is \$520,000 smaller. To bring out the fact of a steady growth in traffic and a steady decline in rates in the case of Lake Shore, we give the following table.

1	Fr	eight.		Pat	ssengers.	
Year.	Tons One Mile.	Revenue.	Receipt per Ton per Mile.	Passengers One Mile.	Revenue.	per Pass.
1877 1878 1879	733,670,696 924,814,140 1,053,927,189 999,342,081 943,236,161 1,133,834,828 1,080,005,561 1,340,467,821 1,733,423,440	10,341,218 12,824,362 14,192,399 11,918,350 9,639,038 9,405,629 9,476,608 10,048,952 11,288,261 14,077,294	1·374 1·335 1·180 1·010 817 864 ·734 ·642 ·750	160,500,114 142,684,243 162,308,495 179,363,173 173,224,572 164,950,861 175,510,501 138,116,618 133,702,021 141,162,317 176,148,767	4,218,543 4.569,730 4.249,022 3,922,798 3,664,148 3,203,200 3,057,393 3,138,003 3,761,008	2·599 2·542 2·452 2·378 2·319 2·319 2·223 2·138

With these figures of a constantly augmenting traffic as a guide to the past, and with the forces tending to swell business more active than ever-immigration, for instance, at the rate of a million a year, the influence of which must be felt in every nook and corner of our vast territory-there would seem little doubt of further future additions to business; and so far everything is satisfactory.

But the above statement also tells us that the amount of business is not the only factor in the problem. While traffic has been expanding at such a great ratio, the compensation received for doing the work has fallen in a very much greater ratio, and to say that the volume of business is larger than ever does not at all imply that the same is true of the receipts from that business. One and a half million dollars more were realized on the 1,053 million tons moved in 1873 than on the 2,021 million tons moved in 1881. In other words, while traffic has doubled, receipts therefrom are actually smaller, due to the simple fact that between 1873 and 1881 the charge per ton per mile has declined from 1.335 cents to 0.617 cents. It is scarcely necessary to say that this latter figure is the lowest point ever touched. Of course, economies in operation and improvements of various kinds have very much reduced the cost of the work to the company, but the reduction here has not kept pace with the reduction in rates. In 1881 the profit per ton per mile was only 203 thousandths of a cent, while in 1873 it was 389 thousandths, and in 1870 over half a cent a ton a mile, or 572 thousandths. The gross rate received in 1881 (0.617) is but little above the average net profit (0.572) realized in 1870!

These are interesting and instructive figures at the present time, when the air is thick with the cries of socalled anti-monopolists calling for railroad commissions, Government supervision, State control, &c. Here we have a reduction of almost 60 per cent in the rate per ton per mile since 1870—brought about, too, without pressure of any kind except the pressure of natural forces. Thus we see again that the law of competition in its operation works more surely and more correctly in the interest of producers and consumers, and can be relied on more implicitly for this purpose, than all the silly contrivances of political demagogues, who have no knowledge in the matter except the knowledge of their own selfish ends. While the politicians have been racking their brains trying to devise means to hamper railroad operations and find ways to compel railroads to do the work of transportation for nothing, the railroads have been coming as near to this latter point as possible in the reduction of charges to the lowest figure affording any reasonable profit, contenting themselves with a smaller profit each succeeding year. It may be claimed that railroad wars have in great part contributed to bring about this result, but this is immaterial to the issue, for railroad wars are only a violent manifestation of the spirit of rivalry inspired by the law of competition.

lines, that with them the future no longer depends upon the amount of business they do, but upon the rate at which they do it. If the Pennsylvania can be taken as a criterion, the trunk lines even now, with scarcely any movement of agricultural produce, are moving a larger volume of traffic than ever; but rates are lower than this time last year, as is evidenced by the schedule rates now With the Lake Shore, one of the principal in force. questions this year will be this very question of rates. With the present agreement between the trunk lines maintained, there would appear to be no doubt but what the average rate for 1882 will be higher than that for 1881, for 1881 embraces seven months during which rates ruled at ruinous figures. On the other hand, it is not likely that the rate will ever again rule as high as it did just prior to the war. Experience demonstrates that with each railroad war, rates permanently decline. But even a very slight increase in the average rate will make a large difference in total receipts. On the traffic of last year even 1-10th of a cent additional-which would still leave a smaller average rate than in 1880-would swell gross receipts over two million dollars, and 1-20th of a cent would swell them over a million.

Another uncertain point about Lake Shore, and one that is much discussed at present, is as to the effect on it of the opening of the New York Chicago & St. Louis road to Buffalo. The latter is a parallel line the entire way, and for a good part of the distance is in close proximity to Lake Shore. It is announced that in construction and equipment it will be strictly first-class, and, considering the character of the men pushing the enterprise, no one will dispute the assertion. But this is also true of Lake Shore, and, describing it, one does not say it will be, but it is and has been for years in excellent condition everyway. Its grades are easy, its road-bed fine, its terminal facilities ample and commodious, and its equipment likewise. In the two former respects the new line may be made equal to the Lake Shore, but in the matter of terminal facilities we doubt whether it can or will be. The rise in the value of real estate and property everywhere makes it increasingly difficult for new roads to acquire adequate terminal accommodations at leading points, except at a very great expenditure of money. The New York Chicago & St. Louis has of course already made provision for effecting entrances into the leading cities—in some cases using other roads—but for the reason mentioned it will labor under some disadvantages as compared with Lake Shore. Waiving this point, however, and assuming that physically the two roads will be in condition to compete with each other on an equal footing, the Lake Shore has a hold on the business of connecting roads which the New York Chicago & St. Louis has not.

The Lake Shore report affords us the means of determining, even if only approximately, the value of these connections. We find that the total number of tons of freight forwarded from the different stations along the line during the year was 9,164,508 tons, yielding \$12, 475,698 revenue. Closer examination reveals that over one half the tonnage and more than two thirds the revenue was derived from four leading points, as follows.

· ·		Property of the Control of the Contr
Name of Station.	Tons.	Revenue.
Buffalo and East Buffalo	1,530,925 1,875,633	\$2,357,353 2,221,045 865,902
Toledo	786,313 1,184,020	2,865,902 2,855,922
Total at four points Total forwarded from all stations during	5,376,891	\$8,300,222
Total forwarded from all stations during year	9,164,508	12,475,698

Now with the New York Central as the Lake Shore's So far, indeed, has competition been carried on the trunk | principal connection, how much traffic is the latter likely r

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to lose at Buffalo because of the new line? Plainly, the answer must be, very little. Then as to Cleveland, with the Cleveland Columbus Cincinnati & Indianapolis (the principal line to Cleveland from the Southwest) in the hands of the Vanderbilts, is not the Lake Shore pretty well fortified against any attack there on its business? At Toledo, the case may be somewhat dif-One of the main lines to that point is the Cincinnati Hamilton & Dayton, and in this the Seney party (of the New York Chicago & St. Louis) has acquired a foothold, as announced last week. It would seem not unlikely therefore that the Lake Shore may be deprived at that point of some of the traffic now given to it. It should be said, however, that there are other lines to Toledo-a very important one is the Wabash-and that the Lake Shore receives from them as well as from the Cincinnati Hamilton & Dayton. The remaining one of the four points alluded to is Chicago, and this is by far the most important of all. The traffic received there is not as great as that received at either Cleveland or Buffalo, but being hauled the whole length of the company's line the revenue derived from the same is much larger. And here the Lake Shore appears to be pretty firmly entrenched Mr. Vanderbilt's heavy interests in the against assault. Western roads running to that point—particularly in the Chicago & Northwest and the Chicago Burlington & Quincy—should give him an influence over traffic destined eastward and passing through Chicago, which must inure greatly to the benefit of Lake Shore. This being so, it would seem as if the power of the new line for harm at that point were greatly lessened.

Toledo, then, is the only point where there is a probability that the New York Chicago & St. Louis can make much of an inroad into the traffic of Lake Shore. To say this, does not necessarily mean that the New York Chicago & St. Louis will get no business—for it will, and some of it business which now goes to the Lake Shorebut simply that the Lake Shore will perhaps suffer less on this account than is generally supposed. Especially is it likely that the Lake Shore will not greatly feel any loss from this cause should rates be maintained at full figures during the remainder of the year, and should the crops equal present expectations, for in that event, this, with the increase in general and miscellaneous business, would give such an addition to total traffic that the Lake Shore could afford to let the new line take a fair share of business—it is to be remembered that the road is a new candidate, and will have to work itself into public favorand yet keep up its receipts. We should not be surprised if it turned out that the rate received were a more important consideration than either the size of the crops or the \\ &c., is as follows. extent of the new line's competition. As compared with 1873, there is certainly room for another line, for the volume of traffic has doubled since then; and if rates had been maintained at anything near their former figure, there is little doubt but what a new line would have been built long before this. Now, however, one is to be opened anyway, notwithstanding the smaller profit on railroad service, and the result of this introduction of another competitor will be watched with much interest.

COTTON CONSUMPTION OVERLANDANDMOVEMENT TO MAY 1.

We are able to-day to bring down our overland statement to May 1. The figures now cover the first eight months of the season.

OVERLAND MOVEMENT TO MAY 1, 1882.

The gross movement for the month of April this year shows a decrease from the movement for the same month a market through the outports and overland, and the

last year of 8,400 bales, making the gross figures for the eight months this season 990,768 bales, against 920,775 bales in 1880-81, a difference in favor of the present season of 69,993 bales. The net movement for the month has, however, been 28,157 bales, against 20,152 bales during April last year, or an increase of 8,005 bales; but for the eight months the net movement is still 49,611 bales less than during the corresponding period in 1880-81. Below we give the details for the eight months, this year and last year.

OVERLAND FROM SEPTEMBER 1 TO MAY 1.

A STATE OF THE STA		
	1881-82.	1880-81.
Since September 1, shipped—	,	
From St. Louis	332,958	331,05 9 ·
Over Illinois Central	5,271	37,126
Over Cairo & Vincennes	133,035	102,350
Over the Mississippi River, above St. Louis	95,969	135,452
Over Evansville & Terre Haute	14,927	24,377
Over Jeffersonville Madison & Indianapolis	90,367	68,593
Over Ohio & Mississippi Branch	21,050	35,616
Over Louisville Cincinnati & Lexington	96,213	35,950
Receipts at Cincinnati by Ohio River	52,238	40,708
Receipts at Cincinnati by Cincinnati Southern	122,362	71,778
Over other routes	12,251	25,628
Shipped to mills, not included above	14,127	12,138
Total gross overland	990,768	920,775
Deduct—		
Receipts overland at New York, Boston, &c Shipments between (or South from) Western in-	443,497	376,615
terior towns	5,511	10,659
Shipments inland (not otherwise deducted) from-	,	9
Galveston	11,192	836
New Orleans	15,097	1,953
Mobile	79,089	43,774
Savannah		
Charleston		
North Carolina ports	4,76	5,165
Virginia ports	8.93	9,532
Total to be deducted	563,13	448,534
Leaving total net overland*	422;63	472,241

* This total includes shipments to Canada by rail, which since Sept. 1, 1881, amount to 30,327 bales.

RECEIPTS, EXPORTS AND SPINNERS' TAKINGS.

The falling off in the receipts at the ports during April has been very large as compared with last year, as our weekly statements have indicated. The receipts for the month this year were 147,595 bales, against 284,246 bales last year, or a decrease of 136,651 bales; and the total for the eight months is 921,121 bales less than for the corresponding eight months last season. In foreign exports the month's decrease has been 93,646 bales, and for the eight months 824,976 bales. There has been a considerable falling off in stocks both at the outports and the interior towns during April, the excess of the former over last year being now only 17,814 bales, while the latter show a decrease from the corresponding date last season of about 68,000 bales. Our usual table of receipts, exports,

Movement	Receipts	Export	ed since S	Sept. 1, 188	11, to-	
from Sept.1, 1881, to May 1, '82.	since Sept. 1, 1881.	Great Britain.*	France.	Continent.	Total.	Stocks May 1.
Galveston	410,538	168,940	15,145	61,072	245,157	23,397
Ind'n'la,&c N. Orleans .	$13,598 \\ 1,147,272$	589,724	224,890	205,468	1,020,082	152,008
Mobile Florida	$253,277 \\ 27,065$	33,392 3,900	6,313	3,231	$\frac{42,936}{3,900}$	13,188
Savannah . Br'nsw.,&c	$704,784 \\ 6,964$	138,600	21,000	170,493	330,093	26,245
Charleston Pt.Roy.,&c	480,281 24,071	$146,418 \\ 9,277$	20,472	124,149 4,205	291,039 13,435	14,042 350
Wilmingt'n M'reh.C,&c	133,087 26,229	53,584	1,430	8,819	63,833	4,273
Norfolk	581,714	297,457	2,580	15,840	315,877	18,332
City Pt.,&c New York.	154,073	330,961	23,770	58,265	412,999	306,162
Boston Baltimore .	201,749 14,096		961	41,408	125.948 113,788	9,845 22,814
Phila., &c	73,529	58,969		200	59,169	20,148
Total	1,438,235	2,028,488	316,561	693,157	3,033,236	610,804
Total'80-81	5,359,356	2,392,963	186.13	981.085	3,863.182	592,990

* Great Britain exports include to the Channel.

Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached Southern consumption since September 1, this year and last year, is as follows.

	1881-82.	1880-81.
Receipts at the ports to May 1bales. Net shipments overland during same time	4,438,235 422,630	5,359,356 472,211
Total receiptsbales. Southern consumption since September 1	4,860,865 210,000	5,831,597 175,000
Total to May 1bales.	5,070,865	6,006,597

The decrease in the amount of cotton marketed during the first eight crop months of 1881-82 is thus seen to be 935,732 bales. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts to May 1, 1832, as above......bales. 5,070,865 Stock on hand commencement of year (Sept. 1, 1881)—

At Southern ports 91,911

 At Providence, &c., Northern interior markets
 5,810 - 218.043

 Total supply to May 1, 1882
 5,288,908

Of this supply there has been exported

At Providence, &c., Northern interior markets.. 11,610-3,693,021

 Total takings by spinners since September 1, 1881
 1,595,887

 Taken by Southern spinners
 210,000

 Taken by Northern spinners since September 1, 1881
 1,385,887

 Taken by Northern spinners same time in 1880-81
 1,478,815

 Decrease in takings by Northern spinners this year . bales.
 92,92s

The above indicates that Northern spinners had up to May 1 taken 1,385,887 bales, a decrease from the corresponding period of 1880-81 of 92,928 bales. Our last year's figures for consumption are revised in accordance with the revision of some of our returns for that year, made, and referred to more fully, last winter.

AMOUNT OF CROP NOW IN SIGHT.

In the foregoing we have the number of bales which has already been marketed this year and last year. An additional fact of interest is the total of the crop which was in sight on May 1 compared with a year ago. We reach that point by adding to the above the stocks remaining at that date at the interior towns, less stock held by them at the beginning of the season. In this manner we find the result for the two years on May 1 to be as follows.

,.	1881-82.	1880-81.
Total marketed, as abovebales. Interior stocks in excess of Sept. 1	5,070,865 112,400	6,006,597 182,000
Total in sightbales	5,183,265	6,188,597

This indicates that the decreased movement up to this date of the present year is 1,005,332 bales.

WEIGHT OF BALES.

To furnish a more exact measure of the receipts up to May 1, we give below our usual table of the weight of bales. We give for comparison the figures for the same time last season.

	Eight Mo	Same Period in 1880-81.		
*	Number of Bales.	Weight in Pounds.	Average Weight.	Average Weight.
Texas	424,136	214,125,059	504.85	512.93
Louisiana	1,147,272	536,911,823	467.99	485:00
Alabama	253,277	125,118,838	494.00	509.00
Georgia*	738,813	348,446,375	471.63	480.00
South Carolina	504,352	233,454,453	462.88	472.05
Virginia	767 572	360,843,272	470.11	473.42
North Carolina	159,316	74,680,968	468.76	469.68
Tennessee, &c	1,076,127	512,946,696	476.66	500.00
Total	5,070,865	2,406,527,484	474.58	487.49

* Including Florida.

It will be noticed that the movement up to May 1 shows a decrease in the average weight as compared with

the same time last year, the average this year being 474.58 lbs. per bale, against 487.49 lbs. per bale for the same months of 1880-81.

THE COTTON GOODS TRADE FOR APRIL.

The trade in plain and colored cottons ruled quiet during the month, the demand having been almost wholly of a hand-to-mouth character, but prices of the most desirable fabrics continued steady and unchanged. Print cloths were more active and closed firm at a material advance upon opening quotations.

	1882.			1881.		1880.			
APRIL.	Cott'n low mid- dling.	Print- ing cloths, 64x64	Sheet- ings, stand- ard.	low	ing cloths.	Sheet- ings, stand- ard.	low	Print- ing cloths, 64x64	Sheel- ings, stand- ard.
1	1111 ₁₆ 115 ₈ 1115 ₈ 1113 ₁₆	3.77 3.77 3.77 3.79 3.88 3.92 3.94 3.94 3.94 3.94 3.94	8	915 ₁₆ 915 ₁₆ 915 ₁₆ 10 10 10 10 10 ¹ 16 10 ¹ 16 10 ¹ 8 10 ¹ 8 10 ¹ 8 10 ¹ 8 10 ¹ 8 10 ¹ 16 10 10 10 10 10 10 10 10 10 10 10 10 10	3 5 5 6 6 6 7 8 8 6 6 7 8 8 6 6 7 8 8 6 6 7 8 8 6 6 7 8 8 6 6 7 8 8 6 7 8 8 6 7 8 8 6 7 8 8 6 7 8 8 6 7 8 8	ន (ឧភភភភភភភ (ឧភភភភភភ (ឧភភភភភភភភភភភភភភភភភ	$\begin{array}{c} 12^{5}8\\ 12^{5}8\\ 12^{5}8\\ 12^{5}8\\ 12^{3}4\\ 12^{3}4\\ 12^{1}4\\ 12^{1}1^{7}8\\ 11^{1}3\\ 11^{1}2\\ 11^{1}2\\ 11^{1}2\\ 11^{1}3\\ 11^{1}2\\ 11^{1}3\\ 11^{1}2\\ 11^{1}3\\ 11^{1}2\\ 11^{1}6\\ 11^{7}16\\ 11^$	త్రీందు. అదినిని అమ్మానికి మాలు అలు అలు అలు అలు అలు అలు అలు అలు అలు అ	914 914 914 914 914 914 914 914 914 914

The above prices are—For cotton, low middling upland at New York for printing cloths, manufacturers' prices; for sheetings, agents' prices which are subject to an average discount of 5 per cent.

OUR FOREIGN COMMERCE.

With each succeeding month, the disastrous effects and far-reaching consequences of last summer's drought become more apparent. At the outset of the season, with the crops still in the hands of the farmers, the full measure of the damage done was not of course realized; it was not possible to know either the extent or the influence of the widespread deficiency; now, however, with the remnant of the crops still to come forward reduced to infinitesimal proportions, and prices so high here that even some of our own products are coming back from Europe, we not only see how great has been our loss but also feel that loss keenly and in numberless ways. As anticipated by us last week, the merchandise balance against us for March was even greater than that for February. The monthly report of the Bureau of Statistics, issued this week, makes the excess of imports \$5,978,214, against an excess of exports in March, 1881, of \$24,359,620, a difference between the two years of over 30 million dollars. The following shows the imports and exports at each of the leading ports during March and since January 1.

EXPORTS AND IMPORTS OF MERCHANDISE AT U. S. PORTS.

Exports (Domestic	18	82.	1881.		
and Foreign.)	March.	Since Jan.1.	March.	Since Jan.1.	
New York New Orleans Baltimore Boston, &c Philadelphia San Francisco All other ports Total	\$ 25,572,484 9,819,988 2,936,017 5,991,300 1,883,005 4,315,951 12,095,794 62,614,539	7,071,239 16,067,396 7,546,926 13,046,663	\$ 36,371,623 10,023,897 7,396,058 7,553,765 4,283,480 2,992,855 16,447,116 85,068,794	31,872,393 15,967,828 18,532,287 9,126,798 10,303,836	
Imports. New York New Orleans Baltimore Boston, &c Philadelphia San Francisco All other ports	45,979,312 1,368,942 1,366,467 7,457,686 3,786,435 3,954,689 4,779,222	3,295,449 17,766,146	42,106,508 1,100,419 1,287,395 5,681,279 3,551,939 3,377,719 3,603,915		

The falling off in the exports during March amounts to the large sum of \$22,454,255. Of course we all know just where this loss occurred. The exports of provisions fell from \$14,325,833 in March, 1881, to \$7,993,329 in March, 1882, and the exports of breadstuffs from \$22,-301,161 to \$12,404,735, a loss on these two items alone of \$16,228,930; besides this, there was a decrease of over 92 thousand bales in the cotton shipments during March. though this decrease in shipments was to some extent offset by an increase in price. In the case of the individual ports, New Orleans is conspicuous for its small decrease, which is explained by its having exported more cotton than in March, 1881 (notwithstanding the smaller general movement), and received higher prices for it. San Francisco continues to make a better exhibit than last year. The breadstuffs and provisions exports at each port are shown below.

EXPORTS OF BREADSTUFFS AND PROVISIONS FROM LEADING PORTS.

	18	82.	18	81.
Breadstuffs.	March.	Since Jan.1.	March.	Since Jan.1.
New York	\$.5,429,692 410,725 1,490,273 1,042,153 262,385 3,155,615 613,892	1,111,766 9,817,928	\$ 9,457,989 1,313,015 4,866,891 1,146,825 2,554,631 2,315,611	9,547,653 3,127,812 4,339,827 7,344,235
Total Provisions, &c.	12,404,735	$\frac{2,898,161}{35,557,452}$	646,199 22,301,161	1,928,734 51,149,613
New York New Orleans Baltimore Boston Philadelphia San Francisco Other ports	$\begin{array}{c} 4,668,407 \\ 4,528 \\ 122,091 \\ 2.000,836 \\ 727,681 \\ 32,174 \\ 437,612 \end{array}$	20,236,787 17,076 339,092 5,248,391 3,264,571 87,013 1,247,360	9,179,966 5,259 585,687 3,473,763 568,902 26,452 485,804	29,315,860 91,100 2,590,368 8,869,910 2,139,658 93,969 1,170,921
Total	7,993.329	30,440,290	14,325,833	44,271,786

While the exports continue to show a large diminution from the totals of 1881, the imports, on the other hand, continue to gain. The total in March last year was certainly large (\$60,709,174), yet in March this year there was a further increase of pretty nearly 8 millions, to \$68,-592,753. This latter amount is larger than that of any previous monthly total since April, 1880 (the period of our memorable speculation), when the imports reached \$74,366,455, the heaviest monthly figure in our history. Barring this month and that immediately preceding (March, 1880, with an aggregate of \$70,886,561) the imports for March, 1882, are probably without parallel. Our table above goes back only one year, but we think it may be interesting right here to give a comparison of the monthly figures for a longer period of time. The following exhibits the totals for 1879 and 1880, as well as for 1881 and 1882.

Imports.	1879.	1880.	1881.	1882.
January February March.	\$33,515,640 35,373,419 41,856,611		\$45,284,858 47,759,493 60,709,174	\$56,960,493 58,827,026 68,592,753
April	\$110,745,670 42,136,101	\$181,742,520 74,366,455	\$153,753.525 59,179,614	\$184,380,272
Exports. January February March	\$59,409,194 64,828,737 66,154,745	\$66,997,173 59,956,673 77,350,547	\$74,078,962 67,733,807 85,068,794	\$64,921,051 56,515,289 62,614,539
April	\$190,392,676 54,341,862	\$204,304,393 70,560,538	\$226,881,563 70,885,615	\$184,050,879

It will be seen that our imports for the quarter foot up a greater sum than even in 1880, when they were abnormally large by reason of the speculative fever. On the other hand, our exports are smaller than then, and smaller even than in 1879. In 1880 the movement culminated in April. Will it culminate with the same month in the present year? Perhaps so. But in many respects the present period is much more critical. In 1880 the quarter's exports were 20 millions larger than in the current year, and the imports being $2\frac{1}{2}$ millions smaller, there was a balance in our favor of over $22\frac{1}{2}$ millions. This year

there is a balance of \$330,000 against us. But more than that, in 1880 we had large supplies of our produce to spare, and exports continued large for some time, thus in a measure offsetting the heavy imports in the early months; while this year it is universally admitted that we have very little produce to spare, and exports must continue small—at least until the new crops begin to come forward.

It is evident that our trade is in an unsatisfactory condition, and that shipments of gold are possible at any time. The net gold exports for the three months aggregate, however, only \$8,120,021. But it is not difficult to explain why they have been no larger. In the first place, it is believed that after Mr. Gould opened his tin box to public gaze, in March, the English public for a time took quite freely of our securities; later in the month, leading speculators, to prevent gold shipments, borrowed a large block of sterling; and since then other loans have been effected on American account in the English market, besides the reported renewal for sixty days longer of the sterling loan made in March. But European appetite for our securities does not now appear very sharp, so there are few bills making against shipments of stocks and The market will therefore have to rely to a bonds. greater extent than before on commercial bills. It may be well to say that bills may soon be drawn against the second instalment on the Reading deferred bonds, and that the Tribune states that last week about \$3,000,000 bills were made against the payment, by the Panama Canal Company, of the July instalment for the purchase of the Panama Railroad Company.

There is nothing particular to be said about the separate items of breadstuffs and provisions exports, so we give the tables below without comment.

EXPORTS OF BREADSTUFFS DURING MARCH AND SINCE JAN. 1.

	Qua	ntity.	Val	ue.
March.	1882. 1881.		1882.	1881.
Barley bush. Corn bush. Corn-meal bbls. Oats bush. Rye bush. Wheat bush. Wheat-flour bbls.	8,526 2,582,726 18,976 20,896 115,449 6,292,343 498,276	8,852,675 37,115 25,073	\$ 6,863 1,876,377 66,328 12,533 104,390 7,328,727 3,009,317	\$ 4,834 5,171,900 105,304 12,582 205,349 13,095,394 3,705,798
Total		ļ	12,404,735	22,301,161
Since Jan. 1. Barley bush. Corn bush. Corn-meal bbls. Oats bush. Rye bush. Wheat bush. Wheat-flour bbls.	28,760 6,660,571 56,699 66,553 264,783 18,383,037 1,507,506	15,991,952 95,813 60,599	22,936 4,784,859 191,971 38,789 251,778 21,204,407 9,062,712	14,463 9,221,653 278,186 30,057 507,830 30,024,820 11,072,604
Total			35,557,452	51,149,613

EXPORTS OF PROVISIONS, &C., IN MARCH AND SINCE JAN. 1.

	Poun	ds.	Val	lue.	
March.	1882.	1881.	1882.	1881.	
			\$	\$	
Beef, fresh and	11,308,523	14 905 174	1 001 017	1 050 004	
Bacon and hams	29,823,973	14,365,174 80,759,725		1,259,8 94 7,019,144	
Lard	21,383,998	36,282,293	2,412,310	3,720,947	
Pork	6,177,024	12,709,034	574,941	1,054,916	
Tallow	5,131,028	8,975,492	410,047	595,96 3	
Butter	488,532	1,107,952			
Cheese	3,693,022	3,989,466	411,209	455,562	
Total	, .	•	7,993,329	14,325,833	
Since Jan. 1.		. [
Beef, fresh and					
salted	34,143,792	40,567,544	3,146,203	3,491,907	
Bacon and hams	138,069,994	266,089,450 $112,277,332$	13,813,231	22,208,355	
Lard Pork	72,022,342 $23,632,499$	35,336,604	8,227,093 $2,053,912$	10,893,381 2,739,605	
Tallow	15,342,255	21,586,913	1,257,338	1,465,111	
Butter	1,470,905	5,370,552		1,114,955	
Cheese	14.812,073	19,631,453	1,639,663	2,358,472	
Total			30,440,290	44,271,786	

FINANCIAL REVIEW OF APRIL.

present period is much more critical. In 1880 the quarter's exports were 20 millions larger than in the current year, and the imports being $2\frac{1}{2}$ millions smaller, there was a balance in our favor of over $22\frac{1}{2}$ millions. This year

exports of merchandise which turned the balance of trade against the United States, was thus met, as it usually has been met, by our shipping abroad a lot more of our popular railroad securities. It is known, however, that since the first of January a goodly amount of stocks and bonds have been returned from foreign markets, and it is much regretted that the course of this important element in the foreign trade movement cannot be more definitely traced.

In investment securities, the great point was the advance in U. S. fours of 1907, which sold as high as $121\frac{7}{8}$, under the demand from parties having their continued sixes called in by the Treasury. The demand for other investment bonds—at least those of railroad companies—was not perceptibly stimulated by the rise in governments, and the stocks and bonds of railroads which had usually been ranked as first-class investments were not higher than they had been early in the year, and did not generally show that advance which usually takes places after the money market relaxes in the spring.

by an extraordinary decline in some of those which had been considered among the strongest on the list—notably the Vanderbilt stocks, Lake Shore and New York Central. The support of the great operators, Gould and Vanderbilt, was apparently withdrawn from the market, and their stocks allowed to take their own course, resulting in a decline of between 10 and 20 per cent on several leading stocks. The effect of the Wabash report for 1881 when issued was also very demoralizing to the market, not only from the figures actually exhibited, but from the disclosure of what the course of the managers had been during that year in declaring dividends which were not earned.

Foreign exchange was naturally strong in April, and rates trimmed along just on the edge of the specie shipping point, but seldom admitted of the shipment of gold at a profit. The supply of commercial bills was limited, but the market for stocks and bonds here is so closely allied to that of London and Frankfort, that a transfer from one to the other is easily made, and a decline in prices is apt to bring out purchasers at any time.

The following summary shows the condition of the New York City Clearing-House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st of May, 1880, 1881 and 1882.

STATISTICAL SUMMARY ON OR ABOUT MAY 1. 1880, 1881 AND 1882.

	1882.	1881.	1880.
New York City Banks-	010 000 100	201 425 200	280,436,300
Loans and discounts	310,389,100		49,406,500
Specie	65,989,900	18,600,100	20,646,200
Circulation	18,942,500 297,250,800		252,572,200
Net deposits	19,213,400		17.014.000
Legal tenders\$			
Legal reserve\$	74,312,700		63,143,050
Reserve held\$	85,208,300	85,074,100	66.420,500
Surplus\$	10,895,600	11,440,025	3,277,450
Money, Exchange, Silver-			
Call loans	$1^{1}_{2} n 3^{1}_{2}$	3@6	4 @ 6
Prime paper, sixty days	41275	40412	5@6
Silver in London, per oz	5214	5134d.	52 ¹ 8d.
Prime sterling bills, 60 days	18712@488	4 83@4 8312	4 85@4 86
United States Bonds-			
68,1891, cou. (continued at 312)	1014		::::
6s, currency, 1898	138	133	125
58, 1881, (continued at 312)	1024		1 ::::
4½8, 1891, coupon	116	11458	10878
4s of 1907, coupon	121	1164	10712
Railroad Stocks-			1001-
New York Central & Hud. Riv.		145	13018
Erie (N. Y. L. E. & W.)		4718	434
Lake Shore & Mich. Southern.	1004	12612	10714
Michigan Central	7978	10858	8938
Chicago Rock Island & Pacific	12812	137	19212
Illinois Central	13578	1364	10538
Chicago & Northwestern, com.		125	93 ⁵ 8 77 ⁵ 8
Chicago Milw. & St. Paul, com.		11314	86 ¹ 8
Delaware Lack. & Western		11848	7634
Central of New Jersey	6834	9714	70%
Merchandise—	101	105	111316
Cotton, Middl'g Uplands. W To.	1214	1058	50@56
Wool, American XX	36@44	34@41	
Iron, Amer. pig, No. 1. \$\forall \ton.	25 00 26 00	1 051-21 00	1 27 201 28
Wheat, No. 2 red win. & bush.	1 48@1 49	624	51 253
Corn, Western mixed ? bush	80 285	17 75	10 90 211 00
Pork, mess	119 91-2-18 80	д 1770	110 80 21 00
*			

NEW YORK CITY BANK MOVEMENTS IN APRIL.

The statements of the New York City Clearing House banks in each week of April were as follows:

New York City Bank Statements.	April 1.	April 8.	April 16.	April 22.	April 29.
Loans and disc'ts. Specie Circulation Net deposits Legal tenders Legal reserve Reserve held Surplus Range of call lo'ns Prime paper	57,373,700 19,454,700 284,723,400 15,528,100 \$71,180,850 72,901,800 \$1,720,950	57,654,230 20,076,900 286,345,400 14,743,800 \$71,596,35 72,998,000	\$72,838,350 \$72,838,350 \$72,838,350 \$74,956,150	19,31,800 19,351,400 293,351,400 18,3,2,400 \$73,937,850 82,987,400	65,969,900 18,949,500 297,350,800 19,218,400 \$74,312,700 85,204,300

CLOSING PRICES OF GOVERNMENT SECURITIES IN APRIL, 1882.

Apr.	tin'd	5s, con- tin'd at 3½	eoun.	4s, 1907, coup.	6s, Cur., 1898, reg.			5s, con- tin'd at 3 ½	41 ₂₈ , 1891, coup.	1907,	6s, Our., 1898, reg.
2 3 4 5 6 9 10 11 12	1014	x02 ¹ 2 102 ⁵ 8 102 ³ 1 103 Holi 102 ⁷ 6 102 ¹ 4 102 ³ 8 102 ¹ 4	1154 1152 day.	x1336 118 ¹ 2 119 ¹ 4 119 ¹ 2 119 ¹ 2 120 120 ¹ 6		20 21 22 23 24 25 26 27 29 30	101 ¹ 8 101 ³ 8	102 102 ¹ 8 102 102 ¹ 4 x02 ¹ 2	116 ¹ 4	121 % 121 5% 121 34 121 34 121 38 121 121 16 121 16	
15 16		10218	s 1164	1204		Low.	110148	10178	1104	111838	

CLOSING PRICES OF CONSOLS AND U. S. SECURITIES AT LONDON IN APRIL.

						,	1	
April.	Cons'ls for money.	58 ext. at 3 ¹ 2. 4 ¹ 28 of 1891	4s of 1907.	April.	Cons'ls for money.	5s ext. at 3 1 ₂ .		4s of 1907.
$\frac{2}{3}$	101716	105 8 1171	12014	$\frac{21}{22}$	101^{5}_{8} 101^{9}_{16}	103_{2} 103_{2} 103_{8}	$\frac{1185}{1185}$	1237_{124}
4 5 6	$\begin{array}{c} 1017_{16} \\ 1017_{16} \\ 101^{11}_{16} \end{array}$	105 ¹ 8 117 105 ¹ 8 117 105 ¹ 8 117 ¹ Holi day.	12034 12034 12118	$\begin{vmatrix} 23 & \dots & \\ 24 & \dots & \\ 25 & \dots & \\ 26 & \dots & \end{vmatrix}$	1019 ₁₆ 1019 ₁₆ 1019 ₁₆	1037_{8} 1037_{8}	$118\frac{1}{2} \\ 118\frac{5}{8} \\ 118\frac{5}{8}$	124 ¹ 8 124 ¹ 8 124 ¹ 8
8 9 10	101111	105 ¹ 4 117 ¹ S Holi day.	1213	27 28 29	1013 ₁ 6 10111 ₁₆	104	11834	1234
12 13	101^{11}_{16} 101^{5}_{8} 101^{11}_{16}	$105\frac{1}{8}$ 117 $105\frac{1}{4}$ 117 $105\frac{1}{4}$ 118 118 118	$egin{array}{l_2 & 1214 \ l_2 & 122 \ 38 & 1225 \ \end{array}$	Opening	1013 ₁₆ 1013 ₁ 1013 ₁₆	1054 1031 ₂	117	1204
16 17 18	10158	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 1_{4} \\ 123 \\ 123 \end{array}$	Closing 8'ce Jan. I Highest	$\begin{vmatrix} 101^{11} \\ - \\ 101^{3} \end{vmatrix}$	10512	1183	1244

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the New York Stock Exchange during the months of March and April.

RANGE OF STOCKS IN MARCH AND APRIL

RANGE OF STO	OCKS IN	MARCH	ANDA	r kill.		
		-March.			-April.	
RAILROADS. Feb. 28.	Low. H	Tigh. M	ch. 31.	Low. H	[igh. A]	or. 29.
RAILROADS. Feb. 28. Albany & Susq'hanna *130 At. Top & Santa Fe. Bost. & N.Y. Air L. pf. Burl. Ced. Rap. & No. 83 Canada Southern	130	135		131 ¹ 2	134	*133
At Ton & Santa Fee	9242	9212			•••••	
Root & N V Air L pf	6212	67		60	65	60
Purel Cod Pon & No. 83	80	81	†85	$72\frac{1}{2}$	804	
Canada Southorn 481	41	5412	53	4612	53-4	45-5
Callan Falla & Minn	15	23		17	$20\frac{1}{2}$	
Central Larra	2972	31	34	32^{1}_{2}	34	
Central lowa	7110	95	8270	65 3	84	6878
Central of N. Jersey.	9714	0.250	9134	88	9134	883
Central Pacine 05%	1010	21	499 lo	1978	23	*20
Ches, & Onio 224	09	2.1	*32	274	3212	*29
Do 1st prei. 33-2	23	4 05	*9A	21	2312	+211g
Do 2d prei. 24-2	1071-	1903	13110	12810	132	1301g
Chicago & Alton §131	127-2	10208	101-2	130	130	
Do pref.	133	1951	12414	12810	13448	130
Chic. Burl. & Quincy. 13118	127^{1}_{2}	13512	51123	10834	11378	11158
Chic. Mil. & St. Paul. 100%	100	A 10 4	Y = =		12234	
Do pref. 12218	119^{1}_{2}	126	1911-		1313	
Chic. & Northwest 131	128^{1}_{8}	1344	13112		141	
7)	13738	14278	1011	12512	1318	1284
Do pref. 141-2 Chic. & Rock Island. 1323 Chic. St.L. & N.Orl'ns Chic. St.P. Minn. & O. 3342	129	134	131-3	74	76	76
Chic. St. L. & N.Orl'ns	68	79	•••••	74	39	364
Chic. St.P. Minn. & O. 3312	301	3934	384	34	10312	
Chic. St. L. & N. Off 18 Chic. St. P. Minn. & O. Do pref. 101 Cin. San. & Clev. Clev. Col. Cin. & Ind. 79 ¹ 2	9818	10634	§1034	4.0		-
Cin. San. & Clev	44	54 ⁷ 8		44	7710	69
Cley, Col. Cin. & Ind. 7912	74	80		68	7712	*1374
Clev. & Pittsb., guar.	TOO 9	100		134 ¹ 2	130-4	10.2
Columbia & Gr'nv.pf	70	86	13	• • • • • • • • • • • • • • • • • • • •	1318	-10 ¹ s
Col. Chic. & Ind. Cent. 11	912	1419	13	1012	13-8	10.
	65	65			105	118
Del. Lack. & West'rn. 12434	11612	12558	$124^{5}8$	1164	125	61%
Denver & R Grande 624	5238	6812	6578	.5838	01	*84
Dubugua & Sioux C			•	82_{-}	85	1114
Fast Tonn Va & Ga 1210	10	14	1348	1078	13	20
Past Telli. va. d Ga. 2010	164	24	2212	194	224	20
Del. Lack. & West'rn. Denver & R. Grande Dubuque & Sioux C. East Tenn. Va. & Ga. Do pref. Flint & P. Marq pref. Georgia RR. & Bkg Co Green B. Win. & St. P.	91	9134	*96			
Council PD & Rkg Co	165	165	1164		• • • • • • • • • • • • • • • • • • • •	
Green B. Win. & St. P.	9	1212	11	10	1138	
Green B. Willia St. 1.	20	2112				490
Wannibal to St. To. 018	90	9119	*90			
Hannibal & St. Julia	76	9312	891	85		.00
Do prei. 344	205	205				
Green B.Win.& St. P. Do pref. Hannibal & St. Jo 9134 Do pref. 9434 Harlem	61	773	77	69	75	1364
Houst. & Tex. Cent. 67	131	1373	1367	1334	137	40
Illinois Central §13318	36	4614	4450	39	44	40
Indiana Bl. & W. new 41	0	773 <u>1</u> 1373 <u>8</u> 46 ¹ 4	0	31.	31	
Ind. Dec. & Springf		•••••		63%	63%	
International & Gt.N			٠٠٠٠٠	S To	divide	nd.
* Prices bid. Prices as	ked	t Ex br	ivnege.	9 202		

 \mathbf{ad} he ch

33 30

28¹6 76 36¹4 99⁵8

69 37**4**

10¹s

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85 364 40

							March	h			-April		
	RAI	LROADS.		reb. 28.			High.	M	ch. 31.	Low. 154	High. A	pr. 29.	
	Keok. &	Des Mo	nes.	•••••	1. 2	7	19 20		18	_			
	110	io & Wes	1 01	3312	2	713	36		1109	27	3314	291₃ §1003₄	
	Caka Sh	ora		114 51	11	073	120 ¹ 56	8	1194	§10038	55	54	١.
	Tal	and & Mo. R		21	1		24			17	20		
	T assignil	IA AV. NHB	шv	7538		5	831	2	80%	721 ₂ 571 ₂	$\begin{array}{c} 8134 \\ 64 \end{array}$	7514	
	Louisv.	N. A. a.	Juio.	70 55 ⁷ 8	6	4.	70 56		534	43	53 .	*46	
	Do	tan	rei	*94			947	8	§*92	$\begin{array}{c} 90 \\ 31 \end{array}$	92 36 ¹ 8	*90 31	1
	Monhat	tan Beac	h Co.		29	ց ւ <u>թ</u> 0	37 14		36 13	919			ı
	Mar'tta	& Cin. I	d pf.			6	9			4	819		l
	Mamphi	is & Cha'	ston.	63	4.	6	66 ¹	2	56 88-2	50 87	$57\frac{1}{8}$	*88	١
		olitan Ele n Centra		87 8134	7	87 ₈	888	8	8434	77	8578	8048	l
					4	134	888 513	8	4834	47	50	4712	١
	Minnea	Dolls & D	U. L	† 20 † 60	1	9	19 61		•••••	19-4	194		l
	11/	ns. & Tex	DI OI -	3058	2	638	361	2	35	29	3512	30	١
	Miggotte	i Pacinc		951_{2}		714	291	8	§ 98		9834	$\begin{array}{c} \mathbf{883_4} \\ 24 \end{array}$	1
	Mohila	& Ohio & Essex .		123	11	$rac{2}{9}$	124		$124\frac{1}{9}$	122	124		l
	Machy (Chatt. &	5t. L.	7312	5	4	71		6978		69 ¹ 2 133 ¹ 2		١
	W V CA	nt. & Hu	a. 16.	1314		9	1341		1334	1442		144	1
	- T	c. & St.L	Drei.							33	35	33	١
	MAW YO	rk Eleva	ted.	*105		4	107	·	*105 37 5 8	105 341 ₂	105 3778	*103 3558	1
	N. Y. La	ake Erie	oref.	7659	6	7	385 773	34	37%	$71\frac{1}{2}$	78		
	N. Y. N.	H. & Ha	rtf'rd	*165	16	9	170	LQ	170		175	*175 25 ¹ 8	-
	N Y O	ntario &	W	21-3	~	178. 8	29 ³ 88	-2	27 7 8	2478		20-8	-
	Morfolk	& Weste	rn		2	1	223	12		20	20		1
	. Do	0	prer.	5114	§ 1	414	\$553 383	2	§531 ₂ 3	5014 3634	5358 4112	3 5 58	1
		n Pacific Do	pref.	323 <u>1</u> 71	6	73	38 80	35	79	75%	80%	7758	
	Ohio Ce	ntral		71 21 314	1	54	21	4	1742	134	18	14 ¹ 8 33	
	Ohio &	Mississi	pi	314	2	834	110	1-	384	323 98			
	Ohio So	outhern.				534	. 19		*1712	15	18	*13	١
	Oragon	& Trans	-Con.	68		1	$\frac{74}{193}$	2	744	100	76 ¹ 4 200		١
	Panama	a Tr. Co.	ville.	2934		0 54			3258	23	334	2812	
	Phila.	k Readin	g	5914	5	14	65		6278	545	6458	5658	1
	Pittab. I	Ft.W.&C.	guar.	135	13	7	$\frac{137}{24}$	lo	§*134 231	134 ¹ 2 20		*135	1
	Richmo	Al. st'k, ond & Dan	aville	1165	11	0	186		145 158	110	14510	110	1
	Richmo	ond& We	st Pt.	186	10	ŏ	186		158	115 284	$159\frac{1}{2}$ $32\frac{1}{4}$		1
	Roches	ter & Pit Vat.& Og	dens.	31		0	36 26	-9	32-8				١
	St. L. A	lton & T	. н	3034	2	07	31			213	28	2612	
	D	0	pref	*82	•	0 141 ₂	74 42		4012	55 38	6734	6412	1
		S. Franco	pref.		4	13	57		57	50	56		1
	D	o 1st	pref.	8934	8	13 7 29	95		944			••••	١
		& Dulut	pref.	•••••	87	14	31 §80			70	78		1
	St. Pau	i Minn. &	Man	10934	11	.0	123			1184	12058	120	1
	Texas	& Pacific		4038		438 1019			4408	38	45 ¹ 4		1
		lphos & Pacific		$14\frac{1}{9}$ $114\frac{3}{4}$	\$10	9:4	\$116	14	§115	1091			-
	Virgini	a Midlar	ıd		4	13	62	12				001-	1
	Wab. S	t. L. & Pa 0				3038 55	36 63		35 ¹ 6 60 ³ 8		3538 6118		
	TE	LEGRAPE	1.						00 0				I
		an Distr				10	56 493		\$901 ₈	804	$\begin{array}{cc} 52 \\ 903 \end{array}$	8138	, [
	1	Jnion, ex Express.			•	6 18	§93	9	9304				1
	Adams			*140		39	145		140	140		*14012	
	Americ United	states	•••••	*91 *7434		9 լ 3 <u>գ</u> 72 հց		4	94 *741 ₂	93 74	95 76	*7412	
	Wells, I	Fargo &	Co			26			*128	126	129	1263	
	COAL	and Min	NING.			2712	34	la	344		0.40		
		rizona M		1		34	- 1	_		7	34 % 8 1 16 53 78 30 16	~ 3 ₄	.
	Colorad	lo Coal &	fron	4234		38 -	53	78		46	5378	50%	
0	Cumbe	dation C	oai al	*30	2	29½ 7	31 9			28	3016		١,
	Deadw	ood Min	ing	*6		7 51 ₂	6	12			• •••••	*6	
	Excels	ior Minii take Min	1g	*110		14	2	12	•••••		$2\frac{7}{8}$	*18	
	Little	Pittsb'g.	Min			138	2	4		17	$8 ext{1}^{7} 8$	*178	,
	Maryla	and Coal.		*18		L54	17	12	*16 *15	15	1712	15	-
	Ontario	entral Co o Silver M	al Iin'o	•••••	-	16 35	$\frac{18}{35}$	38	354	ւ 35	$\begin{array}{c} 15 \\ 35 \\ 15 \end{array}$		
	Pennsy	rlvania C	oal						†250 *12	245	245		.
	Quicks	ilver Min	ing	1212		11 ¹ 8	12				2 1278 57	*12 *56	
	Robins	o On Minii	19	338	,	55 33 ₈	60 4			. 30	4 3 ¹ 4		. 1
	Silver (Cliff				2	2	,					-
	standa	rd Cons. Various	Min'g	•••••		1478				15	193	16	-
	Canton	Co	•			60	62	2			61		.
	Del. &	Hud. Car	nal	\$10712	1	0234	107	12	1064	1033	8 106	1044	1
										139	145		. 1
	Pacific	R'y & Na Mail an Palace		41	7	3812	43	58	414	37	424	397	3
	Sutro	an Palace Tunnel	Car.	‡127	1	23 ₅₈	128	1 ₂ 3	1274	125	$egin{array}{ccc} 127 \ 2 \end{array}$	*125	
	* Pri			rices asl				-			x divide		1
								-					
	DAN	LE CALL	BKLI	AG EXCI	1AN	C+173 (POST	ωD)	KATES	FOR	APRIL, 1	.002.	1
	A	60	De	- 11		6	0.		De- [[60	De-	
	Apr.	days.	man	d. Ar	r.	da	ys.	m	De- and.	Apr.	days.	mand	

DAL	DAMAERS STERLING EXCHANGE (POSTED RATES) FOR APRIL, 1882.							
Apr.	days.	De- mand.	Apr.	60 days.	De- mand.	Apr.	60 days.	De- mand.
1 2 3 5 6 7 8 9 10 11	4 8712 4 8712 4 8712 4 8712 4 8712 4 8712 4 8712	4 90 4 90 ¹ 2 4 90 ¹ 2	13 14 15 16 17 18 20 21 22 23	4 87 4 87 4 87 4 87 4 87 4 87 4 87 4 87	4 90 4 90 4 90 4 90 4 90 4 90 4 90 4 90	24 25 26 27 28 29 30 Range High Low.	4 87 4 87 4 87 4 87 4 87 2 4 87 2 4 87 2 4 87 4 87 4 87	4 90 4 90 4 90 4 90 4 90 ¹ ₂ 4 90 ¹ ₂ 4 90 ¹ ₂ 4 90

THE DEBT STATEMENT FOR APRIL, 1882.

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 April, 1882:

INTEREST-BEARING	DEBT.
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Oharasier	Author-	When	rest ods.	Amount Ou	tstanding.
of Issue.	ising Act.	Payable.	Interest Periods.	Registered.	Coupon.
6s of 1881*. 5s of 1881*.	Mar. 3,'63 July 14,'70 July 14.'70	June 30, '81 June 30, '81 May 1, '81 Sept. 1, '91 July 1,1907	J.&J. QF. GM	47,855,600	
4s, ref etfs. 3s,navyp.fd	Feb. 26,'79 July 23,'68				\$2 47,327,550 3,00 0 0,00 0
Aggrega	te of intere	st-bearing de	bt	\$1,494,04	4,850

Continued at 3½ per cent.
On the foregoing issues there is a total of \$2,244,926 interest over-due and not yet called for. The total current accrued interest to date is \$9,033,238.

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 \$13.714,845 principal and \$614,478 interest. Of this interest. \$437,094 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, \$370,050; do 1864, \$58,650; do 1865, \$70,750; consols of 1865, \$386.350; do 1867, \$1,025,100; do 1868, \$287,050; 10-40s of 1864, \$410,550; funded loan of 1881, \$1,597,850; 3's certs., \$5,000; 6s of 1861, continued at 3½ percent, \$7,666,950.

DEBT BEARING NO INTEREST. DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.	Amount.
Certificates of deposit Gold certificates Silver certificates Fractional currency {	July 17, '61; Feb. 12, '62	5,0 72,120 67,781,3 60
		\$137,767,11 3 5,726

PITULA	

	Amount Outstanding.	Interest.
Interest-bearing debt— Bonds at 6 per cent, continued at 3½ Bonds at 5 per cent, continued at 3½ Bonds at 4½ per cent Bonds at 4 per cent Refunding certificates Navy pension fund	738,854,800 493,000	
Total interest-bearing debt. Debt on which int.has ceas'd since mat'rity Debt bearing no interest— Old demand and legal-tender notes Certificates of deposit Gold and silver certificates. Fractional currency.	13,714,845 346,740,826 11,115,000 72,853,480 7,057,807	614,478
Total debt bearing no interest Unclaimed Pacific Railroad interest	\$437,767,113	5,7 26
Total Total debt, principal and interest, to dat Total cash in Treasury	\$1,945,526,809 e	\$11,898,370 \$1,957,425,179 245,574,580
Debt, less cash in Treasury, May 1, 1882 Debt, less cash in Treasury, April 1, 188	2 2	\$1,711,850,59 8 1,726,266,42 2
Decrease of debt during the past mo Decrease of debt since June 30, 1881 CURRENT LIABILITIES—	,	φ120,140,21 9
Interest due and unpaid Debt on which interest has ceased. Interest thereon. Gold and silver certificates. U. S. notes held for redemption of certificate has balance available May 1, 1882.	cates of deposit.	614,47 8 72,853,48 0 11,115,00 0
TotalAVAILABLE ASSETS—		
Cash in the Treasury		\$245,574,580

BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES. INTEREST PAYABLE BY THE UNITED STATES.

haracter 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.		\$21,122,894 5,562,063 22,506,564 1,405,808 1,490,898 1,317,748	\$3,801,204 2,725,185 8,349,157 116,854 9,367 94,279	\$16,673,417 2,836,877 14,157,407 1,282,026 1,481,531 1,223,469
Total	\$64,623,512	\$53,405,977	\$15,096,048	\$37,654,729

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

Post-office Department account	\$5,499,530 9 0 21,137,644 9 1
Fund for redemption of notes of national banks "failed," "in liquidation," and "reducing circulation" Undistributed assets of failed national banks Five per cent fund for redemption of nat'l bank notes. Fund for redemption of national bank gold notes Currency and minor-coin redemption account	32,055,420 60 606,649 91 14,698,973 34 388,959 00 6,283 69

	Fractional silver-coin redemption account	\$76,474	(
	Interest account, Pacific Railroads and L.& P. Canal Co	4,750	
	Treasurer U.S., agent for paying interest on D. C. bonds	81.581	4
	Treasurer's transfer checks and drafts outstanding	5,793,107	1
	Treasurer's general account—		
	Interest due and unpaid \$5,763,812 01		
	Matured bonds and interest 1,211,805 00		
•	Called bonds and interest 12,335,397 91		
	Old debt		
	Gold certificates 5,072,120 00		
	Silver certificates		
	Certificates of deposit	*	
	Balance, including bullion fund 142,208,881 34		
	- State of Marian State of Sta		

Total Treasurer's general account \$246,270.497 24 695,916 77-\$245,574,580 47 Less unavailable funds.....

	\$325,926,959 00
ASSETS, MAY 1, 1882	2.
Gold coin	
Gold bullion	
Standard silver dollars	
Fractional silver coin	27,439,183 93
Silver bullion	
Gold certificates	
Silver certificates	8,872,790 00
United States notes	28,627,824 31
National bank notes	6.175.409 08
National bank gold notes	4,800 00
Fractional currency. Deposits held by national bank depositaries	18,329 59
Deposits held by national bank depositaries	12,388,664 86
Minor coin	432,004 66
New York and San Francisco exchange	1,395,000 00
One and two-year notes, &c	63 00
Redeemed certificates of deposit. June 8, 1872	125,000 00
Quarterly interest checks and coin coupons pa	id 433,667 08
United States bonds and interest	
Interest on District of Columbia bonds	
Speaker's certificates	108,905,45
Pacific Railroad interest paid	210 00
1m	\$325,926,959 00
	the second secon

Monetary Commercial English Aews

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 May 5:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per ozd. Consols for money Consols for account. Fr'ch rentes (in Paris) fr.			52^{3}_{8} 101^{5}_{8} 101^{5}_{8} $84 \cdot 27^{1}_{2}$	$52^{3}8$ $101^{9}16$ $101^{9}16$ $84 \cdot 22^{1}2$	84.027	
U. S. 5s ext'n'd into 3½s U. S. 4½s of 1891 U. S. 4s of 1907 Erie, common stock Illinois Central	104 1184 1234 364 1384	Holiday	$104\frac{1}{2}$ $118\frac{1}{8}$ $123\frac{1}{4}$ 36 $138\frac{1}{2}$	104 118 $123\frac{1}{2}$ $36\frac{7}{8}$ $139\frac{1}{4}$	$104\frac{1}{2}$ $117\frac{3}{4}$ 123 $36\frac{3}{4}$ 139	$104 \\ 1173 \\ 123 \\ 367 \\ 1391 \\ 2$
Pennsylvania Philadelphia & Reading. New York Central	624	Ho	61 ¹ ₂ 29 127 ¹ ₄	62 ¹ 4 29 ¹ 2 129	62 ¹ 4 29 ¹ 4 129 ¹ 4	62 ¹ 4 29 ¹ 4 130
Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State 100 lb. Wheat, No. 1, wh. "Spring, No. 2 "Winter, West., n "Cal. white "Corn, mix., West. "Pork, West. mess \$\square\$ bbl. Bacon, long clear, new Beef, pr. mess, new, \$\square\$ tc. Lard. prime West. \$\square\$ cwt. Cheese. Am. choice, new	50 0 77 0 55 6	s. d. 14 0 10 3 9 10 10 4 10 0 6 9 81 0 50 6 77 0 55 9 62 6	s. d. 14 0 10 3 9 11 10 5 10 0 6 5 82 0 51 0 77 0 56 0 62 6	8. d. 14 0 10 3 9 11 10 5 10 1 6 8 1 ₂ 82 0 51 6 77 0 56 6 62 0	s. d. 14 0 10 3 9 11 10 5 10 0 6 8 82 0 51 6 77 0 56 9 62 0	8. d. 14 0 10 3 9 11 10 5 10 0 6 8 82 0 51 6 77 0 56 6 62 0

Commercial and Miscellaneous Aews.

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositories on May 1. We gave the statement for April 1 in Chronicle of April 8, page 398; and by referring to that the changes made during the month can be seen.

	U. S. Bonds Held May 1, 1882, to Secure-			
Description of Bonds.	Public Deposits in Banks.	Bank Circulation.	Total Held.	
6s, not continued	\$18,000	\$	\$18,000	
Currency 6s	33,000	3,676,000	3,709,000	
5 per cents		174,000	174,000	
412 per cents	848,000	32,216,050	33,064,050	
4 per cents	6,351,200	95,945,750	102,296,950	
5s, extended at 312	7,702,400	200,857,900	208,560,300	
6s, extended at 3½	1,072,900	33,489,950	34,562,850	
Total	\$16,025,500	\$366,359,650	\$382,385,150	

NATIONAL BANKS.—The following national banks have been organized:

2,662.—The National Bank of Commerce of Cleveland, O. Capital, \$1,250,000. S. T. Everett, President; George A. Garretson, 'ashier.

Cashier.

2,663.—The State National Bank of Maysville, Ky. Capital, \$200,000.

John F. Wilson. President; Charles B. Pearce, Cashier.

2,664.—The Second National Bank of Cincinnati, Ohio. Capital, \$200,000. Benjamin Eggleston, President; W. S. Rowe, Cashier.

2,665.—The Nebraska National Bank of Omaha, Neb. Capital, \$250,000. Sam'l R. Johnson, President. Henry W. Yates, Cashier.

2,666.—The First National of Larned, Kans. Capital, \$30,000. Jacob W. Rush. President: Frank A. Dewey. Cashier. W. Rush, President; Frank A. Dewey, Cashier.

2,667.—The Sellersville National Bank, Pa. Capital. \$55,000. Henry C. Moore, President; Charles R. Althouse, President.

2,668.—The Second National Bank of the City of New York, N. Y.
Capital, \$300,000. John C. Eno, President; Oswin D. Roberts,
Cashier.

Cashier.

2,669.—The National Bank of West Grove, Pa. Capital, \$50,000. Sam'l K. Chambers, President; Walter W. Brown, Cashier.

2,670.—The First National Bank of Chicago, Ill. Capital, \$2,000,000. Samuel M. Nickerson, President; Lyman J. Gage, Cashier.

2,671.—The Tradesmen's National Bank of Conshohocken, Pa. Capital, \$100,000. John Wood, President; William Henry Cresson, Cashier.

2,672.—The First National Bank of Portsmouth, N. H. Capital, \$300. 000. Ichabod Goodwin, President; Edward P. Kimball, Cashier.

2,673.—The Second National Bank of Brownsville, Pa. Capital, \$56,000.

Joseph T. Rogers, President; Eli Crumrine, Cashier.

The First National Bank of Stillwater, Minn. Capital, \$100,000.

Louis Hospes, President; Frank A. Seymour, Cashier.

The. First National Bank of Woodstock, Ill. Capital, \$50,000.

Edward A. Murphy, President; John J. Murphy, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK .- The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$10,198,934, against \$11,275,877 the preceding week and \$12,092,416 two weeks previous. The exports for the week ended May 2 amounted to \$5,795,178, against \$6,006,121 last week and \$5,296,139 two weeks previous. The following are the imports at New York for the week ending (for dry goods) April 27 and for the week ending (for general total science the beginning of the second total science the science the second total science the second total science the second total science the science the second total science the scien merchandise) April 28; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1879.	1880.	1881.	1882.
Dry goods Gen'l mer'dise	\$1,250,991 4,975,766	\$2,474,517 8,965,403	\$1,955,590 9,682,655	\$2,040,421 8,158,513
Total Since Jan. 1.	\$6,226,757	\$11,439,920	\$11,638,245	\$10,198,934
Dry goods Gen'l mer'dise	\$33,227,917 71,569,459	\$48,721,092 120,009,865	\$41.899,791 99,863,805	50,402,722 120,382,361
Total 17 weeks	\$104,797,376	\$168,730,957	\$141,763,596	\$170,785,083

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending May 2, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1879.	1880.	1881.	1882.
For the week Prev. reported				\$5,795,178 100,190,491
Total 17 weeks	\$105,088,338	\$116,923,265	\$127,111,663	\$105,985,669

The following table shows the exports and imports of specie at the port of New York for the week ending April 29, and since Jan. 1, 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

gold	Exp	Exports.		orts.
Gold.	Week.	Since Jan.1.	Week.	Since Jan.1.
Great Britain France Germany West Indies Mexico South America All other countries	\$250.000	\$10,602,298 161,500 20,000 95,500 47,700	\$ 5,486 550	83,226
Tetal 1882 Total 1881 Total 1880	\$250,000 10,666	\$10,926,998 161,670 1,559,262	\$6,036 582,820 20,220	26,870,778
Silver. Great Britain France. Germany. West Indies Mexico. South America. All other countries	\$	\$3,365,957 310,300 3,000	\$ 23,359 282,970 4,198 2,758	\$11,193 869 77,864 611,191 240,897 57,335 7,185
Total 1882 Total 1881 Total 1880	\$ 258,400 93,743		\$313,285 47,573 30,827	\$1,006,534 1,133,990 1,827,685

Of the above imports for the week in 1882, \$5,340 were American gold coin and \$32,997 American silver coin. Of the exports for the same time, \$250,000 were American gold coin.

STATEMENT of the Comptroller of the Currency on May 1, 1882, showing the amounts of National Bank Notes and of Legal Tender Notes outstanding at the dates of the passage of the Acts of June 20, 1874, January 14, 1875, and May 31, 1878, together with the amounts outstanding at the date and the together with the amounts outstanding at date, and the increase or decrease:

addicase of decrease.	
National Bank Notes—	0010 001 182
Amount outstanding June 20, 1874	\$349,534,150
Amount outstanding January 14. 1875	351,861,450
Amount outstanding May 31, 1878	377.000.000
Amount outstanding at date *	300.104,040
Decrease during the last month.	523,648
	0 660 978
Increase since May 1, 1881	-
Legal Tender Notes—	000,000,000
Amount outstanding June 20, 1874	382,000,000
Amount outstanding dantaly Lt. Lord	382,000,001
Amount retired under act of Jan. 14, 1875, to May 31, '78	
Amount outstanding on and since May 31, 1878	346,681,016
Amount on deposit with the U.S. Treasurer to redeem	
notes of insolvent and liquidating banks, and banks	
notes of insolvent and indicating banks, and business	32,930,054
retiring circulation under Act of June 20, 1874	32,930,054 2,966,818
Increase in deposit during the last month	

* Circulation of national gold banks, not included above, \$907.979.

Increase in deposit during the last month Decrease in deposit since May 1, 1881.....

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 May 1, 1882, and amount remaining on deposit at latter date.

	1	1			1		
	1	Legal-Ten	Legal-Tender Notes Deposited to				
			Retire National Bank Circula-				
	Additional	tion s	since June 20), 1874.	Legal Ten ders on		
STATES	circulation		[m - D - 4 :	}	Denosi		
AND TER-	issued since	Redempt'n	To Retire	, "	with U. S.		
RITORIES.	June 20,	of Notes of	Circul'tion	Total	Treasurer		
	1874.	Liquidat'a	unuer Act	Deposits.	at Date.		
		Banks.	of June 20,	7			
			1874.				
1	\$ *	\$	\$	\$	\$		
Maine	1,574,580	317,000	764,700	1,081,700	225,665		
N. Hampsh	845,665		100.800	173,797	1 - 68.771		
Vermont	2,008,920	441,097	1,753,040	2,194,137	1 - 670.651		
Mass	25,069,640		10,912,365	11,147,165	1,656,089		
Rh. Island	3,720,920	32,350	2,408,885	2,441,235	1,037,642		
Conn	4,526,370		4.041,530 32,257,475	4,106,880	1,287,398		
New York.	29,452,965	3,000,693		35,258,168			
N.Jersey	3,077,085	523,603	2,653,137	3,176,740	925,708		
Penn	17,012,610 277,275	1,342,426	13,626,361	14,968,787	5,509,650		
Delaware.	277,275	100.000					
Maryland.	2,091,410	166,600	1,718,380	1,884,980			
Dist. Col	457,000		530,060	962,724	82,526		
Virginia	1,178,500	937,369	1,036,010	1,973,379	225,086		
W.V'ginia.	271,810	731,060	386,685	1,117,745	104,836		
N.Carolina	1,235,660	128,200	1,417.585	1,545,785 $1,187,380$	433,473		
8. Carolina	189,700		1,187,380	1,187,380	114,189		
Georgia	623,330	330.925	437,675	768,600	83,961		
Florida	72,000						
Alabama	207,000	90,000	224,100	314,100	90,086		
Mississippi	67,500				171		
Louisiana.	1,668,110	656,413	2,099,250	2,755,663	33,632		
Texas	619,150	61,290	319,340	380,630	119,702		
Arkansas.	171,000		171,000	171,000	2,845		
Kentucky.	4,794,700	629,867	2,400,833	3,030,700	912,148		
Tennessee.	1,046,770	414,101	551,859	965,960	173,773		
Missouri	1,876,860	1,043,450	4,267,135	5,310,585	908,556		
Ohio	6,748,500	1,704,597	5,905,789	7,610,386	2,739,191		
Indiana	4,094,450	1,473,297	7,904,083	9,377,380	2,346,218		
Illinois	3,981,125	2,079,674	7,777,596	9.857.270	1,681,852		
Michigan .	3,196,790	625,900	3,582,475 1,349,589	4,208,375	1,498,178		
Wisconsin.	1,430,030	680,860	1,349,589	2,030,449	529,046		
Iowa	2,491,900	991,249	1.828.115	2,819,364	589,160		
Minnesota	1,300,400	599,495	1,883,445	2,482,940	702,392		
Kansas	353,680	781,721	316,550	1,098,271	204,610		
Nebraska .	293,400	45,000	458,980	593,980	178,205		
Nevada	36,000				1,688		
Colorado	815,400	219,225	149,400	368,625	84,601		
Utah	220,400	161,191	196,800	357,991	11,334		
Montana	300,600	116,200	81,000	197,200	37,925		
Wyoming .	50,600						
N. Mexico.	144,000						
Wash'ton	225,000		90,000	90,000	46,955		
Dakota	508,200				20,000		
Arizona	30,600						
California.	936,600						
Oregon	45,000						
*Leg. tend.				3,813,675			
Total	131,344,505	21.130.664	116,789,407	141.733.746	32 930 054		
	-,	, , , , , , , , , , , , , , , , , , , ,	-,, -, -, -, -, -, -, -, -, -, -, -, -,		22100111004		

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

Philadelphia & Reading.—Full reports are at hand of Mr. Gowen's meeting in London on Friday evening, April 21. Mr. Gowen himself presided, and from his speech we have more definite utterances as to the proposed financial arrangements than had previously been given out. He said:

able to pay them if it should seem desirable to do so. But apart from the general mortgage bonds there are other six and seven per cent obligations which must be paid, some of which mature on July 1 next, and others are of a class which mature on July 1 next, and gations which must be paid, some of which mature on July 1 next, and others are of a class which, although not yet due, we have a right to pay, and which must necessarily be paid under the terms of their issue before any dividend can be paid to the shareholders. These securicies are the following: Income mortgage bonds, which are seven per cent obligation, and are outstanding to the extent of \$2,454,000. We can pay them at any time, and we propose to include them in the amount to be provided for between this and the 1st of July. Again, there is the scrip outstanding in this country and in America that was issued in respect of the funded coupons of the general mortgage bonds and of later securities. The amount of this scrip in both countries is \$5,181. scrip outstanding in this country and in America that was issued in respect of the funded coupons of the general mortgage bonds and of later securities. The amount of this serip in both countries is \$5,181,-155. It bears 6 per cent interest, matures on the 1st of July next, and, consequently, must be provided for. There are also outstanding receiver's certificates, that were issued on account of indebtedness that existed on the day the receivers took the property, and which must be paid before the receivership can be ended. They amount to \$2,386,457. There are arrears of interest on the general mortgage bonds, and upon other securities of the company, including the scrip, which amount to about \$1,500,000. These arrears of interest must be provided for."

**

* "The company will also require about \$1,000,000 for the purpose of constructing the line of rail which has to be completed under the contract of the New York Central, to which I will refer hereafter; all these amounts aggregate about \$12,600,600. and, including the general mortgage bonds, they amount to \$32,207,000. It is proposed to make an issue of at least the former amount, say 12,600,000 of the new securities for the purpose of providing for the payment of the various obligations thus referred to, the result of which will be the reduction of the fixed charges to the extant of the difference between 5 per cent and the higher rates which are now paid upon most of them. As to the further reduction of fixed charges, there are about \$25,000,000 of course we cannot expect to effect any reduction upon that until the period at which the length of time which the bonds have to run is so short as to induce persons to convert it into a lorg five per cent obliga-

short as to induce persons to convert it into a lorg five per cent obliga-

tion. Of the fifty-five millions of dollars of leased lines securities, there are probably twenty-five millions which are selling at so high a price that it will be difficult for a long time to get any of them in. The improvement mortgage bonds of the company have not many years to run. The price is not likely to increase very much henceforth, by reason of the large annual drawings for the sinking fund. We can draw in October \$1,666,000 of these obligations at par. Some \$12,000,000 of the obligations of the coal and iron company mature within ten or eleven years. In the course of a few years a large amount of these can be taken in. They bear interest at 7 per cent, and in a very few years probably the whole of them can be converted into the new five per cent obligations. I look forward, therefore, with confidence to being able within a few years to convert a hundred millions of the present obligations of the company upon which from 6 to 7 or more is being paid, into an obligation bearing interest at 5 per cent; and I expect the saving by this operation alone, irrespective of any further earnings, will open the way to a dividend en the share capital."

South Carolina Railway — The President of this company has issued a circular from which we extract the following:

For the first three months of the current year the earnings, as compared with 1881, have been:

From passengers From freight. From U. s. mail From freight car service From miscellaneous sources.	1881. 1882. \$62,194 \$75,0 9 4 300,448 28 0,554 5,811 4,883 3,279 4,040
Total	\$372,240 \$365,118
Dr. GENERAL BALANCE SHE	ET, APRIL 1, 1882. Or.
Cost of road Nov. 1 \$12,622,038	Common stock paid in \$1,195,520
Stock & bonds owned. 4,905	Funded debt outstand-
	1 115 0,004,100
Current accounts 40,008	
Cash on hand 257,251	Current accounts 18.874
Profit and loss, 1881,	Interest accrued to
two months 7,858	
Operating expenses 216,600	Earnings, 1882 363,586
Interest 89,244	000,000
\$13,276,129	\$13,276,129

Utah Central.—The earnings and expenses of this road for the last six months of 1881 and the first three months of the present year were as follows:

	Gross		Net
W V	Earnings.	Expenses.	Earnings.
July 1 to Dec. 31, 1881	. \$787,077	\$308,195	\$178.882
January, 1882	. 109,989	50,837	59,151
February	. 129,482	49,564	79,918
March	. 121,026	50,733	70,292

-Attention is called to the first mortgage 10 per cent sinking fund bonds of the Leadville Gas Light Company now offered in our advertising columns by Mr. A. Wilkins of this city. It is stated that the company has a first-class plant, combining the latest improvements in gas making, and has a valuable franchise from the City of Leadville for supplying light. It is estimated that besides all expenses and interest charges, the stockholders would get 8 percent per approximation. stockholders would get 8 per cent per annum. The population of Leadville is now about 13,000.

—Attention is called to the card of Messrs. Earl & Dayton in the advertising columns of the Chronicle. This prominent house has just made a change in the firm by adding a special partner with a capital of one hundred thousand dollars, and has now every facility for executing orders at the New York Stock Exchange. The firm, we understand, make it an in-variable rule to buy and sell stocks and bonds on commission

-Attention is called to the card of Messrs. Tobey & Kirk in to-day's Chronicle. This firm has just moved into new offices at No. 4 Broad Street. The house makes a specialty of construction company's subscriptions and unlisted securities, besides railroad, State, city and county bonds.

-Messrs. Lummis & Day have just taken large and beautiful offices in the Drexel Building, where their customers and friends will find them, surrounded with all the facilities for a first-class banking and brokerage business.

-Dividend No. 79, for the month of April, has been declared by the Ontario Silver Mining Company, payable at Wells, Fargo & Co.'s, on the 15th inst. The dividends of this company are \$75,000 monthly.

-Messrs. R. J. Kimball & Co., bankers and brokers, have just removed from their old quarters, No. 25 Nassau Street, to large and commodious offices at No. 40 Broadway.

Auction Sales.—The following were sold this week by Messrs. Adrian H. Muller & Son:

10 Tradesmen's Nat. Bank. 10158 4,000 Home Woolen Co., for \$13 799 Hibernian Iron Mining

Co.....\$3 per share 99 N. J. Iron Mining Co....101 20 Ninth National Bank12512 300 Long Island City & Flush 110 Central N. J. Land Imp.

25 Manhattan Gas-Light Co.229 12 25 N. York & San Jorge Hydraulic Gold Mining
Co....\$20 per share
20 Fourth National Bank...126

9 United States Trust Co..452

Shares. 500 Bk. of Mahatt'n Co.145@148½ 500 Mahoning Coal RR. Co... 8
200 Mechanics' Bk. of N. Y...152 20 The Conklin Electric
200 Virg. & Ohio Petroleum Signal Co.... \$2 per share 132 Co lege Point Rubber Co.

1894......11438 & int.

The Bankers' Gazette.

DIVIDENDS

The following dividends have recently been announced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)
Mailroads. Beston Con. & Montreal pref Boston & Maine Catawissa 1st and 2d pref Cin. San. & Cieve. pref Ft. Wayne & Jackson pref. (quar.) Nashua & Lowell Pennsylvania Railroad Richmond & Danville (quar.) Seaboard & Roanoke Banuss.	\$4 31 ₂ 3 2 4	May 17 May 1 May 4 May 1 May 29	April 28 to April 30 to May 11 to May 15
Greenwich	3	May 1 May 10	April 3 to May 10

NEW YORK, FRIDAY, MAY 5, 1882-5 P. M.

The Money Market and Financial Situation.—The week closes with a better feeling in the stock market. There is a renewal of the gold exports to a moderate extent, but with an easy money market and every prospect of a 2 per cent rate on call loans this summer, the bug-a-boo of a "gold export" loses much of its frightening power. Possibly the actual issue of the Lake Shore and the Michigan Central reports has had a good effect, as they were held over the market in a rather threatening attitude by the bears, as if they were going to show some such ghastly exhibit as that which was presented a few weeks ago by the Wabash report. Now that the figures are seen, and no new fact is presented beyond that which was well known before, namely, that net profits were diminished by the trunk-line war over rates—and only by that—the suspense is relieved, and the stocks will be left to take their course as warranted by their respective merits,

The Pennsylvania Railroad dividend was not reduced to 3 per cent, but was declared for the half-year at the regular rate of 8 per cent per annum. The Pennsylvania has had a large surplus income in the past two years, and it would have been an injustice to stockholders to cut down dividends for the purpose of spending the income on permanent improvements. But as to the enormous annual outlay of capital by this company, the main question now, and for years past has been, whether there is not great extravagance in the methods of expenditure. In a nut-shell, whether the company does not spend millions for elaborate improvements which will not immediately, nor for the next ten years, benefit the company enough to pay an interest of 5, 4, 3, or even 2 per cent on the amount expended. We do not prejudge the question; it is a fair subject for discussion.

Mr. Gould has returned to New York from his Western trip, and when in Chicago the newspapers report him as saying that the Wabash road had increased its net earnings very heavily during the first quarter of the current year; but if there is one point on which the average Wall Street man is now inclined to be incredulous, it is on the subject of Wabash reports of

The money market continues very easy at $2\frac{1}{2}$ to 4 per cent for call loans on stock collateral and $2@2\frac{1}{2}$ per cent on government bond collateral. Prime commercial paper is quoted at $4\frac{1}{6}$ per cent.

The Bank of England weekly statement on Thursday showed a decrease of £504,000 in specie, and the percentage of reserve to liabilities was 43 per cent, against 44 3-16 last week. The Bank of France gained 11,325,000 francs gold and 4,050,000 francs silver.

The New York City Clearing-House banks in their statement of April 29 showed an increase of \$1,846,050 in their surplus reserves, the total surplus being \$10,895,600, against \$9,049,550 on April 22.

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

	1882. April 29.	Differ nces fr'm previous week.	1881. April 30.	1880. May 1.
Loans and dis. Specie Circulation Not deposits Legal tenders.	65,939,900 18.942,500 297,250,800	Dec. 424,300 Inc. 3,899,400	69,289,400 18,600,100 294,536,300	49,406.500 20,646.200 252,572.200
Legal reserve. Reserve held.				
Surplus	\$10,895,600	Inc.\$1,846.050	\$11,440,025	\$3,277,450

Foreign Exchange.—Foreign bills are strong and specie will again be shipped, to-morrow's steamers taking out \$2,050,000, and possibly \$2,500,000. This indicates that the export of securities has not been large enough to balance the trade movement. Commercial bills are now, and must be for the next few months, in relatively small supply. To-day the closing prices for prime bankers' 60 days sterling bills were 4 8634@4 87, and for demand 4 89½@4 90. Cable transfers, 4 9014@4 901½. The actual rates for Continental bills are as

follows: Francs, $5\,16\%@5\,17\frac{1}{2}$ and $5\,13\frac{1}{3}@5\,14\frac{3}{4}$; Marks, $95\frac{1}{3}@95\frac{1}{4}$ and $95\frac{3}{4}@95\frac{1}{8}$; and Guilders, $40\frac{1}{3}@40\frac{1}{4}$ and $40\frac{1}{4}@40\frac{1}{8}$.

Quotations for foreign exchange are as follows, the outside prices being the posted rates of leading bankers:

May 5.	Sixty Days.	Demand.
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort or Bremen (reichmarks)	4 86 @4 86 9 4 85 9 @4 86 5 16 7 8 @ 5 15 40 18 @ 40 38	4 89 % 24 90 12 4 88 12 24 88 12 5 14 82 35 12 12 40 82 26 40 88 95 % 26 96

United States Bonds.—There was a moderate business in government bonds in the early part of the week, and the 4 per cents did not again rise to the high figures made before. Today, however, there is more activity on account of the Attorney-General's decision that the continued fives must be called the highest numbers first, according to the ruling already made by Secretary Folger.

The Treasury Department has issued the 113th call for bonds, including all the residue of those issued under the acts of July 17 and August 5, 1861, continued at 3½ per centum. The six months' interest due July 1, 1882, on these bonds will not be paid by checks forwarded to the holders of the bonds, but will be paid with the principal to the holders at the time of presentation.

ONE HUNDRED AND THIRTEENTH CALL.
\$50—No. 2,466 to No. 2,564, both inclusive.
\$100—No. 17,751 to No. 18,618, both inclusive.
\$500—No. 11,961 to No. 12,283, both inclusive.
\$1,000—No. 55,951 to No. 56,972, both inclusive.
\$5,000—No. 17,581 to No. 17,834, both inclusive.
\$10,000—No. 38,811 to No. 40,116, both inclusive.

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

	Interest Periods.		May 1.	May 2.	<i>May</i> 3.	May 4.	May 5.
6s, continued at 3½ 5s, continued at 3½	J. & J. QFeb.	*1014 *1024	*101 ¹ 4 102 ¹ 4				1014
4 ¹ 28, 1891reg. 4 ¹ 28, 1891coup.	QMar.	116	x1478	*11434 11578		11438	*1144
48, 1907reg. 48, 1907comp.	QJan.	121	121	*12118 12078	12034	120%	1213
6s, cur'cy, 1895reg. 6s, cur'cy, 1896reg.	J. & J.	*132 *134	*134	*134	*134	*134	*132 *134
6s, cur'cy, 1897reg. 6s, cur'cy, 1898reg. 6s, cur'cy. 1899reg.	J. & J.	*136 *138 *140	*138	*138	*136 *138 *140	*138	*136 *1 38 *140

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

State and Railroad Bonds.—There have been considerable transactions during the week in Tennessee bonds, at or about 57, and to-day the old bonds sold at that. The bondholders will now await the meeting of the Legislature to see what action, if any, will be taken on the new proposition. If the Supreme Court of the United States should decide that one State, as assignee, can maintain an action against another on its bonds, there would in all probability be active trading in the old low-priced bonds, which have been for some time neglected.

Railroad bonds have been in good demand for investment account, and prices are in some cases stronger. One of the most active bonds this week was the Chic. St. Paul Minneapolis & O. consolidated, which sold up rapidly on the reported alliance between this company and the Rock Island.

Default was made May 1 on the first mortgage interest of the New York City & Northern Railroad.

Railroad and Miscellaneous Stocks.—The stock market has shown a stronger tone to-day, with a more decided advance in prices than we have had for some time past. Perhaps it has been rather wholesome that the market should be left alone for a while by the two great operators, and in all probability the recovery in prices might be more healthy and permanent if it was still left to the dealings of those who operate on a moderate scale, without depending upon the control of the stocks of any particular corporations to enable them to realize

Three prominent railroad reports have just been issued for the year 1881, and it may fairly be said that their effect upon the market has been very favorable; an abstract of each will be found on another page. The Lake Shore and the Michigan Central are better than the evil rumors had made them out to be, while the Milwaukee & St. Paul Road is even in a better condition to-day than its report for 1881 would indicate, as the earnings so far this year are much in advance of the corresponding period last year. There is general confidence in the roads of the Northwest, and this confidence will be increased by the informal announcements that they propose to contract their railroad building during this year. The alliance of some sort between the Rock Island company and the Chicago St. Paul & Minneapolis has strengthened the stocks of the latter very materially.

Various reports are received from Cincinnati as to Mr. Jewett's control of the Cincinnati Hamilton & Dayton stock, and at the present moment it is impossible to say whether he

will or will not get it.

Richmond & West Point Terminal sold this afternoon at 560

5734 ex the privilege of taking two shares of stock for one of the old on paying 25 per cent cash.

Pacific Mail, which was depressed by the loss of one of its inferior steamers, the Salvador, recovered sharply to-day and closed at 43%.

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK, AND SINCE JAN. 1, 1882.

RANGE IN PRICE.	1			ND LOWES			1.	1	Jan. 1, 1882.	For Full
STOCKS.	Saturday, April 29.	Monday, May 1.	Tuesday, May 2.	Wednesday, May 3.	Thursday, May 4.	Friday, May 5.	Sales of the Week, Shares.		Highest.	Low. High
RAILROADS. Albany & Susquehanna. Boston & N. Y. Air-Line.			134 135					130 Jan. 6 324 Jan. 18		120 25 135 30
Burlington Cedar Rapids & No.	4812 49		80 491 ₈ 491 ₈	62 ¹ 2 62 ¹ 2 *77 49 ³ 4 51 ⁵ 4		* 80 515 5212	5,510	60 Jan. 6 72 2 Apr. 15 44 Feb. 23	70 4 Feb. 4 85 6 Feb. 2 56 5 Jan. 16	45 71 2 69 90 50 90
Cedar Falls & Minnesota Central Iowa	6812 6914	68 ¹ 2 71 ¹ 2 88 ⁷ 8 89	7038 72 8834 8914	685 72	6858 7038	6912 72	170.585	15 Feb. 18 2978 Mar. 17 65 2 Apr. 24	37 4 Jan. 4 97 5 Feb. 20	31 45 82 12 112
Central Pacific	*20 20 ¹ 2 *29 30	*20 20 ¹ 2 *28 30	$\begin{array}{ccc} *20 & 21 \\ 29 & 29 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	4,255 $1,150$ 312 $1,600$	86 Feb. 23 19 Mar. 9 27 Apr. 18 21 Mar. 9	26 Jan. 7 373 Jan. 14	2034 3378 3234 4814
De 2d pref	$\begin{bmatrix} 130 & 130 \\ 130 & 130 \end{bmatrix}$	*130 ¹ 2	$130^{12} 131^{14} $ $130^{-1} 130^{-1}$	$131\frac{1}{2}132\frac{1}{2}$ $131\frac{1}{2}132$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$\frac{1,485}{3,100}$	127 2 Mar. 11 127 2 Mar. 13	263 Jan. 14 135 2 Feb. 8 138 Jan. 27 1184 Mar. 30	127 156 133 to 182 to
Chicago & Northwestern	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$128 1287_{8} \\ 139 \frac{1}{2} 140 \frac{1}{2}$	$120\frac{1}{2}120\frac{1}{2}$ $128\frac{1}{8}129$ $140\frac{1}{4}140\frac{1}{4}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$121\frac{1}{4}12\frac{1}{2}$ $128\frac{7}{8}129\frac{3}{8}$ $139\frac{3}{4}140$	$121_{8}^{7}122$ $129_{129}^{3}129_{8}$ $140_{4}^{1}140_{4}^{1}$	$21,200 \ 2,000$	11834 Apr. 14	126 Mar. 28 136 Feb. 2	11634 140 117 136 13118 14712
Chicago Rock Isl. & Pacific Chicago St. L. & New Orleans Ohicago St. Paul Minu. & Om Do pref.	361 ₄ 363 ₄	$128\frac{1}{4}$ $128\frac{1}{4}$ $776\frac{1}{2}$ $77\frac{1}{2}$ $36\frac{1}{8}$ $99\frac{1}{4}$ $100\frac{1}{8}$	$129\frac{1}{2}$ $130\frac{1}{4}$ $76\frac{1}{2}$ $76\frac{1}{2}$ $36\frac{1}{2}$ 37 $99\frac{1}{4}$ $100\frac{3}{8}$	*76 78 373 ₈	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 131 \frac{1}{2} 131 \frac{7}{8} \\ *74 & 76 \\ 38 \frac{1}{2} 39 \frac{3}{4} \\ 101 \frac{7}{8} 103 \end{array}$	2,960 200 $44,230$ $15,175$	125 Apr. 18 68 Mar. 8 29 Feb. 23		40 88 33 2 51
Cincinnati Sandusky & Clev Cleveland Col. Cin. & Ind Cleveland & Pittsburg guar	69 7012	50 50 6858 70 *13712 138	50 51 *68 70	51 52 70 70 *137 ¹ 2	$ \begin{array}{cccc} 51^{1_2} & 53^{3_4} \\ 71 & 72^{1_2} \end{array} $	54 54 *137 ¹ 2 138	2,900 1,680	44 Mar. 9 68 Apr. 18	57 2 Jan. 14 84 Jan. 14	4112 6814
Columbia & Greenville, pref Columbus Chic. & Ind. Central. Delaware Lackawanna & West.	*10 ¹ 2 11 117 ³ 4 118 ³ 8	$\begin{array}{c} 10^{1}_{2} & 10^{1}_{2} \\ 117^{5}_{8} & 118^{3}_{4} \\ 60^{7}_{8} & 62^{1}_{8} \end{array}$	$\begin{array}{c} 10^{3}_{4} & 10^{3}_{4} \\ 118^{1}_{2} & 119^{1}_{2} \end{array}$	11812 11934	$\begin{array}{c} 11^{1}_{4} & 11^{1}_{4} \\ 118^{5}_{8} & 119^{5}_{8} \end{array}$	74 74 *11 1187 ₈ 1193 ₄	$\begin{array}{c} 100 \\ 950 \\ 111,142 \\ \end{array}$	70 Mar. 16 94 Feb. 13 1164 Apr. 24	104 Feb. 2 217 ₈ Jan. 7 128 2 Feb. 3	82 1834 107 131
Denver & Rio Grande Dubuque & Sioux City Bast Tennessee Va. & Ga Do pref	11 1118	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 62\frac{1}{4} & 63\frac{1}{4} \\ 83\frac{3}{4} & 83\frac{3}{4} \\ 11\frac{1}{2} & 12 \\ 21 & 21 \end{array}$	$\begin{array}{c} 173,755 \\ 1,120 \\ 4,160 \\ 3,675 \end{array}$	52% Mar. 14 82 Apr. 15 10 Feb. 23 164 Mar. 8		13 21
Green Bay Win. & St. Paul Hannibal & St. Joseph Do pref	*90 91 *85 87	*90 91 *8514 86	*90 91 85 ¹ 4 85 ¹ 4	*90 51	*90 91 857 ₈ 861 ₂	*90 91 *85 87	700	8 Neb. 15 90 Mar. 1 76 Mar. 2	16 Jan. 18 110 Feb. 8 111 4 Jan. 9	443 ₄ 350 94 121
Houston & Texas Central Illinois Central Indiana Bloom'n & West., new. Kookuk & Des Moines	$\begin{array}{c} 136 {}^{1}_{4} 136 {}^{1}_{4} \\ 40 & 40 \end{array}$	$\begin{array}{c} 72 & 72 \\ 1353 & 136 \\ 40 & 401 \end{array}$	$\begin{array}{c} 72^{1}_{2} & 73 \\ 136 & 136^{7}_{8} \\ 40^{3}_{8} & 40^{3}_{4} \\ 18 & 18 \end{array}$	137 137 40 2 41	$\begin{array}{c} 73 & 73 \\ 136 \frac{7}{8} & 136 \frac{7}{8} \\ 42 & 43 \frac{1}{2} \\ 18 & 18 \end{array}$	137 137 137 137 4 43 12 43 78	2,330 4,339 400	61 Mar. 11 1273 Jan. 4 36 Mar. 8	86 Jan. 14 1373 ₈ Mar. 30 487 ₈ Jan. 14	124 146 la 57 la
Do pref Lake Erie & Western Lake Shore	$\frac{29}{100^{3}}$ $\frac{29^{\frac{1}{2}}}{101^{7}}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	29 ¹ 2 30 99 ¹ 8 100 ³ 4	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 13 & 13 \\ \hline 29^{1} & 30 \\ 101 & 102 \end{array}$	$30^{3_8} 30^{7_8} 101^{3_8} 103^{3_8}$	4,840 280,801	13 ¹ 2 Feb. 2 ² 20 Mar. 21 27 Apr. 22 98 ³ 4 May 1	19 Mar. 23 49 Jan. 19 37 4 Jan. 14 120 8 Mar. 30	41 56 32 6534
Long Island Louisiana & Missouri River Louisville & Nashville	$54 54 74^{3}4 75^{1}2$	53 53 75 76 kg	$ \begin{array}{ccccccccccccccccccccccccccccccccccc$		$ \begin{array}{rrr} 54 & 55 {}^{1}2 \\ \hline 76 {}^{7}8 & 77 {}^{5}8 \end{array} $	55 ¹ 4 55 ¹ 4 77 ¹ 8 78	2,305 45,175	49 ½ Feb. 24 16 Mar. 8 65 Mar. 8	56 Mar. 28 24 Mar. 30 1003 Jan. 3	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Louisville New Albany & Chic. Manhattan C 1st pref. Manhattan Beach Co.	*46 48	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*47 *90 90 \(\frac{1}{2}\) 32 \(\frac{1}{2}\)		748 ¹ 2 50 90 90	4912 4934	700 185 825	57 ¹ 2 Apr. 21 43 Apr. 21 90 Apr. 12 25 Jan. 23		
Marietta & Cincinnati, 1st pref. Do 2d pref. Memphis & Charleston		8 8		54 54	51 54	55 55	300	8 May 1 4 Apr. 11 46 Mar. 9	15 ½ Jan. 16	9 24 15
Metropolitan Elevated Mishigan Central Milwaukee L. Sh. & West., pref Milwayayalla f. St. Logic	$79\frac{1}{2}$ $80\frac{1}{4}$ $47\frac{1}{2}$ $47\frac{1}{2}$	$\begin{array}{cccc} *88 & 89 {}^{5}8 \\ 79 {}^{7}8 & 80 {}^{3}8 \\ 47 {}^{3}4 & 47 {}^{3}4 \end{array}$	*88 90 80 48 48 19 19	$\begin{array}{ccc} 81^{5}8 & 82^{1}2 \\ 48^{1}4 & 48^{1}2 \\ 21 & 21 \end{array}$	$ \begin{array}{cccc} ^*90 & 90 \frac{1}{2} \\ 82 & 85 \frac{1}{8} \\ 48 & 48 \frac{5}{8} \end{array} $	$ \begin{array}{r} 87^{1}_{2} & 87^{1}_{2} \\ 84^{1}_{4} & 85^{1}_{2} \\ 48^{5}_{8} & 49^{1}_{8} \end{array} $	50,950	84 Jan. 4 77 Apr. 18 413 Mar. 11	52 Jan. 16	42 6478
Minneapolis & St. Louis. Do pref. Missouri Kansas & Texas. Missouri Pacitic.	$\begin{array}{ccc} 29^{3} & 30 \\ 88^{1} & 88^{3} \end{array}$	29 ⁵ 8 30 ¹ 4 88 ¹ 8 89 ³ 8	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 21 & 21 \\ 61 & 61 \\ 31 & 31 \\ 90 \\ 2 & 91 \\ 12 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{r} 51 \\ 684 \\ 35,909 \\ 59,150 \end{array} $	19 Mar. 6 59 Feb. 25 26 8 Mar. 11 86 5 Apr. 21	6112 May 3	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
Mobile & Ohio Morris & Essex Nashville Chattanooga & St. L.	24 24	63 63	$\begin{array}{c} 25^{1_{2}} & 25^{1_{2}} \\ 124 & 124 \\ 63 & 64^{3_{4}} \end{array}$	$124 \atop 63 \atop 1_2 \atop 2 \atop 63 \atop 1_2$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$124 \frac{1}{2} 124 \frac{1}{2} \\ 124 \frac{1}{2} 124 \frac{1}{2}$	400 324 7,500	22 Feb. 24 1193 Mar. 13 54 Mar. 8	35% Jan. 21 125 May 4 87% Jan. 14	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
New York Central & Hudson New York Chic. & St. Louis Do pref. New York Elevated.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$123^{5_8}125^{1_2} \\ 14^{1_4}14^{5_8} \\ 33 33^{1_2} \\ *103 105$	$124\frac{1}{8}125\frac{3}{4} \\ 14\frac{1}{4}14\frac{1}{2} \\ 33\frac{1}{4}33\frac{1}{2} \\ *103 105$	$125^{5_8}126^{3_8}$ $14^{1_4}14^{1_2}$ $33^{1_4}33^{7_8}$	$125\frac{7}{8}$ $127\frac{1}{2}$ $14\frac{1}{8}$ $14\frac{1}{8}$ $33\frac{1}{2}$ $33\frac{1}{2}$ 103	$126 \frac{1}{2} 127 \frac{5}{8} \\ 14 \frac{3}{8} 14 \frac{5}{8} \\ 33 \frac{5}{8} 33 \frac{5}{8} \\ 103 105$	153,862 3,206 6,070	14 18 May 4 33 Apr. 27		96 1304
New York Lake Erie & West Do pref. New York New Haven & Hart.	35 ¹ 2 35 ³ 4 *175	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	353 ₈ 361 ₈	72^{1}_{2} 72^{1}_{2}	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	58,400 800 20	34 Mar. 8 67 Mar. 8 168 Feb. 17	43 d Jan. 14 85 Jan. 14 175 d May 1	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
New York Ontario & Western Norfolk & Western Do pref Northern Pacific	$\begin{array}{ccc} 25 {}^{1}\!8 & 25 {}^{1}\!8 \\ 52 & 52 \\ 38 {}^{1}\!2 & 38 {}^{3}\!4 \end{array}$	25 25 ¹ 2 38 ⁵ 8 38 ³ 4	$\begin{array}{cccc} 25 {}^{1}\!8 & 25 {}^{3}\!4 \\ 52 & 53 \\ 38 {}^{3}\!4 & 39 {}^{5}\!8 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	25 ³ 8 25 ³ 4 52 ⁷ 8 53 40 8 40 ³ 4	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 8,327 \\ 1,200 \\ 31,572 \end{array}$	217 ₈ Mar. 9 20 Jan. 6 44 ¹ 4 Mar. 8	24 Feb. 27 583 Jan. 11	25 5 ₈ 43 1 ₂ 23 1 ₂ 26 1 ₂ 53 70 32 3 ₄ 51
Ohio Central Ohio & Mississippi	77^{5}_{6} 77^{3}_{4} 14^{1}_{8} 14^{5}_{8} 32^{3}_{4} 33	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	7758 79 14-4 1458 3034 31	$78\frac{1}{2}$ $79\frac{1}{4}$ $14\frac{5}{8}$ 15 $31\frac{1}{4}$ $32\frac{1}{2}$	$78\frac{5}{8}$ $79\frac{3}{8}$ $14\frac{1}{2}$ $14\frac{3}{4}$ $32\frac{1}{8}$ $32\frac{1}{2}$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	53,039 5,223 5,420	28 ³ 4 Mar. 9 66 ³ 4 Feb. 23 13 ³ 4 Apr. 28 27 Feb. 23	25 % Jan. 14	64 18 88 18 37 78 60
Ohio Southern Oregon & Trans-Continental Panama, Trust Co. certificates.	*13 71		7014 7212		7212 7234	7258 7278	5,592	15 Feb. 24 60 Jan. 30	110 2 Mar. 28 23 2 Jan. 16 76 4 Apr. 3 200 Apr. 26	9734 126 18 373 64 83 190 200
Philadelphia & Reading Pittsburg Ft. Wayne & Chic	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	56 57 ¹ 4	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	18,500		3734 Jan. 14 6742 Jan. 7	27 ¹ 4 57 ² 4 7434
Rich. & Allegh., stock trust ctis. Richmond & Danvillo Richmond & West Point. Rochester & Pittsburg		105 109	104 105	175 215 112 112	$\begin{bmatrix} 20 & 20 \\ 106 & 108 \\ 114 & 115 \end{bmatrix}$	20 20 ‡55½ 116	1,950 1,460 420	17 Mar. 9 104 May 2 55 ¹ ₂ May 5	40 Jan. 5 250 Feb. 7 263 Feb. 15	
St. Louis Alton & Terre Haute.	26^{1}_{2} 26^{1}_{2}	*26 27 64 66	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 29\frac{1}{4} & 29\frac{3}{4} \\ \hline 29 & 29\frac{5}{8} \\ 72\frac{1}{2} & 72\frac{1}{2} \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 8,900 \\ 1,556 \\ 1,770 \end{array}$	24 - Jan. 11 20 Jan. 3 20 - Mar. 8 55 Apr. 20	36 ¹ 2 Mar. 22 26 Mar. 17 43 ³ 4 Jan. 16 92 Jan. 16	
Do pref.		3812 3812	38 38	50 12 50 12	51 51	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	200	34 ½ Mar. 8 43 Mar. 8 79 ¼ Feb. 24	467 ₈ Jan. 25 664 ₂ Jan. 26 1064 ₂ Jan. 17	39 55 55 814 90 1154
St. Paul & Duluth Do pref. St. Paul Minneap. & Manitoba. Texas & Pacific.	190 190	3858 39	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	78 78 78 119 119 12 119 12 40 38 41 12	$\begin{array}{c} 777_8 & 78 \\ 119 \frac{1}{2} & 119 \frac{1}{2} \\ 40 \frac{3}{4} & 42 \end{array}$	$\begin{array}{c} 77^{1_{2}} & 78 \\ 119^{1_{2}} & 119^{1_{2}} \\ 41^{3_{8}} & 42^{1_{4}} \end{array}$	400 730 38,950	26 Feb. 15 68 Jan. 19 108 2 Jan. 26 34 3 Mar. 9	123 Mar. 20	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
Union Pacific Wabash St. Louis & Pacific		$111 11114 \\ 23 2812$	$\begin{array}{c} 33 & 41 \\ \hline 111^{3_8} & 112 \\ 28^{1_4} & 30^{1_8} \end{array}$	$\begin{array}{c} 108 & 112 \\ \hline 11134 & 112 \\ 294 & 3038 \end{array}$		112 ¹ 2 113 ¹ 8 30 ¹ 2 31 ¹ 2	$ \begin{array}{c c} 200 \\ 13,495 \\ 15,166 \end{array} $	10 ½ Feb. 15 109 ¼ Apr. 18 27 ¼ Apr. 21	$17\frac{1}{2}$ Jan. 7 $119\frac{3}{4}$ Jan. 16 $38\frac{1}{2}$ Jan. 14	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
MISCELLANEOUS. American District Telegraph Conton Company	51 5112	5058 5178	5158 5338 46 46	53 2 54 34	5358 5478	5414 5538	200 200	31 Jan. 28 60 Feb. 17	7158 Jan. 14 60 Feb. 14 65 Feb. 20	64 4 96 4 31 74 4 53 73 4
Delaware & Hudson Canal New York & Texas Land	$50\frac{1}{4}$ $50\frac{3}{4}$ $104\frac{1}{4}$ $104\frac{3}{4}$	60 60 104 ¹ 2 105	$\begin{array}{cccc} 60 & 60 \\ 51 & 51 & 7_6 \\ 104 & 105 & 4 \end{array}$	51 52		$51 51^{3}_{105^{1}_{2}} 105^{1}_{2}$	2,780	38 Mar. 13 02% Mar. 13 37 Mar. 17	537 ₈ Mar. 30 109 2 Feb. 20 495 ₈ Jan. 10	35 67 895 ₈ 1154 30 49
Panific Mail Way & Nav. Co	20 207	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$138 140 \\ 40^{1} 41^{1} 124$	$\begin{array}{c} 41^{1}_{4} & 41^{5}_{8} \\ 125 & 125 \end{array}$	$ \begin{array}{ccccccccccccccccccccccccccccccccccc$	$138 139^{1}_{2} \\ 40^{3}_{4} 43^{3}_{4} \\ 125 126^{1}_{2}$	$\begin{array}{c c}22,250\\621\\1\end{array}$	28 Jan. 31 37 Apr. 24 22 Feb. 23	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	39 62 4 20 151
EXPRESS.	1	81 ¹ 2 82 ¹ 8 140 ¹ 2 4	8178 83		83 \(^{12}_{83}\) 83 \(^{3}_{4}\)	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	58	76 8 Mar. 11	1 Jan. 3 93	77 92 120 153
United States. Wells, Fargo & Co	9 4 9 1 12	9334 9334	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$93 943_4 \\ 731_2 741_2$	*93 ¹ 2 95 *74 75 127 ¹ 2 128 ³ 4	$95\frac{1}{4}$ $95\frac{1}{4}$ *74 75	492 135 441	90 Feb. 18 72 ¹ 2 Mar. 8 125 Feb. 24	97 - Feb. 25 80 - Jan. 26 130 - Jan. 5	$\begin{array}{c c} 62^{5_{8}} & 98 \\ 51^{1_{2}} & 79 \\ 112 & 142 \end{array}$
Consolidation Coal Homestake Mining Little Pittsburg Mining		*30 32 *18 18 ¹ 2		*30 31 *18 18 ¹ 2	30 30	30 30	300	28 Mar. 14 155 ₈ Jan. 17 13 ₈ Mar. 1	36 % Jan. 16 193, Feb. 4	
Maryland Coal Ontario Silver Mining		16	13 13	35 35		14 14	100 20 100	2 Jan. 25 13 May 2 33 Jan. 16	2 ¹ 2 J 32. 25 26 Jan. 20 35 ¹ 2 Apr. 24	178 35 321 381
Quicksilver Mining Do pref.	*12 13 *56 59	10	150 32	*11 ¹ 2 14 57 57 ¹ 4	*57 5812	12 12 58 58	200	240 Jan. 17 11 - Feb. 27 55 Mar. 23	245 Jan. 16 144 Jan. 14 624 Jan. 19	240 254
Central Arizona Mining	* 34 8	*34 78	6 6	15 ¹ 2 15 ¹ 2 *8 1 *6 6 ¹ 2	15 15 ¹ 4 30 31	32 33	2,795 300	14 Jan. 11 27 ¹ 2 Mar. 28 34 Mar. 21 5 Jan 5	37 Jan. 12 15 Jan. 4 64 Feb. 3	25 45% 1 7 4 14
New Central Coal Robinson Mining		15			2 2	2 2 2 214	100	14 Jan. 17 15 Apr. 20 21 Jan. 9	278 Apr. 4	18 3514 2 137
Street Mining.							::	2 Mar. 2	11- Fob A	110 7

^{*} These are the prices bid an lasked—ne sale was made at the Board.

Railroad Earnings.—The latest railroad earnings and the totals from January 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "Jan. 1 to latest date" furnish the gross earnings from Jan. 1 to, and including, the period mentioned in the second column:

-					id Column.
	Latest F.	Carnings R	eported.	Jan. 1 to	Latest Date.
Roads.	W2	1 1000	1 7007		
	Weck or Mo	1882.	1881.	1882.	1881.
		\$	\$	\$	\$
Ala.Gt.Southern	March	68,885	62,499	196,192	184.554
Atch.Top. & S. Fe	March	1,161,000	902,000	3.247,000	2.203.000
Bost.&N.Y.AL. Buff. Pittsb.&W.	February	20,342	19,817	43,365	40.255
Bur.Ced.R.& No.	3d wk Anr	61,544 44,563	51,863		
Cairo & St. Louis	3d wk Apr.	*6,270	$42,654 \\ 9,459$	$\begin{array}{c} 832,980 \\ 109,392 \end{array}$	
Cent.Br.Un.Pac.	4th wk Apr	17.528	19,138		
Central Pacific.	March	1,987,000	1,709,637	5,547,144	
Chesap. & Ohio.	March	208,981	228,481	603,244	575,410
Chicago & Alton Chic. Bur. & Q	Sa wk Apr.	151,598	159,334	2,117,830	
Chic. & East. Ill.	3d wk Apr	29,560	$1,034,821 \\ 33,517$	3,116,134	
Chic.& Gr.Trunk	Wk.Apr.22	44,045	30,746	506,950	464,764
Chic. Mil & St. P.	4th wk Apr	434.000	382,929	5,891,000	3,850,499
Chic. & Northw.	April	1,634,819	1,474,611	6,423,666	4.857,278
Ch.St.P.Min.&O.	4th wk Apr		71,576	1,430,711	929,240
Chic. & W. Mich.	March		98,673	348,136	262,475
Cin. Ham. & Day Cin. Ind. St. L. & C.	March			407,561	
Cincinnati South	March	208,066 199,567	191,005 187,402	613,544 579,288	
Clev. Akron & Col	4th wk Apr	10,628	11,323	149,035	$\begin{array}{c} 453,533 \\ 132,841 \end{array}$
Col. Hock. V.& T.	April	231,937	189.667		102,041
Denv. & Rio Gr.	4th wk Apr	167.468	128,758	1,999,873	
Des M. & Ft. D	3d wk Apr.		7,653	118,599	90,159
Det. Lan. & No Dub. & Sioux C.	3d wk Apr.		24,438	457,919	
Eastern	February	20,734 $206,218$	$ \begin{array}{r} 22,312 \\ 192,165 \end{array} $	354,672	268,073
Europ. & No. Am.	March	47,132	41,505	430,843 118,805	$ \begin{array}{r} 390,748 \\ 103,831 \end{array} $
Evansy. & T. II.	March	64.828	57,927		100,001
Flint & P. Marg.	4th wk M'h	70.206	56,696	525,146	414,850
Grand Trunk	Wk.Apr.22	227,271	216,633	3,193,873	3,257,823
Great Western Gr.BayW.&St.P.	WK.Apr.28	98,868	113,492	1,584,168	1,727,924
Hannibal & St. Jo	3d wk Apr.	8,431 $34,595$	6,990	111,125	93,277
Hous.E.&W.Tex	March	18,215	46,067 $12,180$	$555,393 \\ 51,791$	591,832 $27,786$
Illinois Cen. (III.)	March	537,338	419,963	1,653,213	1,405,095
Do (Iowa)	March	158,033	107,826	459,718	308,474
Ind.Bloom.& W.	3d wk Apr.	53,653	53,078	738,296	689,403
Int. & Gt. North.	Ath Wk Apr	75,614	55,031	868,934	799.518
Iowa Central K.C.Ft. S. & Gulf	2d wk Apr	$\begin{bmatrix} 89,697 \\ 25,375 \end{bmatrix}$	51,268	279,385	150,285
K. C. Law. & So.	2 wks Apr.	31,490	$30,558 \\ 26,659$	476,278 $257,925$	392,888
L. Erie & West'n	1st wk Apr	94 165	20,268	344,221	$185,748 \\ 308,858$
Louisv.& Nashv.	4th wk Apr	33,605	32,431	535,569	477,504
Louisv. & Nashv.	April	950,007	850,862	3.949.849	-3,420,905
Maine Central.	February.		125,976	274.737	247.562
Mar. Hough. & O. Mil. L.Sh. & West			14,035	48,242	29,020
Minn.& St. Louis	3d wk Apr.	$18,493 \\ 23,084$	12,499 $19,194$	274,037 $414,680$	147,180
Mo. Kan. & Tex.	4th wk Apr	135,470	131,188	1,711,080	$217.589 \\ 1,494.862$
Missouri Pacific.	4th wk Apr	167,450	159,916	2,118.980	1,835,637
Mobile & Ohio	April	145,272	163,550	617,510	835,579
Nashv.Ch.&St.L N. Y.& N. Engl'd	March	161,005	207,710	477,960	576,719
N. Y. Pa. & Ohio	February	256,673 $404,524$	212,018	686,088	575,382
Norfolk & West.	February.	149,659	$398,268 \\ 153,633$	$813,582 \\ 318,231$	829,614 318,550
Northern Cent	March	430,194	452,906	1,251,113	1,221,719
Northern Pacific	3d wk Apr.	125,860	48,820	1,218,960	504,755
Ohio Central	3d WK Apr.	20,477	8,346	266,763	154,756
Ohio Southern Oregon R.&N.Co	March	5,799	6,469	106,147	
Pennsylvania	March	410,000 $3.912.293$	313,350	$1,084,100 \\ 10,592,364$	608,308
Peoria Dec. & Ev.	3d wk Apr.	18,257	15,896	233,165	10,129,133
Philadelp. & Erie	March	265,311	285,573	764,284	151,526 735,377
Phila.& Reading	March	1,610,089	1,600,568	4,403,585	4,256,127
Do Coal & Ir.	March	977,631	924,539	2,804,606	2,562,411
Richm.& Dany Rochest'r& Pitts	Ath wk App	332,702	313,899	908,351	831,863
St.Johnsb.&L.C.	March	7,135 $17,681$	4,256 13,179	87,704	68,132
St. L.Alt. & T.H.	3d wk Apr	19,870	30,732	47,109 363,437	35,566
Do (brchs.)	3d wk Apr.	18,790	15,661	245,361	431,171 $249,049$
St.L.Iron Mt.&S.	4th wk Apr	172,794	163,891	2,184,482	2,384,048
St.L.&San Fran.	4th wk Apr	70,900	83,600	1,019,149	917,954
St. Paul & Dul	March	63,538	49,904	183,329	123,493
St. P. Minn. & M. Scioto Valley	3d wk Apr	148,700	125,800	1,915,698	1,160,271
Bouth Carolina.	March	$\begin{array}{c} 9,603 \\ 128,878 \end{array}$	$6,190 \\ 134,192$	136,302	90,956
Texas & Pacific.	4th wk Apri	110,556	89,799	365,119 1,258,883	372,240 $1,156,951$
Tol. Del. & Burl.	3d wk Apr.	17,976	11.938	269,525	168,727
Union Pacific	April	2,462,004	1,766,894	8,409,787	6,220,354
Utah Central	March	121,026		360,497	********
Va. Midland Wab.St.L.& Pac.	February	86,718	77,534		0.5-2
West Jersey	February	324,066 52,915	264,555	5,058,701	3,775,644
Wisconsin Cent.	3d wk Apr.	34,491	46,545 $27,120$	106,362 $570,093$	$95,094 \\ 369,940$
* Traffic cut off					300.340

^{*} Traffic cut off from Cairo on account of high water.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

	Desire		Balan	ces.
	Receipts.	Payments.	Coin.	Ourrency.
April 29. May 1. " 2. " 3. " 4. " 5.	\$ 896,935 80 1,296,895 40 1,452,735 46 1,137,195 26 1,356,893 35 *2,583,988 78 8,754,644 05	1,526,262 40 1,489,226 83 1,225,493 12 1,394,729 57 1,628,633 67	87,513,515 69 87,369,203 66 87,307,431 68 98,213,246 14	\$ 3,924,567 57 3,553,595 60 3,615,311 63 3,676,325 80 3,730,261 56 3,779,797 21

^{*} Includes \$1,000,000 gold coin received from Philadelphia Mint.

Coins.—The following are quo	tations in gold for various coins:
Sovereigns \$4 84 @\$4 88 Napoleons 3 83 @ 3 87 X X Reichmarks 4 74 @ 4 78 X Guilders 3 96 @ 4 00 Span'h Doubloons 15 50 @15 75	Silver 14s and 12s. — 9934 @ par. Five francs. — 93 @ — 95 Mexicar dollars. — 8912 @ — 90 Do uncommerc'l. — 88 @ — 89 English silver. — 4 75 @ 4 83 Prus. silv. thalers. — 68 @ — 70

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 April 29.

Leather Man'f'rs Seventh Ward State of N. York Son,000 Systate of Systate of Son,000 Systate of Systate o				Ave	rage amou	nt of	
Manhatan C. 2,090,000 7381,000 1,398,000 205,000 6,278,000 860,000 Mechanics' 2,000,000 8,019,000 1,275,000 779,000 771,900 771,98,000 11,000,000 772,000 779,000 771,98,000 77	Banks.	Capital.		Specie.		other	Circula-
Manhatan C. 2,090,000 7381,000 1,398,000 205,000 6,278,000 860,000 Mechanics' 2,000,000 8,019,000 1,275,000 779,000 771,900 771,98,000 11,000,000 772,000 779,000 771,98,000 77	N	8		. 8	8		
Merchants 2,000 000 6,501,700 1,219,300 648,300 6,862,500 71,88,000 71,98,000 71,98,	New York	2,000,000	9,857,000	1,863,000	397,000	9,278,000	495.00e
Mechanics 1,000,000 1,275,000 178,900 778,900 7,188,000 1,276,700 1,278,700 145,500 4,303,400 1,000,000 1,276,700 1,278,700 1,278,700 1,278,700 1,278,700 1,000,000 1,000,000 1,278,700 1,278,700 1,000,000	Merchants.		6 504 700	1,388,000	200,000	6,278,000	
Union	mechanics'		8.019.000	1.275.000	779 000	7 188 000	860,000
America. 1,000,000 8,072,200 1,230,100 50,800 5,703,500 101,000,000 101,000,000 341,000 8,200,000 101,000,000 101,000,000 101,000,000	Union	1,200,000	4,737,500	1,278,700	145,800	4.803.400	*****
City 1,000,000 5,888,100 4,978,000 371,000 8,778,881 706,600 Fulton 600,000 1,810,000 380,000 181,400 1,800,300 360,000 181,400 1,800,300 380,000 181,400 1,800,300 380,000 278,800 278,800 278,800 278,800 370,800 3,905,000 3,818,400 348,800 370,500 3,905,000	America		8,072,200	1,230,100	598,600	5,703,500	1 100
Tallon	Phoenix	1,000,000		1,069,000	41,000	8,209,000	267,000
Chemical.	Tradesmen's			4,878,000	371,000	8,779,800	
Saliath National 1,000,000 4,114,500 345,800 41,400 1,603,400 243,800 41,400 1,603,400 243,800 41,400 1,603,400 243,800 41,400 1,603,400 24,800 40,400 1,007,000 1,007,000 1,007,000 1,007,000 1,007,000 2,00,000 1,007,000 2,000 1,007,000 2,000 1,007,000 2,000 1,007,000 2,000 1,007,000 2,000 1,007,000 2,	Fulton	600,000		860,000	161 400		796,600
Saliath National 1,000,000 4,114,500 345,800 41,400 1,603,400 243,800 41,400 1,603,400 243,800 41,400 1,603,400 243,800 41,400 1,603,400 24,800 40,400 1,007,000 1,007,000 1,007,000 1,007,000 1,007,000 2,00,000 1,007,000 2,000 1,007,000 2,000 1,007,000 2,000 1,007,000 2,000 1,007,000 2,000 1,007,000 2,	Chemical	300,000	13,089,706	3,394,800	427,400		•••••
Saliath National 1,000,000 4,114,500 345,800 41,400 1,603,400 243,800 41,400 1,603,400 243,800 41,400 1,603,400 243,800 41,400 1,603,400 24,800 40,400 1,007,000 1,007,000 1,007,000 1,007,000 1,007,000 2,00,000 1,007,000 2,000 1,007,000 2,000 1,007,000 2,000 1,007,000 2,000 1,007,000 2,000 1,007,000 2,	Merch'nts' Exch.	1,000,000	3,819,400	569.300	278,800		791 200
Mechanics & Tr. 200,000 1.017.000 1615.000 119.000 1.05.300 248.500 229.600 229.600 229.600 229.600 229.600 229.600 229.600 239.500 23	Gallatin Nationa		4,114,500	649,800	170.500	2.331.200	790 100
Bate of N. York	Butchers'& Drov.				41,400	1,803,400	248.800
Bate of N. York				101,000	119,000	1.057.000	143.000
Bate of N. York	Leather Mun'f're	800,000	3 091-200	479 100	165,200	1,05,300	2,600
American Exch 5,000,000 12,246,000 1,683,000 1,315,000 10,183,000 140,000 10,000 1,000,000 1,242,200 340,400 451,400 9,865,700 95,000,000 1,242,200 394,700 5,953,600 800,000 1,242,200 394,700 5,953,600 1,242,200 394,700 5,953,600 1,242,200 394,700 5,953,600 1,242,200 394,700 5,953,600 1,242,200 1,262,20	Seventh Ward	300,000	906.700	222 600	82 100		480,000
American Exch 5,000,000 14,929,400 3,406,400 451,400 9,865,700 945,900 Brondway 1,000,000 5,435,700 1,249,200 394,700 5,995,800 800,000 Pacific 1,500,000 5,773,000 5,773,000 296,400 292,900 3,121,800 1,255,600 1,249,200 2,523,800 1,361,400 110,400 87,600 1,612,900 45,000 1,361,400 110,400 87,600 1,612,900 45,000 1,00	State of N. York.	800,000	3.741.306	673.900	182.300		29,500
Commerce	American Exch .	5,000,000	12,346,000	1,933,000	1.315,000		45,000
Broadway	Commerce	5,000,000			451.400		945 900
Chatham 450,000 3,191,406 930,600 188,600 3,626,300 45,000 People's 200,000 1,361,400 110,400 87,600 1,612,900 141,000 2,288,600 170,000 1,361,400 110,400 87,200 7,852,800 170,000 170,000 1,284,950 1,134,900 87,200 7,852,800 170,000 170,000 1,881,600 2,496,000 2,101,500 26,900 111,2500 427,000 10,386,000 2,364,000 1,881,600 2,496,000 2,403,500 442,000 2,101,500 26,900 10,386,000 2,881,600 590,500 101,900 2,483,500 442,000 168,000 3,889,000 2,112,600 391,100 92,600 1,843,900 442,000 168,000 3,889,000 2,034,000 168,000 3,473,250 444,200 20,000 16,000 1,369,000 2,389,000 2,381,000 3,890,000 3,473,250 442,000 3,473,250 46,000 168,000 3,473,250 188,400 21,541,350 11,12,900 189,141,250 189	Broadway	1,000,000	5,485,700	1,249,206	158,900	4,451,600	
Chatham 450,000 3,191,406 930,600 188,600 3,626,300 45,000 People's 200,000 1,361,400 110,400 87,600 1,612,900 141,000 2,288,600 170,000 1,361,400 110,400 87,200 7,852,800 170,000 170,000 1,284,950 1,134,900 87,200 7,852,800 170,000 170,000 1,881,600 2,496,000 2,101,500 26,900 111,2500 427,000 10,386,000 2,364,000 1,881,600 2,496,000 2,403,500 442,000 2,101,500 26,900 10,386,000 2,881,600 590,500 101,900 2,483,500 442,000 168,000 3,889,000 2,112,600 391,100 92,600 1,843,900 442,000 168,000 3,889,000 2,034,000 168,000 3,473,250 444,200 20,000 16,000 1,369,000 2,389,000 2,381,000 3,890,000 3,473,250 442,000 3,473,250 46,000 168,000 3,473,250 188,400 21,541,350 11,12,900 189,141,250 189	Mercantile	1,000,000	0,070,700	1,202,200	891,700	5.995.600	800,000
Chatham 450,000 3,191,406 930,600 188,600 3,626,300 45,000 People's 200,000 1,361,400 110,400 87,600 1,612,900 141,000 2,288,600 170,000 1,361,400 110,400 87,200 7,852,800 170,000 170,000 1,284,950 1,134,900 87,200 7,852,800 170,000 170,000 1,881,600 2,496,000 2,101,500 26,900 111,2500 427,000 10,386,000 2,364,000 1,881,600 2,496,000 2,403,500 442,000 2,101,500 26,900 10,386,000 2,881,600 590,500 101,900 2,483,500 442,000 168,000 3,889,000 2,112,600 391,100 92,600 1,843,900 442,000 168,000 3,889,000 2,034,000 168,000 3,473,250 444,200 20,000 16,000 1,369,000 2,389,000 2,381,000 3,890,000 3,473,250 442,000 3,473,250 46,000 168,000 3,473,250 188,400 21,541,350 11,12,900 189,141,250 189	Republic	1 500,000	5 979 000	508 400	290,400	2.523,600	
People's. 200,000 1.381,400 116.400 87.600 1.612,900 5.400 5.400	Chatham	450,000	9 191 406	930,400	202,800	3.121,800	1,125,000
North America	People's	200,000	1.361.400	116,400	87.600		
Citizens' 600,000 1,881,60c 495,50c 240,000 1,1500 270,000 1,881,40c 268,900 1136,80c 2,434,90c 390,000 1,881,60c 495,50c 240,000 1,843,90c 3,90c 350,000 1,000,00c 2,881,60c 590,500 101,900 2,483,50c 444,20c 2,484,90c 3,40c,00c 3,889,00c 758,00c 168,00c 3,40c,00c 450,00c 2,00c,00c 1,00c,00c 4,575,20c 351,70c 218,00c 3,473,20c 450,00c 2,00c,00c 1,00c,00c 4,575,20c 351,70c 218,00c 3,473,20c 450,00c 2,00c,00c 1,00c,00c 4,575,20c 351,70c 218,00c 3,473,20c 450,00c 2,00c,00c 1,00c,00c 1,	North America	700,000	2,349,90C	SUB,000	141.000	2.288 600	5,400
Citizens' 600,000 1,881,60c 495,50c 240,000 1,1500 270,000 1,881,40c 268,900 1136,80c 2,434,90c 390,000 1,881,60c 495,50c 240,000 1,843,90c 3,90c 350,000 1,000,00c 2,881,60c 590,500 101,900 2,483,50c 444,20c 2,484,90c 3,40c,00c 3,889,00c 758,00c 168,00c 3,40c,00c 450,00c 2,00c,00c 1,00c,00c 4,575,20c 351,70c 218,00c 3,473,20c 450,00c 2,00c,00c 1,00c,00c 4,575,20c 351,70c 218,00c 3,473,20c 450,00c 2,00c,00c 1,00c,00c 4,575,20c 351,70c 218,00c 3,473,20c 450,00c 2,00c,00c 1,00c,00c 1,	Hanover	1,000,000	8,053,700	1,134,900	872,200	7.852.800	778 200
Citizens' 600,000 1,881,60c 495,50c 240,000 1,1500 270,000 1,881,40c 268,900 1136,80c 2,434,90c 390,000 1,881,60c 495,50c 240,000 1,843,90c 3,90c 350,000 1,000,00c 2,881,60c 590,500 101,900 2,483,50c 444,20c 2,484,90c 3,40c,00c 3,889,00c 758,00c 168,00c 3,40c,00c 450,00c 2,00c,00c 1,00c,00c 4,575,20c 351,70c 218,00c 3,473,20c 450,00c 2,00c,00c 1,00c,00c 4,575,20c 351,70c 218,00c 3,473,20c 450,00c 2,00c,00c 1,00c,00c 4,575,20c 351,70c 218,00c 3,473,20c 450,00c 2,00c,00c 1,00c,00c 1,	Irving				262.900	3,112,500	
Nassau	Metropolitan				427,000	10,386,000	2,250,000
Market 500,000 2,881,600 590,500 101,900 2,483,500 44,200 St. Nicholas 500,000 2,112,900 391,100 92,600 1,843,900 450,000 Shoe & Leather 500,000 3,889,000 758,900 168,000 3,473,250 450,000 Continental 1,000,000 4,075,200 351,700 218,000 3,473,250 483,400 Oriental 1,000,000 6,034,699 1,520,700 169,250 6,354,700 683,400 Marine 400,000 3,295,000 697,100 120,000 3,698,900 45,000 Importers' & Tr. 1,500,000 1,371,430 347,300 69,500 19,944,200 45,000 Park 2,000,000 1,150,200 26,500 988,800 19,944,200 45,000 Wall St. National 3,200,000 1,7076,800 3,149,600 957,200 16,152,900 894,200 225,000 Gernaral Nat 2,000,000 7,332,000 1,490,000 1,129,000 8,249,000 885,800 </td <td></td> <td>1 000,000</td> <td>2 438 400</td> <td></td> <td>210,000</td> <td>2,101,500</td> <td>270,000</td>		1 000,000	2 438 400		210,000	2,101,500	270,000
St. Nicholas 500,000	Market	500,000		540.500	101,000	2,434,900	3,900
Shole & Leather. 500,000 3,389,000 758,000 1618,000 3,400,000 4,600 4,675,200 351,700 218,000 3,473,2500 48,000 300,000 2,004,300 25,800 392,900 1,905,200 45,000 1,905,200	St. Nicholas	500,000	2.112.900	391,100	92.600		444,200
Corn Exchange. 1,000,000	Shoe & Leather	500,000	9.889.0001	758,000	168,000		450,000
Continental. 1,000,000 6,094,000 15,220,700 169,200 6,381,700 45,000 Marine 400,000 3,295,000 697,700 120,000 1,905,200 45,000 Marine 22,000,000 16,187,500 45,873,206 188,400 21,544,300 1,112,900 Marine 240,000 1,371,400 347,300 69,500 19,944,200 45,000 13,714,300 347,300 69,500 19,944,200 13,714,300 13,714,300 13,714,300 13,714,300 13,714,300 13,714,300 13,714,300 13,714,300 13,714,300 13,714,300 13,714,300 13,714,300 13,714,300 13,714,300 13,914,300 124,900 894,200 225,000 10,000 17,076,300 13,1400 124,900 894,200 225,000 10,000 17,076,300 13,1400 124,900 894,200 225,000 10,000 17,076,300 13,1400 124,900 894,200 225,000 10,000 13,000,000 14,047,300 14,90,000 1,129,000 120,000	Corn Exchange	1,000,000	4,575,20C	351,700	218.000		4.600
Marine		1,000,000	6,034,000	1,520,700	169.200	6,351,700	683,400
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Oriental			25,800	392,900	1,905,200	
East River	Importare & We	1 500,000	10 976 000	5 479 200	120.000	3,698,000	45,000
East River	Park	2,000,000	14 197 5001	4 587 600	100,*()0	21,041.300	1,112,900
East River	Wall St. Nation'l	* 500,000	1.371,400	347.300	69.500	1 346 100	45,000
Fourtral National. $2,000,000$ $7,332,000$ $1,290,000$	North River	240,000	1.150,200	26.5.0	2:5.600	1,169,700	******
Fourtral National. $2,000,000$ $7,332,000$ $1,290,000$	East River	250,000	1.047,800	131.400	124,900	894,200	225,000
Second Nation 1 300,000 7,332,000 1,490,000 355,000 4,123,000 90,000 725,000 7,500,000	Fourth National.	3,200,000	17.070.3001		957,200	16,152,900	805,800
Ninth National. 750,000 $\begin{array}{cccccccccccccccccccccccccccccccccccc$			7,832,000	1,490,000	1,129.000	3,249,000	386,000
Bowery National 250,000 1,806,000 223,500 197,000 1,637,000 225,000 1,665,106 27,956 510,106 2,025,956 180,000 244,843.06 1,342,000 196,006 5246,000 91,800 245,106 72.5 0 200,000 1,665,106 72.5 0 200,000 1,665,106 72.5 0 200,000 1,665,106 72.5 0 200,000 1,665,106 72.5 0 200,000 1,600 200,000 1,342,000 196,006 5246,000 91,800 200,000 1,556,500 32,800 161,400 1,701,950 200,000 1,533,500 40,000 165,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,351,851,850 200,000 1,351,850 200,000 1,351,850 200,000 1,351,850 200,000 1,351,850 200,000 1,351,850 200,000 1,351,850 200,000 1,351,	Ninth National	750,000	5.781.400	1 057 900	505.000		90,000
Bowery National 250,000 1,806,000 223,500 197,000 1,637,000 225,000 1,665,106 27,956 510,106 2,025,956 180,000 244,843.06 1,342,000 196,006 5246,000 91,800 245,106 72.5 0 200,000 1,665,106 72.5 0 200,000 1,665,106 72.5 0 200,000 1,665,106 72.5 0 200,000 1,665,106 72.5 0 200,000 1,600 200,000 1,342,000 196,006 5246,000 91,800 200,000 1,556,500 32,800 161,400 1,701,950 200,000 1,533,500 40,000 165,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,351,851,850 200,000 1,351,850 200,000 1,351,850 200,000 1,351,850 200,000 1,351,850 200,000 1,351,850 200,000 1,351,850 200,000 1,351,	First National.	500,000	14 629.000	3 417 700	378 700	15 473 000	
Bowery National 250,000 1,806,000 223,500 197,000 1,637,000 225,000 1,665,106 27,956 510,106 2,025,956 180,000 244,843.06 1,342,000 196,006 5246,000 91,800 245,106 72.5 0 200,000 1,665,106 72.5 0 200,000 1,665,106 72.5 0 200,000 1,665,106 72.5 0 200,000 1,665,106 72.5 0 200,000 1,600 200,000 1,342,000 196,006 5246,000 91,800 200,000 1,556,500 32,800 161,400 1,701,950 200,000 1,533,500 40,000 165,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,533,500 40,000 185,706 1,351,850 200,000 1,351,851,850 200,000 1,351,850 200,000 1,351,850 200,000 1,351,850 200,000 1,351,850 200,000 1,351,850 200,000 1,351,850 200,000 1,351,	Third National	1,000,000	4.763,000	1.133.100	705 000		437,600
Bowery National 250,000 1,866,000 223,500 197,000 1,637,000 225,000 18. York Country 200,000 1,665,100 27,976 510,100 2,025,906 180,000 205,100 72,5 0 2,224,100 205,100 205,100 205,100 2,224,100 205,100 205,100 205,100 2,224,100 205,100 2	N. Y. Nat. Exch	300,000	1,531,900	167,900	123,000		270 000
N. York County. $200,000$ $1,685,100$ $27,950$ $510,100$ $2,025,900$ $180,000$ Army'n Americ'n $750,000$ $2,631,400$ $265,100$ $72,500$ $2,224,100$ $200,000$ $1,686,000$ $1,342,000$ $196,000$ $5,246,000$ $91,600$ Arman Exch. $200,000$ $1,556,500$ $32,800$ $161,600$ $1,701,900$ Armania. $200,000$ $1,533,500$ $40,000$ $165,700$ $1,351,590$ $1,348,600$	Bowery National	250,000	1,808,000	223,500	197,000		
Total		200,000	1,665.106		510,100	2,025,800	
Jerman Exch. 200,000 1,533,500 32,800 161,400 1,701,950			2,631,400	205,100	72,5,10		
Jerman Exch. 200,000 1,533,500 32,800 161,400 1,701,950		100,000	9 (115 800)	1,802,000	190,000	5.246,000	91,800
Hermania		200,000	1.558.500	32 800	161.005		•••••
Total	Germania	200.000	1.533.500		165.700		••••
Total	U. S. Nat	500,000	4,213,200				450.000
10001	(Total	91 100 700					
	* (I) a ha inc	01,102,7001	210,828,1000	00,989,900	19,218,4001	297,250,800(18,942.500

* To be increased to \$1,000,050.

The deviations from returns of previous week are as follows:

Boston Banks.—The following are the totals of the Boston

1	Danks 10	r a series	or weeks	past:			
1	1881.	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear
١	Dec. 5	149,997,900	7,813,400	4,195,800	96,219,100	32,106,600	79,413,738
1	12	149,738,100	8.165.300	4,496,000			71,557,263
1	" 19	149,899,200	8,036,400		95,889,800	32,033,600	74,239,300
١		150,957,400		4,477.200	95,211,300	32,180.00 0	
١		100,807,400	7,785.800	4,669,500	94,765.800	32,302,300	73,660,626
1	1882.	151 200 041	P 000 100	E 010 100	00.004.000	00 005 000	00 P00 P00
١	Jan. 2	151.590,641	7,266,100	5.010.400	96.674.600	32,095,300	60,702,789
١	ð	152,286,000	7,647,500	4,731,400	97,342,500	32,191,100	83,940,938
1	16	153,137,100	7,553,000	4,648,300	97,604,600	32,282,600	80,738,647
1	" 23	152,563,200	7,468,200	4,669,500	96,721,900	32,128,800	77,365,781
1	" SO	152,351,900	7,387,700	4.888,200	• 96, 133, 400	31,379,300	65,987,114
1	Feb. 6	153,210,300	7,280,000	4,373,600	95,409,400	31,356,500	66,849.491
1	" 13	152,263,900	7,343,200	4.677.300	95,551,600	31,207,500	63,097,721
	. 20	152,983,500	6,501,000	4,168,400	94,159,500	31,287,400	69,837.679
	" 27	151,460,500	6,275,700	4,184,800	92,030,300	81,202,700	59,617,024
1	Mar. 6	150,280,800	6,185,600	3,994,100	90,659,000	31,352,600	73,806,362
	" 13 .	149,413,100	6,154,600	3,879,600	89,225,200	31,619,000	63.238.022
	" 20	148,983,800	5,757,200	3,747,600	87,509,300	31,198,000	69,042,292
1	" 27	147,663,700	5,638,900	4,051,300	87,203,300	31,150,000	66,658.741
	Apl. 3	148,515,500	5,350,700	3,986,300	87,333,000	31,255,500	65,408,254
	10	148,491,600	5,278,200	3.617.200	87.558.300	31,269,100	66,050,507
1	" 17	147,116,300	5,130,700	3,779,500	£6,850,700	31,235,500	70,841.986
1	" 21	145,72 ,000				31.170.200	71,479,982
			5,614,500	3,702,700	86,625,600		71 218 007
1	May 1	145,016,300	5,683,100	3,796,400	67,353,100	31,028,800 =	71,219,007

*Including the Item "due to other banks." Philadelphia Banks.--The totals of the Philadelphia banks are as follows:

	1881.	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear
	Dec. 19	74,254,565	17,498,526	64.786.823	11.136,720	51,128,393
	26	71,418.388	16,706,348	64,039,369	11,117.523	53.499.700
	1882. Jan. 2	73,755,991	16,708,715	64.218.976	11.117.501	46,992,069
	9	74,039,072	17.439,331	64,689,537	11,137,034	58,513,474
	16	74,165,142	17.897.248	65,113,771	11.133.986	70,591.991 57,092,413
	" 23 " 30	74,590,237 75,445,389	18,120,556 17,921,932	65,415,064 $65,869,403$	11.058.156 11.139.641	53,267,058
	Feb. 6	78,809,283	21,500,770	71,841,200	10.988,835	47,792,911
Į	13	76,608,917 77,505,803	19,957,155 $20,711,149$	70,430,214	11,070,689 $10.978,941$	57,095,228 52,658,121
	" 20 27	78,138,611	19.305.055	71.122.890	11,035,455	45.871.680
	Mar. 6	76,659,457	18,419,451	68,347,160	11.010.175	57.701.624 51.75 - 820
	" 13 " 20	75,067,659 73,933,590	18,175,324 17,821,338	65.2 + 6.546 $64.380.108$	10,985,495 11,022,610	55,298,730
	. 27	73,492,943	18.550,498	64,819,293	10,617,755	52.141.580
	Apl. 3	73,923,148	17,367,272	50,700,963	10,605,680 10,682,896	45,815,757 52,550,531
	" 17	74,733,868 74,796,451	17,477,375 17,953,817	55,406,996 63,752,9 <i>4</i> 6	10,170,930	80 105.793
	24	74,911,616	17.893,825	66,564,184	9,941,375	59,575.140 50,210,322
	May 1	75.081.262	18.274.768	66.779.897	9,934,507	DU, DEO, DAG

GENERAL QUOTATIONS OF STOCKS AND BONDS.

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

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

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

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

	1 1		avor by giving notice of any	1	1	11		1
UNITED STATES BONDS.	Bid.	Ask.	CITY SECURITIES.	Bid.	Ask.		Bid.	Ask.
68, 1881, continued at 3 ½. regJ&.	1102 1	02-2	Virginia—(Continued)— 6s, consol., 1905	85 63	65	Jersey City—6s, water, long, 1895 7s, water, 1899-1902 J & J	112	108 115
41 ₂₈ , 1891 reg. Q—M	$[1143_{8}]$	145 ₈	6s, consol., 2d seriesJ & J 6s, deferred bonds	1 424		7s, improvement, 1891-'94 Var. 7s, Bergen, long	107	110 ¹
4s, 1907regQ-J	12031	21 21	Tax-receivable coupons	13	41 65	Hudson County, 6s	108	106
68, Currency, 1895regJ&J	134		Albany, N. Y.—6s, longVarious	108		Lawrence, Mass.—6s, 1894 A& Ol Long Island City, N.Y—Water,7s,'95	118	120
68, Currency, 1897regJ&J	136		78 long	123	•••••	Louisville, Ky.—7s, long dates. Var.i	1154	105 116 109
68, Currency, 1899regJ&J FOREIGN GOV. SECURIT'S.	140		68, 1876-'90			69 long	108	109 103
Quebec-58. 1908. M&N STATE SECURITIES.	1 . 1	1	Allegheny Co., 5sJ&J* Atlanta, Ga.—7s	107	110	5s Lowell, Mass.—6s. 1890, W. L. M&Ni	103 116	1031 ₂
Alabama—Class "A," 3 to 5, 1906 do small	8231		Do. 88	1115	118	Lynchburg, Va.—6s	104	
Class "C," 4s, 1906 6s, 10-20, 1900 J & J	8458	00 Z	Augusta, Gra-18 various	1108	112	Water loan, 6s. 1894-96J&J	118	109 122
Arkansas—6s, funded, 1899J & J 7s, L. R. & Ft. S. issue, 1900. A & O	28	33	Austin, Texas—10s. Baltimore—6s, City Hall, 1884 Q—J	1034		58, 1882	95	108
78, Memphis & L. R., 1899 A & O 78, L. R. P. B. & N. O., 1900 A & O	29		6s, Pitts. & Con'v. RR., 1886. J&J 6s, consol., 1890. Q—J 6s, Balt. & O. loan, 1890. Q—J	11734	-	Manchester, N.H.—5s, 1883-'85J&J 6s, 1894J&J	113	103 114
78, Miss. O. & R. Riv., 1900. A & O 78, Ark. Central RR., 1900. A & O	20		6s, Park, 1890	11412	116	4s, 1911 Memphis, Tenn.—6s, CJ&J		
78, Levee of 1871, 1900J & J California—6s, 1874	4	7	6s, do exempt, 1893 M & 8 5s, funding, 1894 M&N	120	1164	6s, A & B. J&J 6s, gold, fund., 1900 M & N 6s, end., M. & C. RR.		
Connecticut—6s, 1883-4-5			68, West. Md. RR., 1902 J&J	130		6s, consols. J&J Milwaukee, Wis.—5s, 1891J & D	50	•••••
District of Columbia— Consol. 3-659, 1924, coup F&A	109		5s, consol, 1885	103	109	78, 1896-1901	110	
Consol. 3-658, 1924, reg	110		5s, new 1916	$\frac{121}{110^{12}}$	112	Mobile, Ala.—3-4-5s, funded. M&N Montgomery, Ala.—New 3s 1. J & J	50	60
do smallJ&J† do registeredJ&J† Perm. imp. 6s, guar., 1891J&J†	110		6s, E.& N.A. Railroad, 1894, J&J	118	120 li	5s, new. Nashville, Tenn.—6s, old.	80	•••••
Perm. imp. 0s, guar., 1891J&J† Wash.—Fund.loan(Cong.)6s,g.,'92†	122 112		6s. B. & Piscataquis RR., '99.A&O Bath, Mc.—6s, railroad aidVar	102	114 11	Newark—6s, long Var.	100	112
Fund. loan(Leg.)6s, g., 1902 Var Florida—Consol. gold 6sJ & J	$123\frac{1}{2} 12$		5s, 1897, municipal. Belfast, Me.—6s, railroad aid, '98 †	1034	104	7s, long Var.	116	125
Georgia—6s, 1880-86	104		Boston, Mass.—6s, cur, long, 1905 Vari 6s, currency, 1894	120	121	5s, 1900, Water Loan A.&O	126	128 116
7s. endorsed, 1886	109		4s, currency, 1899. J&J Brooklyn, N.Y.—7s, '82-83J & J	104	10412	N. Brunswick, N. J.—7s.	99	109 101
7s, gold bonds, 1890	115	5	7s, 1883-95 J & J 7s, Park, 1915-18 J & J	105	130	New Orleans, La.—Premium bonds. Consolidated 6s, 1892Var.	15	72 ¹
Leuisiana—New con. 7s, 1914. J&J 7s, small bonds	66 6	7	7s, Water, 1903. J & J 7s, Bridge, 1915. J & J	137	140	Newport—Water bonds	.08	113 109 115
Maine—4s, 1888	$115\frac{1}{2}11$	534	6s, Water, 1899-1909	$\frac{124}{129}$	27 32	6s, aqueduct stock, '84-1911Q-F 17s, pipes and mains, 1900M&N 1	.06	120 130
War loan, 6s, 1883	i 044 10	2^{1}_{4} 4^{1}_{4}	Kings Co. 7s, 1882-'89M & N	$\frac{102}{101}$	14	6s, reservoir bonds, 1907-'11.Q-F 1 5s, Cent. Park bonds, 1898Q-F 1	20 1	122 113
6s, exempt, 1887	034		Juffalo, N. Y.—7s, 1895Var.	$\begin{array}{c c} 105 & 1 \\ 115 & 1 \end{array}$	06 20	6s. do 1895Q-F 1 7s. dock bonds. 1901	18 1	119
6s, 1890. Q—J 5s, 1880-'90. Q—J Massachusetts—5s, 1883, gold J&J J	100		6s, Park, 1926	107 1	10	6s, do 1905 M & N 1 7s, market stock, 1894-97 M & N 1	$\begin{array}{c c} 22 & 1 \\ 26 & 1 \end{array}$	123 127
38, gold, 1890 A & O	1034111	1 14 11	6s, 1894-96. water loanJ&Ji 6s, 1904, city bondsJ&J	104 1	24	6s, improvem't stock, 1889. M & N 1 7s. do 1890 M & N 1	07 1	108 116
58, g., sterling, 1891 J&J do do 1894 M&N			7s, fire loan bonds, 1890J & J	30		6s, gold, cons. bonds, 1901M&N 1 6s, street impr. stock, 1888.M & N 1	09 1	128 10
do do 1888A&O Michigan—6s, 1883I & J		!	7s, non-tax bonds	75		7s, do do 1882.M & N 1 6s, gold, new consol., 1896	21	07 22
78, 1890	20		Chicago, Ill.—7s, water bonds, 1892 1 7s, water bonds, 1895	2012	22	7s. Westchester Co 1891	27 1	10 29
Fullume Donos, 1894-95 . 1 & 111	194 1		78, city bonds, 1892	20 ¹ 2	263	5s, 1905, water loan	03 1	17 05 27
Asylum or University, 1892, J. & J. I.	$\frac{12^{1_2}}{16}$		4 28, city bonds, 1900	2010	0734	8s, water, 1901	32	.15
do do 1887 T & J 1	0710		Cook Co. 44.8. 1900	07 1	0934.1	7s, 1905 J.&J 1 prange, N. J.—7s, long 1	28	••••
N. Hampshire—5s, 1892	174 111		West Chicago 5s, 1890	05 1	0712	Pawego, N. Y.—7s, 1887-8-9	01 1	03 21
War loan, 6s, 1901-1905 J&J 1 War loan, 6s 1884 M&S 1 New Jersey—6s, 1897-1902 J&J*	03 110	L 11	West Park 7s, 1891	0810	16	6s, long	12 1	13
New York—68, gold rag '87 I&111	V6					etersburg, Va.—6sJ&J 10	13 8 .	17
68, gold, 1883	08		7s, coupon	i	30 P	8s, special tax. 1 hiladelphia, Pa.—5s, reg. J&J*	16 1	20
68, gold, 1891	19		48J&J 1	05 1	0512	68, special tax hiladelphia, Pa.—58, regJ&J* 68, old, regJ&J 68, new, reg., due 1895 & over J&J 48, new	3142	
No.Carolina—68 old 1886-98 18-1	23		do 7-30s, 1906	2912	201 ₂	4s, new		
68, N C. RR., 1883-5	28		do Cur. 6s, 1909F&A † 1: do Skg. fd. 5s. 1930M&N † 1:	$\begin{bmatrix} 20 \\ 11 \end{bmatrix}$	2	7s, water, reg. & cp., '93-'98 A&O 7s, street imp., reg, '83-86 Var		
68, do coup. off	35		Hamilton Co., O., 6stdo 7s. shortt		Р	ortland, Me.—6s, Mun., 1895. Var. 116s, railroad aid, 1907	19 1	21 23
68, Funding act of 1866 1900 J&J	10	C	do long 7s & 7-30s. eveland, O.—6s. long Various 1	10	P	ortsmouth, N.H.—6s, '93, RR. J&J 11 oughkeepsie. N. Y.—7s, water 12	3 1	15
68, new bonds, 1892-8J&J	18	:: c	Special 7s, 1879-'89 Yearly 10 olumbus, Ga.—7s, VariousVar. 9	$\begin{array}{c c} 04 & 1. \\ 95 & 16 \end{array}$	P	rovidence, R.I.—5s, g.,1900-5.J&J † 11 6s, gold, 1900, water loanJ & J 12	5 1	16 27
68, Chatham RR A&O	2	!! '	ovington. Ky.—7-30s, long		···· P	6s, 1885	6 10	08 12
class 2 A & O	730	D	8s. allas, Texas—8s, 1904	00 10	5	88J & J 13	1 13	33)2
68, do class 3 A & O 48, new, 1910 J & J 48. new, small Ohio 68, 1990	30 ¹ 2	D	ayton, O.—6s 1890	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	5 R	ochester, N.Y.—68 Var. 10 7s, water. 1903 J & J† 12	9 13	35
Pennsylvania J J 11	0		etroit, Mich.—7s, longVar.i 7s, water, longVar.i izabeth, N. J.—7s, short	13 111	7 st	ockland, Me.—6s, '89-99, RR. F&A 10 Joseph, Mo.—7s		
68, 15-25, reg., 1892-1902F&A	8	1	7s, funded, 1880-1905 Var 4	1612 4	8	Bridge 10s, 1891 J & J† Compromise 4s, 1901 7 Louis Mo 6s short Vent 10	5 8	30
Bouth Carolina—68 Act of March				1610 4	8	Louis, Mo.—6s, short	0	
Browne congola	$ \begin{array}{c c} 74 & 9 \\ 24 & 104 \end{array} $	Fi	os, 1894, gold	$\begin{vmatrix} 12 \\ 2 \end{vmatrix}$	4	do do (new), 1892. A & O 11 Bridge approach, 6s	3	••••
68, new bonds 1890-98 . J & J	$\begin{array}{c c} 6 & 57 \\ 6 & 57 \end{array}$	Fr 4 Ga	edericksburg, Va.—7sM&N 11 llveston, Tex.—10s, '80-'95Var. 9	10 11	2	Sewer, 6s, gold, 1891-'93Var. 11 St. L. Co.—Park, 6s, g.,1905A & O 11	3	••••
Past-due coupons Texas—6a 1800	512	. H	Galvest'n County, 10s. 1901. J & J 10st 1901. J & J 11st 1901. J &	7 16		Currency, 7s, 1887-'88Var. 10' Paul, Minn.—6s, '88-'90J & D 10	712	••••
78, gold, 1892-1910. M & St 11	- 1		Capitol, untax, 6s	5 12	7	7s, 1890	7	• • • •
Vermont—6s, 1890. J & D		Ha Ho	verhill, Mass.—6s, '85-89. A&O† 10 ouston, Tex.—10s	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	9 Sa	dem, Mass.—6s, long, W. L. A&O † 1255s, 1904, W. L	2 12	5
68, new bonds, 1886-1895J & J 3	4	In		5 2	5 3.	rancisco—7s, g., City & Co Var. 10- vannah funded 5s, consols 82	1 8	11 ₄
* Price nominal; no late transaction	18.	t P	urchaser also pays accrued interest.		+ In I	cudon *		

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

For	EXPI	anat	ons See Notes at Head of F	irst Pa	age	of Quotations.		
RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
Somerville, Mass.—5s, 1895A&C	1107	110	Cent. Ohio-1st M., 6s, 1890M&S			Clev.& M. Val.—1st, 7s, g., '93. F&A		401.
6s, 1885	1103	107	Charl'te Col.&A.—Cons.,7s, 95.J&J 2d mort., 7s, 1910J&J	108	0012	C.C.& I.C.—1st cons.,7s,1908.A&O 2d mort., 7s, 1909F&A	120	
Springfield , Mass.—6s, 1905A&O 7s , 1903, water loanA&O	1130	127	Cheraw & Darl.—1st M.,8s,'88.A&O 2d mort., 7s.	404		Trust Co. cert., 1st, ass'd	115	
Toledo, O.—7-30s, RR., 1900. M & N 84	1114		Ches. & Ohio—Pur. money fd.,1898 Series A, 1908.			Income 7s. 1890		1154 50
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Eail & W. Pigeon 1st 7st 90. Lel 168 Lel 17st 160 Lel 17st 1	Kalamazoo Al. & Gr.R., 1st, 8s. J&J		7	Morris & Essex—1st, 7s, 1914 M&N' 2d mort, 7s, 1891F&A			Pensacola & Atlantic - BondsM&S	Ť	
A. A. M. S. cours. (p. 1.87, 7.14d) 177	Kal. & Wh. Pigeon, 1st, 7s, '90 J & J		126	Bonds, 7s, 1900J&J			Incomes, 1920		
do coas, etg. 2d, 7s, 1903. Lpl 1244s Sa. 1900. do coas, etg. 2d, 7s, 1903. Lpl 1244s Salvence-1st mort, 7s, 1939. F&A 2d mort, 7s, 1939. F&	L.S.& M. S., cons., cp., 1st, 7s. J&J	127		Consol. mort., 7s. 1915J&D	12512		Evansville Div.,1st 6s,1920.M&S	70	
do cons, reg., 2d, 7n, 1003, 5d; 124 starward-and process of the p	do cons., reg., 1st, 7s, 1900.Q—J do cons., cp., 2d, 7s, 1903J&D	12412		58. 1900			Peeria & Pekin Union		60
Labano prings-1st. Labano	do cons., reg., 2d, 7s, 1903. J&D	1244		Nashv.Ch. & St. L.—1st, 7s, 1913 J&J 2d mort6s, 1901J&J			Cons. mort. 6s		98
Langt Val.—Let, Use Copp., 98. Jack)	Lebanon prings-1st			1st, Tenn. & Pac., 6s, 1917J&J				120	· · · · · ·
Sat mort., 59, regr., 1899. Add 325-5 Newark & Feb. 1997. Add 177-5 177-5 177-5 177-5 177-5	Lenigh Val.—1st,6s,coup., '98.J&D			Nashv.& Decat'r.—1st.7s.1900.J&J			Phila. & Erie—2d M., 7s, 1888. J&J		
Gen. M., s. f., 6s, g., 1923 J&Cl 120 Swark & N. Y18t, fs, 1893, J&Cl 107 Delecture, 1893 J&Cl 108 Leck & Ft. S18t, Let, 7,7 95. J&Cl 108 Northern—1st M., new 6s. J&Cl 107 Leck & Ft. S1st, Let, 7,7 95. J&Cl 108 Northern—1st M., new 6s. J&Cl 107 Leck & Ft. S1st, Let, 7,7 95. J&Cl 107 Leck & Ft. S1st, Let, 7,7 95. J&Cl 108 Northern—1st M., new 6s. J&Cl 108 J&Cl 109 J&C		13212		Nevada Cen.—1st 6s, 1904A &O		97	Sunbury&Erie, 1st M.,78.'97.A&O		
Little Winn—late M., 6a, 1833. McN 100 103 Nburgh&N.Y.—lat M. 7a, 1883.4c 102 104 105 10	Gen. M., s. f., 6s, g., 1923J&D			Newark & N. Y.—1st, 7s, 1887.J&J New'k S'set&S.—1st, 7s, g'89.M&N			Debenture, 1893J&J		· · · · · · ·
Little schuyikiii—ist, 7s, 92. A&O Into (sland—ist M. 7s, 1939. M&N Ist (one) (sland—ist M. 7s, 1931. M&N Is	Little Minmi—1st M., 6s, 1883.M&N	1100	103	N'burgh&N.Y.—1st M. 7s,1888.J&J	102	100	Mort., 7s, coup., 1911J&D Gold mort., 6s, 1911J&D		.
Long Island—Ist M., 7s, 1898.MeN 114 13 13 14 14 15 15 15 15 15 15	Little Schuylkill—1st. 7s. '82. A&O			Incomes		4	Improvement mort., 6s, 1897		105
2d mort, 7s, 1918. N.Y. & Can.—& M. 6s, x. 1904.MeN 1073, 109 N.Y. & Rockaway, 7s, 1901.Acc N.Y. & Rockaway, 1902.Acc N.Y. & Rockaway, 1902.	Long Island—1st M., 7s, 1898.M&N	97 ¹ 4	9778	N. O. Pac.—1st. 6s. gold, 1920.J&J	8512	86	New convertible, 7s, 1893J&J		73
Mort, 7s, 1901. A&c) 95 Minth's Pr. 1967. 7s, 1907. A&c) 113 Licones. A. 1907. A. A.	2d mort., 7s, 1918		•••••	N.Y. & Can.—£ M., 68, g., 1904.M&N N.Y.C.& Hud.—M., 78, co. 1903.J&J	13334	109	Scrip for 6 deferred 42 coupons		
LI. CHITY & Finaling — is t. 68.191 55 52 Sterling mort., 68, g., 1903. J.d.J 122 125 58, 1910. Lou's C.&. Lex.—1st, 78, 97 J.d.J (ev.) 117½ 118½ do 68, 1887. J.d.D 111 titls, 118½ do 68, 1887. J.d.D 112 titls, 118½ titls, 1	N. Y. & Rockaway, 7s, 1901.A&O			Mort., 7s, reg., 1903J&J			Income mort cons 7s '96 L&D		
Incomes	L.I.City & Flushing—1st, 6s, 1911	85		Sterling mort., 6s, g., 1903J&J	1122	1.	Phila.Wil.&Balt.—6s, '92-1900A&O	1044	$\begin{array}{c} 112 \\ 105 \end{array}$
2d mort., 7s, 1907. 2d mort., 7s, 8s, 1883. 2d mort., 7s, 1909. 2d mort., 7s, 1909. 2d mort., 7s, 1909. 2d mort., 7s, 8s, 1883. 2d mort., 7s, 8s, 1883. 2d mort., 7s, 1909. 2d mort.,	Incomes.	11712	11812	N. Y. C., premium, 68, 1883. M&N do 68, 1887J&D	111		Pitts. Brad. & Buff.—1st, 6s, 1911		•••••
2d mort. 7s, g., 1883	2d mort., 7s, 1907A&O					111	2d mort., 7s, 1913A&O		
Louisville 1onn 6a, '86,'97, 'A&O 1.01 1.02 1.02 1.03 1.04 1.05 1.04 1.05 1	2d mort., 7s, g., 1883M&N	100		N.Y. Chic. & St. L1st, ex June cp.		893 <u>4</u>	Steubenv.& Ind., 1st., 6s,'84. Var. Pittsb.&Con'llsv.—1stM.7s,'98.J&J	12312	
Mon. A. et J. M. 73, g. 1902 AED 120 120 120 Mon. A. et J. M. 73, g. 1902 AED 120 120 Mon. A. et J. M. 73, g. 1902 AED 120 120 Mol. A. et J. M. 61 AED AED 120 Mol. A. et J. M. 62 AED	Louisville loan, 6s, '86-'87A&O			N. Y. Elevated.—1st M., 1906.J&J	1174	118	Sterling cons. M., 6s, g., guar. J&J	'	122
M. O. & Mobile. 1st 5s. 1930 J&J. 35 6 Pensacola Div., 1st, 6s, 1920. M&S 101 78, reg., 1900. 182, 110 192 Man. St. Louis Div. 1st, 6s, 1921. M&S 101 24 mort., 7s, 1893. 102 Man. Beach. 1st 7s, 1900. J&C 111 112 Portid & Ken., 1st, 6s, 1910. A&O 112 112 Portid & Ken., 1st, 6s, 1910. A&O 112 112 Portid & Ken., 1st, 6s, 190. J&C 111 112 Portid & Ken., 1st, 6s, 190. J&C 111 112 Portid & Ken., 1st, 6s, 190. J&C 111 112 Portid & Ken., 1st, 6s, 190. J&C 111 112 Portid & Ken., 1st, 6s, 190. J&C 111 112 Portid & Ken., 1st, 6s, 190. J&C 111 112 Portid & Ken., 1st, 6s, 190. J&C 111 102 Man. Beach. 1st 7s, 1900. J&C 111 102 Man. Man. Beach. 1st 7s, 1900. J&C 111 102 Man. Beach. 1st 7s, 1900. J&C 110 Man. Beach. 1st 7s, 1900. J&C 110 Man. Beach. 1st 7s, 19	Mem.& O., stl., M., 7s, g., 1902J&D		122	2d mortgage	8	12	2d mort., 7s, 1912J&J	139	131
Pensacola Div_, 1st, 6s, 1920, M&S	M.&Clarksvst'g.6s.g1901 F&A	1110	$\frac{112}{96}$	N.Y.&Harlem—7s,coup.,1900.M&N 7s. reg., 1900	131	!!	Equipment, 8s. 1884	104	106
Age	Pensacola Div., 1st, 6s, 1920. M&S	95		N.Y.L.E.&W.—1st,7s.'97,ext.M&N			Buff.Ch.L.&Pitt.1st.7s.1909 M&N		
E. H. & N. 1st 6s 1010 J&D 101 Sth mort 7s, 1888 J&D 113 Sterling, 1st 0.7 kg, 2.1920 M&S 126 127 So. & No. Ala., S. F. 6s, 1910 A&O 120 So. & No. Ala., S. F. 6s, 1910 A&O 120 So. & No. Ala., S. F. 6s, 1910 A&O 120 So. & No. Ala., S. F. 6s, 1910 A&O 120 So. & No. Ala., S. F. 6s, 1910 A&O 120 So. & No. Ala., S. F. 6s, 1910 A&O 120 So. & No. Ala., S. F. 6s, 1910 A&O 120 So. & No. Ala., S. F. 6s, 1910 A&O 120 St. cons. M. 120 St. cons. M.	do 2d., 3s., 1980, M&S	52		3d mort., 7s, 1883M&S	10412		Oil Creek, 1st M., 6s, 1912A&O		
See No. A. A. A. B. S. F., 68, 1910 A. A. C. 102 103	E. II. & N., 1st 6s, 1919J&D	101		5th mort . 7s. 1888J&D		113	Warren & Fr'kln, 1st, 7s,'96.F&A		
List.N.A.& Chic.—Ist.6s,1910.1.d.J 103 103 125 126 126 127 127 128 127 128	Gen'l mort., 6s, 1930J&J So. & No. Ala., S. F., 6s, 1910 A&O			1st cons. M., 7s, g., 1920M&S New 2d cons. 6s, 1969J&D	93 .		Vt. div., 1st M., 6s, g., 1891 M&N	20	30
Exten bonds, (8, g., 1900. A&O 111 112 Cons. 78, 1912 A&O 120 122 Gold acome bonds, (8, 1977 S2 124 125 125 126 128 1	L'sv.N.A.& Chic.—1st.6s.1910. J&J	103		1st con s. fund coup.,7s,1920 M&S		12479	Income mort., 6s, 1899J&J	40	60
Androscog, & Ken., 6s, 1891.F&A 111 112 Leeds & Farm'gt'n, 6s, 1901.J&J 110 Leeds & Farm'gt'n, 6s, 1901.J&J 100 Leeds & Farm'gt'n, 6s, 1901.J&J 100 Leeds & Farm'gt'n, 6s, 1901.J&J 100 Leeds & Leens &	Exten. bonds, 6s. g., 1900. A&O	1111	112	Reorganizat'n 1st lien, 6s, 1908	10318	!!	Quincy Mo. & P.—1st, 6s, guar., 1909		102
Leeds & Farm'gt'n, 6s, 1901. J&J 111 112 113 112 113 102 103 103 104 105	Androscog. & Ken., 68, 1891. F&A	1111	112	Long Dock mort., 78, 1893J&D			1st. 7s. 1921, reg	75	91
Man. Beach Imp, Iim., 78, 1909, M&S Mar. Beach, 1st 78, '97, J&J Marieta & Cin. — 1st M., 78, '91F&A 2d mort., 78, 1896 M&N 3d mort., 88, 1890 J&J 3d mort. L, 1st, 78, 1900 J&J 3d mort. L, 1st, 78, 1900 J&J 47 Marieta & Charleston — 1st consol. 105 Mort, 78, 1899 M&S 105 Mort, 78, 1891 J&J 106 Mort, 78, 1891 J&J 107 Mort, 84 Petersb., 2d, 8s, '93 J&J 101 Mass. Central—1st, 68, 1893 Memphis & Charleston—1st consol. 1st, cons. Tenn. lien, 78, 1915 J&J 110 Metrop'n Elev—1st, 68, 1908, J&J 101 Metrop'n Elev—1st, 68, 1908, J&J 2d 68, 1899 Mexican Central—1st, 78 Mort, 78, 1896 Mexican Mort, 78, 1894 Mexican National 106 Morth Penn.—1st M., 68, 1885 J&J 107 Morth Penn.—1st M., 68, 1885 J&J 108 Mort, 78, 1891 J&J 109 Mort, 78, 1891 J&J 100 Mort, 78, 1891	Leeds & Farm'gt'n, 6s, 1901.J&J	1111	$\begin{array}{c c} 112 \\ 102 \end{array}$	N.Y.& N.Eng.—1st M., 7s, 1905J&J 1st 10ort., 6s, 1905J&J		11312	Rich'd&Dan.—Con.,6s,'82-90.M&N	10334	
M.Y.& Man. Beach, 1st 78, '97, J&J	do Cons. M., 68, '95, A&O	111	113	N.Y.Pa. & O.—1st inc.ac., 5-78,1905	40	05	Debenture, 68		
Sterling, 1st M., 7s, g., 1891.F&A 20 21 22 22 24 24 24 24 24	_ N. I. & Man. Beach, 1st 7s.'97&.I			2d mort	1542	1612		106 .	•••••
2d mort., 78, 1896	Sterling, 1st M., 7s. g., 1891, F&A			L'sed L.rental tr'st'73, Trus.cer.78	128	32	Mort. 78. 1881-90J&J	120	122
Scioto & Hock. Val., 1st, 7s. M&N Balt. Short L., 1st, 7s, 1900J&J Bould Side, Va., 1st, 8s, 1931J&J Bouth Side, Va., 1st, 8s, 194-90J&J Bouth Side	2d mort., 78, 1896 M&N 3d mort., 88, 1890 J.A.I		54	do do 7s. guar. Erie	185	95	New mort., 78, 1915M&N	115 .	
Marq'tte Ho.& O.—Mar.& O.,8s, '92 115 117 6s, 1908	peroto & Hock Val. 1st. 7s. M&N	105	108	N.Y.Prov.&B'n-Gen. 7s, 1899. J&J	11	$01\frac{1}{2}$	Roch. & Pitts., 1st, 6s. 1921F&A	102	
Mass. Central—1st, 6s, 1893. 161 6114 do 2d M., 6s, 84-'90.J&J 102 Trust Co. certific tes 107 2d mort., 7s, 1892. J&J 107 84 109 100	Mar. v. (). 88. '921	1115	117	Norf'k & Petersb., 2d, 8s, '93.J&J	110 .	- 11	do income, 1921	10812	1101
St. cons. Tenn. lien, 7s, 1915 J&J 106 110 108 110 108 110 100	1888. Central—1st. 6s. 1893	161		do 2d M., 6s,'84-'90.J&J	102		Trust Co. certific ites		90
Mem. & L.R'ck—1st,4s (8s after '81) 92 100 do 4th M., 8s,1900.J&J 120 93 125 97 Rutland—1st M., 6s, 1902M&N F&A 524 65, 1899M&N Morth Carolina—M., 6s	1st. cons Tenn. lien. 7s 1915 I.S.I.	106			102		Consol. mort., 7s, 1904A&O	84	
2d 6s, 1899	mom. & L. R'ck - 1st 4s (8s after '81)	92	100	do 4th M., 8s, 1900. J&J	120 1	97	Rutland—1st M., 6s, 1902M&N Equipment, 2d mort., 5sF&A	†70	71
Mexican Central—1st, 7s. 53434 85 2d mort., 7s, 1896. M&N 12034 2d mort., 7s, 1896. M&N 12034 3t.L.Alt.&T.H.—1st M., 7s, '94.J&J 117 3t.L.Alt.&T.H.—1st M., 7s, '94.J&J 117 3t.L.Alt.&T.H.—1st M., 7s, '94.J&J 110 2d mort., pref., 7s, 1894 F&A 10742 10054 110 10054 110 10054 110 10054 110 10054 110 10054 110 10054 110 10054 110 10054 110	2u 0s. 1899		90	North Penn.—1st M., 6s, 1885.J&J	1	801	St. Joseph & Pacif.—1st mort	60	70
Consol., 7s, 1902. M&N 124 12478 North Wisc.—1st, 6s, 1930. J&J 2d income, 7s, 1894. M&N 155 1st M. on Air Line, 8s, 1890 L&Jt115 11528 Northeast. S.C.—1st M. 8s, '99, M&S 122 Div. bonds, 1894	Mexican National			Gan. mort., 78, 1903J&J	1		St. L. Alt. &T. H.—1st M., 7s, '94.J&J	117	
1st M. on Air Line, 8s, 1890 L&Jt115 1152 Northeast, S.C.—1st M., 8s, 99, M&S 122 Div. bonds, 1894	Consol., 7s. 1902 M&N	10112	1024	New loan, 6s, reg., 1905 M&S			2d income, 78, 1894		105
Air Line 1st M 93 1000 M 69 115 Relley & S. III. 1st S.F. 88, 96. Act 119 1123	18t M. on Air Line, 8s. 1890 J&J †	1115	1154	NortheastS.C.—1st M8s.'99,M&S	122		Div. bonds, 1894	119	23
Air Line, 1st M., 8s, guar. M&N †114 115 2d mort., 8s, 1899 M&S 115 Bellev. & S. Ill., 1st, S. F. Ss, '96. A&O 119 128 Equipment bonds, 8s, '83 A&O North'n Cent.—2d mort., 6s, '85. J&J 107 108 St. Louis & I. Mt.—1st, 7s. '92, F&A 118	Equipment bonds, 88, '83A&O	114	119	North'n Cent.—2d mort.,6s,'85.J&J		03	St. Louis & I. Mt1st, 7s. '92,F&A	1	118

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

For	Explai	natio	ns See Notes at Head of P	irst P	age o	Quotations.		-
RAILROAD BONDS.	Bid. A	sk.	RAILROAD STOCKS.	Bid.	Ask.	RAILROAD STOCKS.	Bid.	Ask.
St. Louis & I. Mt.—(Continued)—			Vabash-(Continued)-			Clev. Col. Cin. & Indianapolis100	71	
2d mort., 7s, g., 1897M&N		0634	III. & S. Ia., 1st, 7s, '82,, ex.F&A	98		Clev. & Mahoning Val., leased 50		
1st 7s, inc., pf. int. accumulative. 2d 6s, inc., int. accumulative			St.L.K.C. & N. (r.est.& R.),7s.M&S do Om.Div.,1st7s,1919.A&O	107	107	Clev. & Pittsburgh, guar., 750 Col. Chic. & Indiana Central100	1118	1112
Ark. Br. 1. gr., M., 78, g., '97.J&D	10912		do Clarin. Br., 6s, 1919.F&A		$\begin{array}{c c} 100 \\ 122 \end{array}$	Columbus & Xenia, guar., 850 Columbia & Greenville100	145	150
Cairo Ark. & T.,1st,7s,g.,'97.J&D Cairo & Ful., 1st,1.g.,7s,g.,'91.J&J	$108\frac{1}{2}$ 1 $109\frac{1}{2}$ 1	10	do No. Mo.,1st M., 1895.J&J do St. Cha's Bridge 6s, 1908	85		do Pref1.00	79	•••••
Gen. con. r'y & l. g., 58,1931A&O	78	79	Wab. Fund, 1907—Var. 7s. F&A do Various 6sF&A	105 85		Concord & Portsmouth, guar., 7 100		$\begin{array}{c} 99 \\ 122 \end{array}$
St.L.&SanF. —2d M.,classA,'06M&N 2d M. , class B, 1906	88	1	Warren (N.J.)-2d M., 7s, 1900	105		Connecticut & Passumpsic100	90	91
do class C, 1906M&N South Pacific.—1st M, 1888 .J&J			W. Jersey & At. 1st M.,6s1910M&S W. Jersey—Debent. 6s, 1883 M&S	1084		Connecticut River		$\frac{1651_{2}}{67_{8}}$
P. C. & O. 1st. 6s F&A			1st mort., 6s, 1896J&J			Danbury & Norwalk	60 i	59
Equipment 7s, 1895J&D St.L.Vand.&T.H.—1stM.,7s,'97.J&J	10234 1015 115	21	Consol. mort., 7s, 1890A&O West'n Ala.—1st M., 8s, '8SA&O	112	116 '	do Pref., guar., 8.50	133 (
2d mort., 7s, 1898 M&N			2d mort., 8s, guar., '90A&O West. Md.—End., 1st, 6s, 90J&J	112	116	Delaware & Bound Brook100 Delaware Lack. & Western50	11918	1191
2d. 7s, guar., '98	100		1st mort., 6s, 1890J&J	108	110	Denver & New Orleans	1 20	6258
St.P.Minn.& Man.—1st 7s,1909 J&J 2d 6s, 1909A&O	110	08	End., 2d mort., 6s, 1890J&J 2d mort., pref., 6s, 1895J&J	$112 \\ 1061_2$	10712	Denver & Rio Grande100 Denver & Rio Grande Western	254	27
Dak. Ext 6s. 1910 M&N	10634 1	08	2d, end. Wash. Co., 6s, 1890 J&J 3d, end., 6s, 1900J&J	110	113	Des Moines & Fort Dodge	25	
St. P. & S. City—1st, 6s, 1919.A&O Mort. on new lines			West'n Penn.—1st M., 6s, '93A&O			Det. Lansing & Northern, com . 100	69	71
Sandusky M.&N.—1st, 7s,1902.J&J Savannah Florida & West.—	1111		Pitts. Br., 1st M., 6s, '96J&J Wheeling & L.Erie—1st, 6s, g., 1910	110		do do Pref.100 Dubuque & Sioux City100	8312	111 85
At. & Gulf. cons. 78, 1897J&J		12	Wilm, Columbia & Augusta, 6s	109 2	1104	East Pennsylvania, leased50 East Tennessee Virginia & Ga. 100	l	1134
1st mortgage, 7s	110		Wil.& Weldon—S. F., 7s, g., '96.J&J Winona&St.Pet.—1stM.,7s,'87.J&J	109-8		do do Pref.	2012	2034
Scioto Val.—1st M., 7s, sink'g fund	1100	02	2d mort. 7s, 1907	1234	12112	Eastern (Mass.)	39 92	95
2d mort	11	0012	1st series, new	17634	77	Eel River100	68	70
Selma Rome & Dalton—1st mort 2d mort	312	$\frac{4^{1}2}{4^{1}2}$	2d series, new Wis. Valley—1st, 7s, 1909J&J	1113	115	Elmira & Williamsport, 550 do Pref., 750) 57	
Incomes	34	1	Wore'r & Nashua—58, '93-'95 Var	11 100 4	1100-5	Erie & Pittsburg, guar., 750 Evansville & Terre Haute50	100	70
Sheboyg'n& F-du-L.—1st,7s,'84J&1' Sioux C. & Pac., 1st M., 6s,'98.J&J			RAILROAD STOCKS. Par	100-9	100-2	Fitchburg100	7 1204	127
80. Carolina—1st M.,68,1920A&O	98		Alabama CentralAla. Gt. South.—Lim., A., 6s, pref		1012	Flint & Pere Marquette	95^{1}_{4}	$\begin{array}{c c} 24 \\ 951_2 \end{array}$
2d mort., 6s, 1921J&J Bds,7s,'02,2d M.,unenjoinedA&O			Lim., B, com	‡5	512	Georgia Railroad & Bank'g Co. 100	150	160
Bonds. 7s, non-mortA&O	46	50	Ala. N. O. & Pac., &c., prefdo def	113	24	Grand Rapids & Indiana)	
South Side, L.I.—1st,7,1887M&S	1 1	109	Albany & Susqueh., Guar., 7100 Allegheny Valley50	133	135	Green Bay Winona & St. Paul100 do Pref100) 8.	10
80. Cen. (N.Y.)—1st 7s, 1899. F&A 80. Pac. Cal.—1st6s.g.,1905-6. J&J	104121	10478	Atchison Topeka & Santa Fe 100) 85%		Hannibal & St. Joseph100	90	91 87
Southwestern(Ga.)—Conv.,7s,1886 Summit Br.—1st, 7s, 1903J&J			Atlanta & Charlotte Air Line	70		do Pref., 7100 Harrisburg P. Mt. J.& L., guar., 7.50)*	
Sunb. Haz. & W-B.—1st, 5s, 1928M&N		95	Atl. & St. Law., leased, 6, £100	1127	129	Highland (street), Boston100 Houston & Texas Central100) 135	130-2
Susp.B.&ErieJunc.—1st M.,7s. Syr.Bing.&N.Y.—consol.7s,'06A&C	$121\frac{1}{2}$	109-2	Augusta & Savannah, leased109 Baltimore & Ohio100	192	198	Huntingdon & Broad Top50	0 9	
Tex. Cent.—1st.sk.fd.,7s,1909M&N	100	108	do Pref., 6100 Balt. & Ohio, 2d, pref	123	1127	do do Pref50)	
Texas & Pac.—1st, 6s, g.1905 M&S Consol. mort., 6s, gold, 1905. J&I	96		Washington Branch10	0		Indiana Bloomington & West., nev	V 4212	8 44
Inc. and land gr., reg., 1915. July 1st (Rio Gr. Div.), 6s, 1930. F&A	64.4	8178	Parkersburg Branch10 Boston & Albany10) 168	16842	Indian. Decatur & Sp., com do Pref100	31	33
Texas & St. Louis-1st.6s.1910 J&I	70	80	Bost. Clint. Fitchb. & New Bed. 10	0 61	66	Iowa Falls & Sioux City10 Jeff'v. Mad. & Ind'p's, l'sed. 710		92
Land grant, incomes, 1920 Tol. Cin. & St. Louis—1st mort	63	6812	Bost Con & Montreal10	0 101	2 12	Joliet & Chicago, guar., 710	0	. 150
Income		1842	do Pref., 610	0 X107	109	Kansas City Ft. Scott & Gulf10 do pref10	0 118	76 120
do 1st Dayton div.,6s, 1910	0	86	do do old	1 . 7	8 119	Kentucky Central	0 18	18
do 1st Ter'l trust, 6s. 1910 Income, 6s, 1910, main line	. 20	2312	Boston & Lowell	DYTEE	1144-	do Pref10	0	
Dayton Div. inc., 6s, 1910 United Co's N.J.—Cons., 6s, '94.A&C	. 17	1712	Boston & New York Air L	62	6210	Lake Erie & Western	0 1013	8 10113
Sterling mort., 6s. $1894M\&$	S 1112	114	Boston & Providence10 Boston Revere Beach & Lynn10	0 X163	164	Lehigh Valley	01 3000	8 6012
do 6s, 1901M& Cam. & Amb., mort., 6s, '89.M&I	N 11212	120	Brooklyn Elevated	1 17	25	Little Rock & Fort Smith10	0 48	4812
UnionPac.—1st M.,6s,g.'96-'99.J&	$\frac{1178}{11278}$	117'8	Brooklyn & Montauk 10	01 20		Little Schuvlkill, leased, 75	01-351	5712
Sink. F., 8s, 1893	S 11934	$\begin{array}{c} 121 \\ 123 \end{array}$	do Prof 10	() (.1	1	Long Island	()	55
Reg. 8s, 1893	S 116		Buffalo Pittsburg & Western5	ŏ		do Pref., guar. Louisville & Nashville10	6 771	4 7738
Collateral trust, 6s, 1908J& Colorado Cent.,1st, 8s, g.,'90.J&	J 105		D. C. l. Courth wroat		1	III onignillo Nour Albany & Chic 10	()!	
Danver Pac1st M7s.g'99.M&	N		do Pref 10	0		Lynn & Boston (street)10 Macon & Augusta	0 2130	135
Kans. Pac., 1st, 6sF&. do 1st M., 6s, gJ&	D 113-8		Cairo & St. Louis			Maine Central10	0 50	60 163
do 1st,R.&L.G.D'd,'99.M& oo Land 2d M.,7s, g., 188	N		Cambridge (street), Boston 10	o 109	110	Maine Central 10 Manchester & Lawrence 10 Manhattan Beach Co 10	321	2
do Leav. Br., 7s, '96M&	N		Camden & Atlantic	()		. II Mannattan Kanway	90	4
do Inc., No. 16, 78, 1916. M&	8 79		Canada Southern10	0 52	34 523	Marietta & Cincinnati. 1st pret5	0	1
do Denv.Div.,6s ass.cp.cer do 1st cons. M.,6s,1919 M&	t. 1095_8 N 1027_8	103	Catawissa	0 54	12 551	do 2d pref5 Memphis & Charleston2	24	54
Utah Cen.—1st M., 6s, g., 1890. J&	J 100	104	do New, pref	0	534	Metropolitan (street), Boston	0 74	75 89
Utah So.—Gen. M. 7s, 1909J& Extension, 1st, 7s, 1909J&	J	100	Cedar Falls & Minnesota10 Cedar Rapids & Mo. and Ia. Ld.10	0 138	140	Mexican National	1	$\frac{14}{8258}$
Utica & Bl'k R.—Mort., 7s, '91.J& Verm't & Can.—M., 8s	J		do Pref., 710 Central of Georgia10	00 113	110	Midland of New Jersey10	00	}
Mississquoi, 7s, 1891J&	J		Central Iowa	00		do Class A		
Vermont Cen.—1st M., 7s, '86.M& 2d mort., 7s, 1891J&		$\frac{11^{1}_{2}}{2^{1}_{2}}$	do 2d pref10	00		Mil. Lake Shore & West., pref. 10	00 45	58 4858
Income extension 8sM& Stanstead S. & C., 7s, 1887J&	N	$\begin{array}{c} 50 \\ 35 \end{array}$	Central of New Jersey10 Central Ohio	00; 69	31 70	Mine Hill & S. Haven, leased	00 21	21
Verm't& Mass.—1st M., 6s, '83.J&	J † 101	10118	do Pref	60		do do Pref10	00 313	38 3142
Conv. 7s, 1885	190	140 $ 100 $	Central Pacific 10 Charlotte Col. & Aug 10	00	34 90 48	Missouri Kansas & Texas10 Missouri Pacific10	925	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
2d mort	70			$\begin{vmatrix} 21 \\ 0 \\ 30 \end{vmatrix}$		Mobile & Ohio RR	00 25	27
Wincipia Midland 1st mart Gs		111910	do 2d pref 16	M. 23	25	Morris & Essay, guar. 7	648	321 6438
2d mort., 68	107-2	95	Cheshire, pref. 10 Chicago & Alton 10	00 132	¹ ₂ 133	Nashua & Lowell	00 x146	147
4th mort., 3-4-5s	50	00	do Pref., 710 Chicago Burlington & Quiney10	MI TOO		Newburg Dutchess & Conn., pref		
Incomes		80	Chicago & Canada Southern	2	7	New Jersey & New Yorkdo pref	. 9	
Wabash—1st M.,ext.,7s,'90,ex.F& Mort., 7s, 1879-1909A&	0 92	11112	Chicago & East Illinois	00 147	148	New Jersey Southern		14 112
2d mort., 7s. ext. 1893, ex. M& Equipment, 7s, 1883M&	N 101		Chicago Milwaukee & St. Paul. 10 do Pref., 7.10	00 112	$\begin{vmatrix} 7_8 \\ 122 \end{vmatrix}$	N. London Northern, leased, 8.10 N. Orleans Mobile & Texas10	00	
General mort., 6s, 1920 J&	D 81	82	Chicago & North Western10	00 129	1291	AN. Y. Central & Hudson Riv10	14	$\frac{5}{8}$ $\frac{126^{7}}{18}$ $\frac{14^{7}}{14^{7}}$
Chic. Div., 5s, 1910		83	do Pref., 7.16 Chicago Rock Island & Pac16	00 127	$\begin{vmatrix} 1_{12} & 140 \\ 1273 & 1273 \end{vmatrix}$	N. Y. Chie. & St. Louis. Com	33	38 334
Tol. P. & West., 1st 7s, 1917	Q 1074		Chic. St. L. & N. O	00 - 76	78	New York Elevated19	00 103	100=
do 1st pref. inc., con 2d pref. inc			do Pref.16	00 101	78 1021	ol Pref)()	361
Iowa Div., 6s, 1921		92	Chicago & West Michigan16 Cincinnati & Baltimore, guar16	$\begin{vmatrix} 00 & 70 \\ 00 & 102 \end{vmatrix}$	$\frac{72}{12}$ $\frac{105}{105}$	N. Y. L. Erie & West	00 72	12 7212
Cairo Div., 58, 1931Jd	J 75		Cin. Hamilton & Dayton10	00 82		New York & New England16 N. Y. N. Haven & Hartford16	00 47	
Cons. mort., 7s, 1907.con., exQ- 1st, St. L. div., 7s, 1889, ex. F&	A 1031 ₂	2	Cincinnati N. O. & Tex. Pac1	00 95		N. Y. Ontario & Western	20	38 2512
Gt. West., Ill.,1st.7s, '88,ex. F& do 2d,7s, '93,ex.M&	N 1004		Cin. Sandusky & Clevelanddo Pref., 6.	20 x18	50	New York Providence & Bos10	00 145	152
Q'ney & Tol., 1st, 7s,'90, ex.M&	N	1	Cincinnati (street)	50 103	11031	2 N. Y. Susquehanna & Western	o. Pra n	
* Prices nominal: no late tran	sictions	+ 1	Purchaser also pays accrued inter-	st. 1	In Lor	idon. § Quotation per share. 1	LIOH	

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

		For	Explanations See	Notes	at H	ead of First Page	of Qu	otati	ons.		
,	CANAL BONDS. Bid	. Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.
	RR. STOCKS.	-	Leh.Nav.—(Contin'd)—			Real Estate Trust 100			Lancaster M.(N.H)400		780
	Norfolk & West., com. 20	23	Cons.M.,19117sJ&D Morris—	1		United States100	420		Lawrence (Mass.) 1000 Lowell (Mass)690	730	1780 735
	North Penn50	. 64	Boat l'n, reg., '85A&O New mort		1	S'BSURIPTIONS, RIGHTS, &c.	1		Lowell Bleachery 200 Lowell Mach Shop 500	1000	275 1015
	No. & So. Alabama 10 Northern Central50 49	4 4958			9478	Atl. & Pacblks.10 p.c Buff.N.Y.& Phila., subs	p14	20	Lyman M. (Mass.).100 Manchester (N.H.) 100	116-2	117
	North'n N. Hamp. 100 109 North'n Pac., com. 100 373	10912	Schuylkill Nav.—			Deuv.& R.G. subs.new Den.& R.G.W., subs., ex	1	9434	Mass. Cotton1000	1330	1340 120
	do Prof.100 79 Norw.&W.,l'sed10.100 159	7918			92	Mex. C. blks., No.2, 55% N.Y.Chic.& St.L. subs.			Merchants' (F. R.) 100 Merrimack (Mass) 1000		165
	Ogd. & L. Champ. 100 33 Ohio Central100 145	35_	68, imp.,cp.,'80 M&N	60		N.Y.W.S.&B.,subs.,30% Ohio C.subs.,\$1200 pd.			Middlesex (Mass.) 100 Nashua (N. H.) 500	230	235 650
	Ohio & Miss 100 32		78,bt&car,1915M&N	61		Ore. Short Line subs	11112	1124	Naumkeag (Mass.)103	123	12313
	Onio Southern 100 13 01d Colony 100 132	13212	Susq.—6s,cp.,1918J&J 7s, coup., 1902J&J			\$10,000 blks, ex bds. Oreg'n R'y& Nav.Co.—	1 . 1	- 1	N. E. Glass (Mass.)375 Newmarket	550	100 565
	Oregon & Calif100 do Pref100		Union—1st 6s.'83M&N CANAL STOCKS.			Rights Pullman Pal. Car—	•••••		Pacific (Mass.)1000 Pepperell (Me.)500	1125	1800
	Oregon Short Line 22 Oregon Trans-Cont 723	$\frac{32}{723}$	Chesapeake & Del50 Del. & Hudson100	10512	10512	Rights R.&Al., subs., 70 p. c.	87_{2}	90	Rich. Bord'n(F.R.) 100 Robeson (F. Riv.) 1000		95
	Oswego & Syr., guar Panama Trust etfs. 100	1	Del. Div. leased, 850 Lehigh Navigation. 50	4\33 ³ 8	3334	Rich. & Dan., ex subs. Deben., subs 450			Sagamore (F. Riv.) 100 Salmon Falls (N.H.) 300	120 350	124 400
,	Paris & Decatur	1	Morris, guar., 4100 do pf., guar.10100	3 68		Roch. & Pittsb., subs Texas & Pacific, subs			Sandw.Glass(Mass.)80 Shoye (Fall Riv.). 100	40	45 135
	Pennsylvania Co50 \ do Pref50 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		Pennsylvania50 Schuylkill Nav50	*§168		Tex. & St. Louis, sub. 50% Union Pacific, rights			Slade (Fall Riv.) . 100 Stafford (Fall Riv.) 100	95	100
	Pensacola & Atlantic. 30	37 30	do do pref.50	5	13	IMPROVEM'T & CONSTR'N COS.	•••	11	Stark Mills (N.H.) 1000	1400	1425
	Peoria Dec. & Ev. 100 30 Phila. & Erie 50 \$14		Susquehanna. 50			Am. Cable Construct'n	p24	28	Tecumseh (F. R.). 100 Thorndike(Mass.)1000	1000	125 1050
	Phila. & Reading50 574 do Pref., 7.50	5738	BONDS. Amer'n SS.Co.(Phil.)—			Cent. N. J. Land Imp.	p	126	Troy C. & W. (F.R.) 500		171 950
	Phila. & Tren., 10, 100 Phila. Wilm. & Balt. 50 62	62^{1}_{2}		10434		Cent. R'way Construc.	$\frac{57^{1}2}{102}$		Union C.Mf. (F.R.) 100 Wampanoag(F.R.) 100	178	180
	Pitts. Cin. & St. L50 10 Pitts. & Con., I'sed. 50		Canton (Balt.)— £ 6s. g., 1904 J&J		11	Hudson Riv. Contract International Imp. Ex.	94 64		Washingt'n(Mass.)100 Weed Sew. M'e (Ct.)25	67 10	$\begin{array}{c} 69 \\ 12 \end{array}$
	do Pref	13612	Mort. 6s,g.,1904 J&J Un. RR.,1st, end.,6s.		1	N. Y. Loan & Imp'mnt N. Y. & Scranton Cons.			Weetamoe (F. R.)100 Willim'tic Linen(Ct)25		100
	do Special, 7.100		do 2d,end. 6s,g,M&N			North River Construc.	90	96	York Co. (Me.)750	x1300	1350
	Pittsburg & Western Port.Saco & Ports, Isd 6 115	11512	Col. & Cinn. Br., 6s	90		Oregon Improvement. do 1st M. bonds	$\begin{array}{c} 69 \\ 88 \\ 1_2 \end{array}$	90	COAL & MISCEL. MINING STOCKS.		
	Port Royal & Augusta 10 Ports. Gt. F. & Con. 10c 21	23	Gold & Stock Tel Iron Steamboat, 1st	88		Pacific R'way Imp'ınnt Tex.& Col.Imp.,30 p.c.	85	90	American Coal25 Caribou Con. Min'g.10		,
	Prov. & Wore'ster. 100 130 Rens. & Saratoga 100 140	135 140	Mariposa Gold L.&M Cons. M., 7s, '86.J&J			GAS STOCKS. Balt. Consol. Gas		!!	Cent.Arizona Min.100 Colorado Coal & I.100	5134	51%
	Repub. Val., def100 Rich. & Alleg., stock. 20	21^{i_2}	Mutual Union Tel	761_2	7678	Boston Gaslight500 East Boston25	2910	80	Consol.Coal of Md.100 Cumberl'd Coal&I.100	30	31 8
	Richmond & Dany. 100 109 Rich. F. & P., com. 100 63	110	Oreg.R.& N.1st,6s,J&J Pullm'n Palace Car—		109	South Boston100 Brookline, Mass100	105 1	0512	Deadwood Mining Excels'r W.&M.Co.100	6 2	61 ₂
	do Guar. 7.100 125		3d series, 8s,'87F&A 4th do 8s,'92F&A		111	Cambridge, Mass. 100 Chelsea, Mass. 100	133	3312	Homestake Min'g.100 La Plata10	18	1812
	Richmond & P'b'g.100 75	79	Deb'nt're,7s,'88A&O	1064	10634	Dorchester, Mass. 100	79	9812	Lehigh & Wilkes	170	
	Rich. & West Point 125 Richmond York R. & C. 75		Stlg, 7s,g1885 A&O St. L. Bridge & Tun—		-11	Jamaica Pl'n, Mass 100 Lawrence, Mass 100	127 1	29	Little Pittsburg Marip'sa L.&M.Cal100	178	
	Rochester & Pitts 100 3034 Rome W. & Ogd 100		Spring Valley—		. 11	Lynn, Mass., G. L100	$157\frac{1}{2}$	76 11	do pref.100 Maryland Coal100	10	· · · · · ·
	Rutland	$\begin{array}{c}4^{1}4\\24\end{array}$	W.W.,1sts,1906.M&S Sterling Iron & Ry.—			Mald. & Melrose100 Newton & Wat'n100	$\begin{array}{c c} 96 \\ 126 \end{array}$	27	New Central Coal N.Y.&Straits.C.&I.100		15
	St. Joseph & Western 11 St. Louis Alt. & T. H. 100 28 19	16	Series B., inc., 1894. Plain income 6s, '91.			Salem, Mass., 100	94	95	Ontario Sil. Min'g. 100 Pennsylvania Coal. 50	·35	3512
	do Pref. 100 7112 Bellev. & S. Ill., pf. 100	72	Western Union Tel.—	114		Citizens', Brooklyn.20 Metropolitan, B'klyn.	63	64	Roch. & Pittsb. coal Quicksilver Min'g.100		1212
	St. Louis & San Fr. 100 38	38 51	7s reg., 1900. M&N Sterl'g 6s, 1900.M&S	114 .		Nassau, Brooklyn . 25 People's, Brooklyn . 10		50 11	do pref Robinson Consol. M.50	57	5812
	do 1st pref.100		MISC'LLANEOUS	102	. 11	Williamsb'g, B'klyn 50	58	62	St. L. Steell & Ore. 100		•••••
	St. L. Van. & F. H. St. Paul & Duluth. 100		Amer. Elec. Light		110	Charlest'n, S.C., Gas. 25 Chicago G. & Coke. 100	17 ¹ ₂	8	Spring Mount. Coal.50 Stand'd Cons. G.M.100	15	16
	St. P.Minn. & Man. 100 11912	119_{2}	Aspinwall Land10 Boston Land10	$\frac{5}{7}$	758	Hartford, Ct., G. L25	31		BOSTON MINING		
	Scioto Valley		Boston Water Power Brookline (Mass.)L'd5	$\frac{4^{1}2}{3^{3}4}$	434	Doomlola Tonnam O		70 80 4	STOCKS.§	2	212
	do Guar100		Canton Co. (Balt.).100	593_{4} .		Louisville G. L50	75	85 11	Atlantic	13 ¹ 2 50c.	14 60c.
1	South Carolina100 So. & No. Alabama10		Iron Steamboat Co Keeley Motor		63	Harlem, N. Y50	94	96 H	Blue Hill (Me.)10 Brunsw'k Antimony.5	35c.	50c.
1	8'west., Ga., g'd, 7.100		McKay Sew'g Mach.10 Maverick Land10		1212	Metropolitan, N.Y.100	165 1	70 110	Calumet & Hecia25 Latalpa Silver10	237 2	239 40c.
- 7	Summit Branch, Pa. 50 11	12			05	Mutual of N. Y100	97	98 . 10	Central	21	25 20c.
	Terre H. & Ind'nap.50 Tex. Cent. & St. Louis		N.Y.& Tex.Ld.,Lim. 50			N. Orleans G. L 100	6512	C8 11C	Copper Falls50 Dana25	212	313
	Texas & Pacific 100 42 Tol. Can. So. & Det	20	Land scrip Ocean Nav. & P			N. Liberties, Phila. 25 \\ Vashington, Phila . 20 \\			Douglas (Me.)5	70c.	18c. 80c.
	Tol. Cin. & St. Louis . 1212 Tol. Deph. & Bur. 100		Pacific Mail SS. Co. 100	404	4012 3	st. Louis G. L.:50 §	315	- F	Duncan Silver20 Franklin25	25c.	350.
	Union Pacific 100 112	1873_{4} 1121_{4} 8			02 (Carondelet.St. Louis 50	\$17	1812 F	Harshaw Silver 20 Humboldt 25	212	3
1	Vt. & Can., leased, 100 124	14	2d pref. certificates.		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	an Francisco G. L	6419	II	Iungarian25Iuron25	158	30c.
1	Vt.& Mass., l'sed, 6.100 x133 2 Virginia Midland	135	24 T cani - M		45 A	STOCKS. Am. Linen (Fall Riv.)	000 10	060 N	fesnard25 finnesota25	40c.	60 c.
1	Vicksb. & Meridian 7 do pref	9	Sutro Tunnel10	\$\$1 ₂	\$12 A	mory (N. H.) 100 moskeag (N.H.) 1000 2	127 119	28 N	Vational	$\frac{13_{4}}{33_{2}}$	2 33%
1	Wab. St. L. & Pac. 100 2978	3018	EXPRESS ST'CKS		A	indroscog'n (Me.).100	129 13	31 P	Pewabic	- 0 -	212
1	Warr'n(N.J.) 1'8'd 7.50 100	8	merican100	9312	95 A	atlantic (Mass.) . 1000 1	175 17	77 P	ontiac		40c. 524
	West Jersey 50		Vational	74	B	Barnard Mfg. (F. R.) x Bates (Me.) 100	200 20)5 HR	uincy	50c.	750.
	West Jersey & Atlantic Western Maryland 18	1812	TELEGRAPH	L2758	B	Boott Cot. (Mass.) 1000 2 Forder City Mfg. (F.R.)	133 14	0 8	tar25	40c.	21 60c.
1	Wil. Columbia & Aug. 100 Wil. & Weld Llad 7 100 103	105 A	STOCKS. American District. 100		16 B	Boston Co.(Mass.)1000 12 Boston Belting100 x	170 17	1 1	ullivan(Me.)Silver 10 Vinthrop25	25c.	1 ³ 8 40c.
	do Prof 271e	1638 A	American Dist (Phila.) - American Union 100 -	••••	B	ost. Duck (Mass.)700 19 ambria Iron(Pa.)50 \\$.	050		GOLD & SILVER HINING STOCKS		
1	Wore'ter&Nashua.100 58 CANAL BONDS.	60 A	Atlantic & Pacific. 25 Cent. & So. Am. Cable.		56 C	hicopee (Mass.)100 1	$ \begin{array}{c cccc} 197 & 20 \\ 775 & 80 \\ \end{array} $	- 11.	N. Y. & SAN. FRAN.)	2.80	
A	Albermarle & Ches.— 1st, 7s, 1909 J&J	E	ranklin100 .	97	C	ollins Co. (Conn.)10	1112 1	218 A		15 ₁₈	•70
(nesan. & Delaware-	I	nternation'l Oc'n. 100	96 10	01 C	res't Mills (F. R.) 100 1	100 10	5 A	merican Flag 10 - mie 10	32	•34
(1st mort., 6s, '86 J&J 88 Ches. &O.—6s, '70.QJ		Iutual Union		26 D	ougl's Axe (Mass)100 1	$\begin{bmatrix} 100 & 100 \\ 122 & 120 \end{bmatrix}$	4 B	assick100 -		734
•	Del. & H.—78, '78.J&J	1161 ₂ N	Forthwestern50		E		.55 16	0 B			·35 ·25
	78, 1884 L&I 10614	S	outhern & Atlantic 25		312 F	lint Mills (F. R.) 100	$\begin{vmatrix} 20 \\ 90 \end{vmatrix}$	0 B	onanza Chief 1	.03	6.00
	Reg. 7s. 1894 A&O	11678	TRUST CO.'S STOCKS.		G	ranklin (Me.) 100 1 ranite (F.R.) 1000 .	14 11	В	uckeye	.05	·07
_	do reg 75 M&S 125	B	Brooklyn Trust25 1	55	G		$\begin{bmatrix} 03 & 10 \\ 150 & 11 \end{bmatrix}$	4 B	ullion100	1132	2.20
. 1	RR. 68, rg., '84 Q-J 104 12	105 E	quitable:100	55	H	artf. Carpet (Ct.) 100 2	$\begin{vmatrix} 260 \\ 97 \end{vmatrix} = \begin{vmatrix} 26 \\ 9 \end{vmatrix}$	5 C	alayeras 1 - aledonia B. H 100	.66	.12
	Deb.6s, reg., 77, J&D Conv.6s, reg., 82J&D	y	fercantile100	14	6 H	olyoke W.Power. 100 2 nekson (N. H.) 1000 11	25 23	5 Ca	difornia100 herokee10	24	·27
	08,g.,rg.,'91M.&SI	N	. Y. Guar. & Ind. 100 1	05 28	K	ing Philip (F. R.) 100 1	30	CI	arysolite 50	4.60	
•	68,g.,cp.&rg'97J&D 108 12	13	Y. Life & Trust. 100! 4			t In Landon S Ouetati			n Promium a Assas	-	

^{*}Price nominal; no late transactions. † Purchaser also pays accrued int. ‡ In London. § Quotation per share. p. Premium. a. Assessment pde

Investments

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 CHBONICLE. Single copies are sold at \$2 per copy.

ANNUAL REPORTS.

Lake Shore & Michigan Southern Railway.

(For the year ending Dec. 31, 1881.)

The report for 1881, just issued, says that the length of road eperated has not varied in nine years, and amounts to 1,176.82 miles.

The construction account was increased in 1881 \$900,000, as follows:

	DO 10 FAE
Second track, 18:08 miles	.\$218,040
becond track, 18 08 initios.	530.027
Bide tracks, 36 21 miles. Reduction of grades and change of line.	142.510
Reduction of grades and change of The	60,000
Real estate, Chicago	7 621
New iron and stone bridges.	
	4000 000

"The construction account of the Detroit Monroe & Toledo Railroad, owned by this company, was increased \$86,000 for additional facilities at Detroit, which could not be dispensed with any longer. A substantial and commodious general office building is being erected at Cleveland. The amount expended on this structure up to December 31st was \$85,018, which stands charged to the asset in the balance sheet called 'general office

property and other real estate." During the three years 1879, 1880 and 1881 very large additions have been made to the equipment. The number of locomotives has been increased from 495 to 532, besides the purchase of 22 to replace a like number worn out and sold, the net cost of all being \$514,055. The number of cars of all kinds has been increased from 10,546 to 16,018, equal to 5,472 cars, or 52 per cent, increase at a cost of \$3,179,379; making total amount invested in equipment in the three years \$3,693,434. Of this large sum only \$1,772,000 was charged to equipment account. The balance, \$1,921,434 was met from operating expenses and premium on assets and on the bonds of the company sold in 1881, as detailed in "income account."

At the date of the last annual report the claim for dividends on \$172,900 of the guaranteed (Michigan Southern) stock was still in litigation. During the year a decision adverse to the company was reached in the New York Supreme Court and judgments rendered amounting, with interest and costs, to \$127,195, which have been paid. Of the ordinary stock, the

company owns \$268,200.

As to the funded debt the usual annual contribution of \$250,-000 to the sinking fund reduces the first mortgage debt from \$22,500,000 to \$22,250,000. To meet the large expenditures for construction and equipment, already detailed, it was found necessary to increase the second mortgage debt \$1,500,000 by

the sale of that amount of bonds.

"The tonnage of freight moved in 1881 was the largest in the history of the company, exceeding even that of the prosperous year 1880 by 93/4 per cent. On the other hand the excessively low rates that ruled through two-thirds of the year, caused by the struggle between the trunk lines, and in which this com-pany, from the geographical location of its line, was necessarily involved, carried the average rate per ton per mile down to the lowest figure yet recorded, 0.617 cent, against 0.750 cent in 1880, a decrease of 173/4 per cent. As a necessary result the earnings from freight decreased \$1,417,307, a little more than ten per cent (10.07). The earnings from every other source show a gratifying increase over the results of 1880.

"The passenger trains earned, from passengers, mails and

Oxproso.	
T- 1001	\$5,161,351 4,541,901
IB 1001	4,541,901
In 1880	

-which is 13.64 per cent.

"To accomplish this favorable result, there was carried the greatest number of passengers ever moved in one year on this road; and this was done without any accident of a serious

The large increase of business which has been spoken of necessitated the running of additional trains (freight trains 223,111 miles and passenger trains 361,319 miles in excess of the train mileage of 1880) and the moderate increase in operating expenses, \$860,324, equal to but 8½ per cent, is only what would naturally have been expected. The cost of the additional factors of the additional factors. tional trains referred to, alone account for \$608,700 of it, and the rest is more than accounted for by the increase in 1881 of \$115,956 for steel rails, \$113,480 for cross ties and \$218,617 for repairs of buildings.

Comparative statistics for four years, compiled in the usual

form for the CHRONICLE, are as follows:

	MOYD WID IN	AOTI WINITE.		
Miles owned Miles ls'd & control'd	1878. 1,025 152	1879. 1,025 152	$1880. \\ 1,025 \\ 152$	1881. 1,025 152
Total operated Locomotives Pass.,mail & exp.cars Freight cars Coal & all other cars.	1,177 495 264 8,483 1,599	1,177 495 248 9,001 1,947	1,177 494 247 10,943 2,411	1,177 532 258 12,938 2,822
	RATIONS AND	PISCAL RESU	LTS. 1880.	1881.

OPE	RATIONS AND	FISCAL RES	ULTS.	
Operations-	1878.	1879.	1880.	1881.
Passengers carried	2,746,032	2,822,121	3,313,485	3,682,006
Passenger mileage1	33, 702,021	,	176,148.767	
Rate per pass. p. mile	2.29 cts.	2.22 cts.	2·13 cts. 8,350,336	1.98 cts. 9,164,508
Freight (tons) moved	6,098,445	7,541,294 *1.733,423	*1,851,166	*2,021,775
Freight (tons) mil'ge.	*1,340,467 0.734 cts.	0.642 cts.	0.750 cts.	0.617 ets.
Av. rate p. ton p. mile	0 734 Cts.	\$	\$	\$
Earnings—	3.057,393	3,138,004	3,761,008	4,134,789
Passenger Freight	10,048,952	11,288,260	14,077,294	12,659,987
Mail,expr'ss, r'nts,&c	873,421	845,228	911,159	1,176,615
Hall, Capi ss, I hts, ac				
Total gross earnings.	13,979,766	15,271,492	18,749,461	17,971,391
Operating expenses-	- \$. \$	\$	8
Maint. of way, &c	1.691,005	1,811,284	1,815,072	2,182,510
Maint. of equipment.	1,206,644	1,204,527	†2,168,856	11,596,537
Transport'n expen's.	4,534,896	4,626,385	5,307,829	6,275,361
Taxes	466,335	437,616	437,639	472,566
Miscellaneous;	§587,720	§855,212	§698,709	§751,454
m-4-1	8,486,600	8,934,524	10,418,105	11,278,428
Total		6,336,968	8,331,356	
Net earnings	5,493,166		In the second se	
P.c.of op. ex. to ear'gs	60.70	58.50	55.56	62.76

Three ciphers omitted.

i In 1880 \$700,000 was expended for 1,500 new freight cars and charged to operating expenses; in 1881 \$674,949 was spent for new locomotives and cars, but was not included in operating expenses, it having been charged to income account.

Includes damage and loss of freight and baggage, personal injuries, law expenses, rents payable, and hire of cars.

law expenses, rents payable, and hire of cars.
§ Hire of cars was in 1878 \$380,009; in 1879, \$658,962; in 1880, \$450,970; in 1881, \$469,479.

١		INCOME	ACCOUNT.		
1		1878.	1879.	1880.	1881.
١	Receipts-	* \$	\$	\$ 050	2 200 220
1	Net earnings	5,493,166	6,336,968	8,331,356	6,692,963
1	Interest, divid'ds,&c.	197,662	172,806	208,662	238,675
	Pr.on bds. & st'ks sold				850,000
	Total income	5,690,828	6,509,774	8,540,018	7,781,638
1		•	\$	8	- 8
	Disbursements-	251,924	257,489	282,956	273,9 25
	Rentals paid	2,611,180	2,616,955	2,622,730	2,612,230
	Interest on debt	(10) 53,350	(10) 53,350	(10) 53,350	(10) 53,350
	Dividends, guar			(8)3,957,320	(8)3,957,320
	Dividends, ordinary.(±)1,373,000	()0,210,022	t +	674,949
	New cars & engines.	115.453	60,128		199,597
•	Miscellaneous	680,261	306,530	1,623,662	10,267
	Balance, surplus	000,201			
,	Total	5,690,828	6,509,774	8,540,018	7,781,638

* 6^{1}_{2} per cent. † In 1880 this item amounted to \$700,000, but was put in operating expenses.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	,	1878.	1879.	1880.	1881.
	Assets-	\$ 5054	* 0.000.000	60 060 600	69,848,600
	Railroad, b'ldings, &c.	68,866,354	68,862,600	68,862,600 $14,378,000$	16,150,000
١	Equipment	14,378,709	$14,378,000 \\ 225,376$	223,597	305,798
١	Real est. & office prop.	227,513	660,000	660,000	660,000
١	Ch.& Can. So.bds.,&c. Stocks owned, cost		1.854,245	2,288,358	*1.907,386
١	Bonds owned, cost	2,231,025	2,248,017	1,924,080	†2,115,18 0
١	Advances	1,222,036	1,233,834	$1,\!253,\!778$	1,409,578
١	Bills & acc'ts rec'ble.	514,971		973,785	1,166,890
١	Materials, fuel, &c	637,578	756,857	3,410,798	724,669
١	Cash on hand	1,950,698	$2,477,134 \\ 367,379$	744,291	994,797
١	Uncollected earnings	316,627			
١	Total assets	92,194,952	93,063,442	94,719,287	95,282,898
١	Liabilities—	\$	8	\$	9
1	Stockt	50,000,000	50,000,000	50,000,000	50,000,000
	Bds. (see SUPPLEM'T)		37,439,000	37,189,000	38,439,000
	Dividends	1,510,670	2,005,335	2,005,335	1,016,0 05 1,115,4 02
	Liabilities of prev.yr.		540,546	822,729	4,712,491
	Profit and loss	3,245,132	3,078,561	4,702,223	
	Total liabilities	92 194 952	93,063,442	94,719,287	95,282,898
	Total Habitities.	, 02,202,00-	,,		

Dec. 21, 1881, stocks held as follows: Jamestown & Franklin RR., \$320,000; Lake Shore & Mich. So. RR., \$268,200; Det. Mon. & Tol. RR., \$414,110; Merchants' Dispatch Trans. Co., \$79,226; Pittsb. & Lake Erie RR.. \$200,000; Pacific Hotel, \$137,500; Cin. Wab. & Mich. Railway. \$437,000; Erie & West. Trans. Co., \$45,500; Clev. Tusc. Valley & Wheeling, \$5.850.

Dec. 31, 1881, bonds held as follows: Jamestown & Franklin RR., \$686,400; Lake Shore & Tusc. Val. RR., \$400,000; Mahoning Coal RR., \$387,538; White Pigeon & Kal. RR., \$52,200; Holliday Coal Co., \$24,000; Clev. Tusc. Val. & Wheeling. \$138,150; Pacific Hotel, \$290,712; Grand Rapids N. & L. S. RR., \$136,180.

Of this stock \$533,500 is guaranteed 10 per cent dividend. Dec. 21, 1881, stocks held as follows: Jamestown & Frankli

Michigan Central Railroad.

(For the year ending Dec. 31, 1881.)

The report for 1881 states that "the trustees of the Jackson Lansing & Saginaw Railroad Northern Extension eight per cent bonds have called in, and with proceeds of land sales, paid and carceled \$196,000, which completes the retirement of that issue. The Jackson Lansing & Saginaw Railroad Company, having completed the extension of its road to the Straits of Mackinac, issued thereupon six per cent extension bonds, to the amount of \$1,100,000, the payment of which is guaranteed from the proceeds of land sales, by the modified agreement of that company. The interest is guaranteed by this company in its lease of the Jackson Lansing & Saginaw property. From April 1, 1881, this company leased the Detroit & Bay City Railroad, and assumed its debts; for which Michigan Central fifty-year five per cent bonds, secured by a first mortgage on the Bay City property, were issued to the amount of \$3,576,000; there also remain outstanding 424 bonds of the original issue of the Detroit & Bay City Railroad Company, which, prior to the sale of the property in February, 1881, were secured by a first mortgage thereon, and also by the guarantee of this company, but which, since the sale, hold no lien upon the property, and are valuable only for the guarantee above mentioned; they are, however, exchangeable for 424 bonds of the new issue, which are held for that purpose, and when so exchanged will increase the present issue to \$4,000,000." * * *

"The freight traffic shows an increase of 54,400,000 tons moved one mile, or 7 40 per cent over the previous year; while the earnings, on account of the prevailing low rates incidental to the sharp contest between the trunk lines, from the effects of which this company could not separate itself, record a decrease of \$520,000, or 8 40 per cent. Had the rate of 1880 been obtained on the traffic for 1881, the net revenue therefrom would have been \$970,000 (equal to over five per cent on the capital stock) greater than it now is. The passenger traffic also shows an increase over the previous year of 20,200,000 passengers moved one mile, or 17 47 per cent, and of earnings \$350,900, or 14 26 per cent. The operating expenses show an increase over those of 1880 of \$993,000, or 17 31 per cent, which, however, is very favorable, when compared with the increased cost of labor, materials and fuel, which is 27 per cent." * * * * "The operating expenses include the cost of 10,000 tons of new steel rails (an increase over the previous year of 5,300 tons), the cost of 9 new and additional locomotives and the cost of 4 new iron bridges.

"The increase in construction since our last report, including the entire system, is \$3,779,328, of which amount \$3,541,038 is for the acquirement of the Detroit & Bay City Railroad; the remaining amount of \$238,289 is for the cost of lands, new yards and buildings for additional terminal facilities, new second track, right of way and gravel pits. Included in the above acquirement of the Detroit Bay City Railroad, and as represented by the inventory of cars and locomotives, accompanying the general manager's report, are 350 new box freight cars and 2 new locomotives, which have been added to the equipment, as received with the Bay City property. The above mentioned inventory also includes 8 new locomotives, which have been added to the equipment of the Jackson Lansing & Saginaw Railroad, and paid for

by that company from the issue of its bonds previously mentioned."

After charging to the income account the usual disbursements for operating expenses, extraordinary repairs, renewals, interest, rentals and dividends, a balance is shown for the year of \$40,854, making the balance since 1878, \$346,819. By a comparison of the construction account with the capital stock and funded debt of the company, it will be seen that \$343,473 of such balance has been expended on the property of the company.

The annual report of the sinking fund trustees shows that the market value of the assets in their hands will be sufficient to take care of upwards of four-fifths of the mortgage loan and sinking fund bonds, which become due on 1st October next.

The report of the Land Commissioner of the Jackson Lansing & Saginaw Railroad shows that the land sales for the last four years were as follows:

1878.	1879.	1880.	1881.
Acres sold 12.415	14,888	47,124	45,667
Average per acre \$9 86	\$1140	\$14 46	\$14 14
Land sales	\$169,789	\$681,341	\$645,953
Timber sales 7,002	2*,523	89,620	. 112,690
Total sales \$129,413	\$198,312	\$770,961	\$758,643

The number of acres of land remaining unsold is 363,214, and estimating the same at \$7 50 per acre, which is believed to be a minimum value, we have the following estimated assets Dec. 31, 1881.

363,214 acres of land at \$7 50.	\$2,724,105
Amount due on land contracts	852,502
Bills receivable.	2,143
Joy and Dennison, trustees	382.767
Cash in hand Dec. 31, 1881	32,452

Comparative statistics for four years past, prepared in the usual form for the Chronicle, are as follows:

	ROAD AND E	OUIPMENT.		
Miles owned	1878. 284 520	, 1879. 284 520	1880. 284 520	1881. 284 665
Total operated	804	804	804	949
Locomotives Pass.,mail & exp. cars Freight cars	219 149 5.049	219 149 5. 189	219 150 6.063	254 166 6.595
All other cars	6	7	7	9

	An other cars	6	7	.7	9
•		ERATIONS AN	D FISCAL RE	SULTS.	
	Operations-	1878.	1879.	1880.	1881.
	Passengers carried	1,373,530	1,445,655	1,699,810	2,079,289
	Passenger mileage	79,684,072	93,232,430	115,523,789	135,706,148
	Kater pass'gerr mile	2.41 cts.	2.21 cts.	2.13 cts.	2.07 cts.
	reight (tons) moved.	2,786,646	3,513,819	3,797,137	4,196.896
	Freight (tons) mileage5	48,053,707	721,019,413	735,611,995	790,022,930
	Av. rate \$2 ton \$2 mile	0.848 cts.	0.692 cts	0.842 cts.	0.718 cts.
	Earnings-	\$	\$	\$	\$
	Passenger.	1,918,609	2,062,265	2,461,771	2,812.706
	TOTALL	4,646,248		6,195,971	5,675,731
	Mail, express, &c	307,237	297,541	293,633	312,050
	Total many			0.054.055	0.000.405
	Tetal gross earnings.	6,872,094	7,346,794	8,951,375	8,800,487
	Operating Expenses-	- 25 \$ 22.	3010	3 000 500	1 005 010
	Maint of way &c	854,554	904,613	1,226,536	1,627,919
	Maint. of equipment. Transport'n expenses	644,718	623,730	670,006	825,196
	our fact to U expenses	2.296.394	2.455.164	2.824.901	3.431.244

	1878.	1879.	1880-	1881.
Taxes Miscellaneous*	204,497 363,075	201,682 514,403	197,255 820,053	215,802 631,93 5
Total	4,367,238	4,699,592	5,733,751	6,732,096
Net earnings	2,504,856	2,647,202	3,212,624	2,068,391
P ct.op.exp.to earn'gs	63.55	63.97	64.11	76.50
* Includes legal expe	neas rentels	loss and do	maga of fact	who interests

*Includes legal expenses, rentals, loss and damage of freight, injuries to persons, car mileage, commissions, and several small items.

	INCOME	ACCOUNT.		
Receipts— Net earnings Interest & dividends.	1878. \$ 2,504,856 119,664	1879. \$ 2,647,202 68,634	1880. \$ 3,212,624 134,374	1881. \$ 2,068,391 133,8 45
Total income Dishursements— Rentals paid Interest on debt Dividends* Miscellaneous Balance, surplus	2,624,520 \$ 184,310 1,431,640 749,528 97,840 161,202	2,715,836 \$ 184,310 1,403,472 1,030,601 97,453	3,346,993 \$ 184,310 1,385,120 1,499,056 70,000 208,512	2,202,236 \$ 184,310 1,508,616 468,455 40,855
Total	2,624,520	2,715,836	3,346,998	2,202,236

*Dividend in 1878, 4 per cent; 1879, 5½; 1880, 8; 1881, 2½.

GENERAL BALANCE AT CLOSE OF EACH FISCAL TEAR.

O				
	1878.	1879.	1880.	1881.
Assets—	\$	\$		- 8
RRbldgs.,equip.&c,*		33,579,901	33,851,010	37,630,338
Equip. bond trustees.	545,246	545.246	545,246	545,246
St'ks& bds.own'd,c'st	685,352	664,765	489,387	482,700
Bills & acets. rec'ble.	58,940	58,940	562,570	659,5 66
Materials, fuel, &c	220,062	237,580	411,619	282,457
Cash on hand	187,531	136,381	755,362	489,520
Detroit & Bay C. RR.	289,272	323,192	340,172	
Uncollected earnings	85,968			
Total	35,142,272	35,546,005	86,955,366	40,089,827
Liabilities—	\$	\$	\$ 8	\$
Stock	18,738,204	18,738,204	18,738,204	18,738,204
Fund'd d'bt(see SUP.)	13,191,000	13,691,000	13,491,000	117,267,000
Accounts payable	20,960		1,200,849	771,263
Income account	8,192,108	3,116,801	3,325,313	3,131,417
Proceeds TT. & Shda	,			181 049

Total liabilities .. 35,142,272 35,546,005 36,955,366 40,089,827

Chicago Milwaukee & St. Paul Railway Company.

(For the year ending December 31, 1881.) The income account for the year 1881 is well shown in the comparative statistics below. The annual report states that during the year the company constructed the following branches and extensions: In the State of Illinois, a line from Rocton to Rockford, 16 miles; Braceville coal track, 1 mile. In the State of Wisconsin, a line from Mazomanie on the Prairie du Chien Division to Prairie du Sac, 10 miles; from Monroe to Shullsburg, 34 miles. In the Territory of Dakota, the Iowa & Dakota Division has been extended to the Missouri River at Chamberlain, 13 miles; the Southern Minnesota Division from Dell Rapids to Sioux Falls, 19 miles; the Hastings & Dakota Division has been extended west to Aberdeen, 30 miles, and thence up the James River north from Aberdeen 40 miles, and its Whetstone branch, running northwest from Milbank Junetion, has been extended 11 miles. There has also been constructed in the James River Valley, south from Aberdeen 33 miles of track, and on the line west from Flandreau, 22 miles from Madison to Howard City. In the State of Iowa a branch has been constructed from the Iowa & Dakota Division at Emmetsburg northwest 15 miles. The Chicago & Pacific Western Division has been extended west towards Council Bluffs from Marion, 198 miles, making the aggregate construction for the year 442 miles, which, add-d to the 3,775 miles previously owned by the company, makes it the owner of 4,217 miles of completed railway. The average number of miles operated by the company during the year is 3,830.

"Of the extension from Marion to Council Bluffs, sixty-four miles of track remain to be laid; and when this is done, as it will be by next July, the company will have a line between the last-named place and Chicago not inferior to that of any other company in any respect, and passing through a populous

country remarkable for its fertility."

The largely-increased business of the company has made necessary the purchase of additional grounds for yard, dock, and depot purposes in Chicago and Milwaukee and at other terminal points on the lines of road, and there was expended for

that purpose during the year \$575,428.

The entire cost of the company's property, including the rolling stock, depot grounds, cattle yards, elevators, warehouses, docks and coal lands, is represented by:

houses, docks and coal lands, is represented by:	
Common stockPreferred stock	\$20,404,261 14,401,483
Total stock. Mortgage bonds, including \$1,109,745 bonds of the Wiscon-	
sin Valley Railroad Company	80,168,745

Making the total bonds and stock.......\$114,974,489
—on 4,217 miles of road, being at the rate of \$27,264 per mile.

The preferred stock of the company was increased during the year \$1,997,000 by the conversion of mortgage bonds into stock, as provided by the Articles of Association and the terms of the

as provided by the Articles of Association and the terms of the bonds. In accordance with authority from the stockholders, the common stock was increased \$5,000,000, which was issued at par to the stockholders who subscribed for the same.

The report of the Land Commissioner states that in the Iowa

The report of the Land Commissioner states that in the Iowa grant there were sold in 1881, and contracted to be sold, 158,344 acres, at the price of \$721,851; and there was received on account thereof \$248,385 cash, being \$219,922 principal and \$28,462 interest.

^{*} Including leased lines.
† Increased by Detroit & Bay City bonds.

In the Minnesota grant the sales aggregated 1,120 acres, amounting to \$6,720. The lands remaining unsold December 31, 1881, were as follows: In Iowa, 186,531 acres; in Minnesota, 314,426 acres; making a total of 500,958 acres.

Statistics for four years, compiled in the usual form for the

CHRONICLE, are as follows:

Net earnings P.c. of op.ex. to ear'gs

	ROAD AND	EQUIPMENT.		
,	1878.	1879.	1880.	1881.
Miles owned	1,512	2,231	3,775	4,217
Miles l's'd & control'd	260	128		
		•	-	1.015
Total operated	1,772	2,359	3,775	4,217
Locomotives	226	299	425	527
Pass., mail & exp. cars	192	231	319	375
Freight & other cars.	5,230	7,303	13,340	16,772
. OPE	RATIONS AND	FISCAL RESU	ULTS.	
Operations—	1878.	1879.	1880.	1881.

Operations-	1878.	1879.	1880.	1881.
Passengers carried	1,412,663	1,555,446	2,127,501	2,985,885
Passenger mileage	65,498,189	78,119,592	111.561,919	
Rate per pass. p. mile	3.09 cts.	2.93 cts.	2.84 cts.	2.86 cts.
Freight (tons) moved	1,955,699	2,559,734	3,260,553	4,276,088
Freight (tons) mil'ge.	321,818,902	401,595,734	504,876,154	697,347,607
Av. rate p.ton p. mile	1.80 cts.	1.72 cts.	1.76 cts.	1.70 cts.
Earnings—	\$	\$	\$.\$
Passenger	2,011,496	2,273,701	3.159.051	3,938,989
Freight	5,750,497	6,850,755	8,884,227	11,884,795
Mail, express, &c.*	689,774	888,363	1,042,841	1,201,677
Total gross earn'gs	8,451,767	10,012,819	13,086,119	17,025,461
Operating expenses-	- \$	\$	\$. \$
Maint. of way, &c	845,883	1,037,643	1,549,279	2,018,424
Maint. of equipment.	748,143	784,400	1,086,899	1,367,674
Transport'n expen'st	2,581,029	2,944,408	4,073,756	6,051,930
Taxes	306,614	329,965	375,028	
Miscellaneous	45,906	46,522	45,914	
Extraordinary	264,738	330,856	611,549	341,370
	1 =00 010	- 450 504	==10.10	10.015.001
Total operating. exp.	4,792,313	5,473,794	7,742,425	10,317,931
Net earnings	3,659,454	4,539,025	5,343,694	6,707,530

* Including elevators, stock-yards, &c. † Including elevators, stock-yards, personal injuries and damages to property, legal, insurance, rent of cars, &c.

54.70

59.20

60.60

56.70

	INCOME	ACCOUNT.	*	
*	1878.	1879.	1880.	1881.
Receipts-	\$	\$	- 8	\$
Balance January 1	2,359,306	2,520,074	3,531,538	4,343,283
Net earnings	3,659,454	4,539,024	5,343,694	6,707,530
Other receipts	13,430	74,517	321,298	635,308
Total income	6,032,190	7,133,615	9,199,530	11,686,121
Disbursements-	\$	\$	- \$	\$
Interest on debt	2,135,730	2,287,407	2,837,385	4,127,389
Divs. on pref. stock *.	1,289,346	859,564	859,564	887,424
Divs. on com. stockt		385,106	1,078,298	1,078,298
Miscellaneous	87,040	70,000	81,000	
Balance Dec. 31	2,520,074	3,531,538	4,343,283	5,593,010
Total	6,032,190	7,133,615	9,199,530	11,686,121

*A portion of these dividends on preferred stock was stated as payable out of the earnings of the previous year as follows: In 1878, \$859,564; in 1879, \$429,781; in 1880, \$429,781; and in 1881, \$434,157.
†In 1880 \$968,931 paid out of earnings of previous year, and in 1881

\$539,149 paid out of earnings of previous year. GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

OLIMBIAN DE				
	1878.	1879.	1880.	1881.
Assets—	\$	\$	8	- \$
Railroad, equipm't, &c	59,001,257	63,399,448	99,185,683	120,073,630
Stocks owned, cost	2,469,096	7,133,028	*2,163,567	11,265,364
Bonds owned, cost				
Bills& acc'ts rec'vable	185,610	483,604	783,992	663,641
Materials, fuel, &c	133,127	385,971	564,715	1,028,764
Cash on hand	976,160	801,694	382,951	555,200
Daven. & N'west RR.		1,750,000		
III. & Iowa coal lands				503,119
Cash due on st'k subs				1,129,215
Miscellaneous items	318,660	112,329	232,736	417,660

Miscellaneous items	318,660	112,329	232,736	417,660
Total	63,083,910	74,066,074	103,313,644	125,636,593
Liabilities—	. \$. \$	\$	\$
Stock, common	15,404,261	15,404,261	15,404,261	20,404,261
Stock, preferred	12,279,483	12,279,483	12,404,483	14,401,483
Bonds(see SUPPLEM'T)	32,088,500	41,349,500	67,172,000	79,059,000
All other dues & acc'ts	305,877	789,927	2,067,165	3,899,002
Income account	2,520,074	3,531,538	4,343,283	5,593,011
Unpaid pay-rolls, &c.	484,715	711,365	1,048,541	2,279,836
Advances			873,911	
Total liabilities	63,083,910	74,066,074	103,313,644	125,636,593

* The large decrease in this item from 1879 is caused by the merging

into the C. M. & St. P. system of several roads whose bonds and stocks were held, and which roads are now included under "construction.", in 1881 were as follows: Bonds, stocks, &c., of Minn. Midland, \$307,751; Oshkosh & Mississippi River RR. bonds, \$209,598; Clear Lake Park bonds, \$3,000; City of Hastings bonds, \$7,700; St. Paul & Duiuth stock, \$716,480; Union Elevater stock, (C. B.) \$20,833.

Flint & Pere Marquette Railroad.

(For the year ending Dec. 31, 1881.)

The report of this company says of the Manistee Railroad that the Receiver of the Flint & Pere Marquette Railway constructed a spur track from the main line northerly three and 18-100 miles to the site of a mill. A company was organized under the general railroad law of Michigan, June 18th, 1880, called the Manistee Railroad Company, for the purpose of building a road from the end of this spur to the Manistee River, an estimated distance of twenty-two miles. The capital was \$400,000 and the estimated cost of the road was about \$364,000.

The F. & P. M. now owns the entire stock of the Manistee Road, except eight shares left in the hands of original subscribers, for the purpose of maintaining the organization. The road was built with steel rails, and the iron rails laid upon the southern end have been replaced with steel. The entire distance from the main line of the Flint & Pere Marquette Railroad to the present terminus at Manistee is 25.53 miles.

The Otter Lake Branch the board voted September 22d, 1880,

to extend northerly about five miles to the State Road, in the town of Watertown. Extension was completed and opened for business December 16th, 1881, at a cost of \$40,704, and is 5.10 miles in length.

The Saginaw Tuscola & Huron Railroad (narrow-guage) was organized February 14, 1881, with a capital of \$600,000, to build a railroad, of a gauge of three feet, from East Saginaw via Reese to Unionville, Caseville and Bad Ax, in Huron County. The road was completed and opened to Sebewaing, in Huron County, a distance of thirty-seven miles, on the 4th of April, 1882. The Flint & Pere Marquette Railroad Company has no stock in this company, but some of the stockholders have aided it substantially by subscriptions to stock and purchase of bonds.

At the date of the last annual report an option had been offered to holders of the eight per cent land grant bonds of the company, to exchange them within a certain time for new six per cent bonds at par. This exchange was made to the extent of \$1,058,000, and the application of land funds reduced the balance of such bonds outstanding to \$257,000 on the 31st of December, 1881. These were called for redemption March 1st, 1882, and all have been redeemed and canceled at date of this report (April 4th, 1882), except \$13,000 not yet presented for payment. Interest ceased on them March 1st, 1882.

In the land department during the year 1881 there was sold 21,681 acres of land, at an average price of \$14.14, amounting to \$306,508. In addition thereto, sales of timber have been made, retaining the fee, to the amount of \$23,665, and lots to the amount of \$297, making the aggregate sales \$330,471.

The total cash receipts in 1881 were \$446,783; the notes outstanding Dec. 31, 1881, \$810,135; the lands yet unsold, 138,454

The total land sales in six years past have been:

· ·		2200,0090	
A second	Acres.	per Acre.	Amount.
1876	7,538	\$10 11	\$76,210
1877	8.508	11 28	95.984
1878		13 68	135,805
1879		19 23	. 743,083
1880		16 90	561,372
1881		14 14	306,508
		-	
,	388,234		\$4,107,216
Operations and earnings fo	r four vea	ars past were	as follows:

1	5	1878.	1879.	^t 1880.	1881.
1	Miles operated	280	307	317	345
	or	ERATIONS AN	D FISCAL RE	SULTS.	
١	Operations—	1878.	1879.	1880.	1881.
1	Passengers carried	540,556	552,753	712,209	813,131
1	Passenger mileage	15,900,355	16,838,338	20,950,290	24,449.195
	Rate per pass. p. mile	. 2.71 cts.	2.69 cts.	2.69 cts.	
e.	Freight (tons) moved	408,053	495,817	868,816	1,013,965
	Freight " mileage	34,691,470	42,044.433	68,413,684	80,894,052
	Av.rate p. ton p. mile	1:72 cts.	1.55 cts.	1.45 cts.	
	Earnings—	\$	\$	\$	- 8
	Passenger	431,078	452,007	565,288	655,478
	Freight	592,874	653,636	994,369	1,157,367
	Mail, express, &c	32,065	45,558	39,967	72,568
	Total gross vernings	1,056,017	1,151,201	1,599,624	1,885,413
	Total gross earnings	The same and the same and	The same that the same of the	,	,
	Op'g expen's & taxes	667,231	745,912	1,145,929	1,315,322
	Net earnings	388,786	405,289	453,695	570,091
	net carmings		500000 - 1000 - 101 1000	200,000	0,0,000
	Pagainta	INCOME	ACCOUNT.		1881.
	Receipts—		*		\$570,091
		•••••			φυ ι υ,υυ Ι
	Disbursements-			*	#200 11Q
)	Interest on debt		• • • • • • • • • • • • • • • • • • • •		\$322,118
	Dividends				357,500

Balance, deficit*.... * There was a balance on hand Dec. 31, 1880, of \$132,585; deducting deficit of 1881, leaves balance to surplus Dec. 31, 1881, of \$19,123.

3,935

\$113,462

10,311,193 12,281,853

Loss on cargo "St. Albans".....

Total disbursements.....

Total liabilities.....

GENERAL BALANCE AT CLOSE OF FISCAL YEAR. 1881. 1880. 9,671,959 11,361,845 2,000 526,641 70,418 92,354 Railroad, buildings, equipment, &c.... Stocks and bonds owned, cost..... Accounts receivable..... 179,440 Materials, fuel, &c..... Cash on hand... 21,291 22,791 In crustee's hands..... 131,147 Assistant Treasurer's account..... Income account..... 233.438 14,741 Miscellaneous items..... 12,281,853 10,311,193 Total..... Liabilities-6,500,000 6,304,800 Stock. 4,821,560 105,818 107,757 389,000 3,726,658 Funded debt (see Supplement)..... 117,420 All other dues and accounts..... Premium on bonds.....Land receipts applied to reduction bonds.....Unpaid dividends, vouchers and pay-rolls.... 338,595 162,315 19,123

GENERAL INVESTMENT NEWS.

Foston & Lowell-Concord.-The Boston & Lowell and the Concord companies have made a temporary agreement for the joint operation of their roads. It is substantially the same as the previous contract which was declared illegal by the New Hampshire Supreme Court, but is changed in form, so that it is believed to be free from the objections made by the Court against the former contract.

Canton Company (Baltimore).—The trustees of the Canton Company's mortgage gold bonds give notice that they are prepared to pay off \$193,000 of said bonds. A selection by lot of the bonds to be paid will be made at the banking-house of Alex. Brown & Sons, at noon on 5th June next.

Central of New Jersey.-Chancellor Runyon has granted the application for an order forbidding the proposed election of directors for the New Jersey Central Railroad, which was to have been held May 5. His decision was as follows:

have been held May 5. His decision was as follows:

Application is made to vicate the order of the 14th of April last, by which the injunction was relaxed, so as to permit the stockholders to hold an election for directors. Under the permission granted by that order notice has been given of an election to be held on the 5th day of May, instant. The ground of the present application is that the election which it is so proposed to hold will be illegal. Since the granting of the order relaxing the injunction, no application has been made to this court for, or with a view to, holding the election. Not even has the fact that the directors declined to order the election been reported. Nor have any steps been taken here to insure the fairness or legality of the election. This court has charge and control of the books of the corporation, but the election is nevertheless, if held, to be held entirely independent of it. It is clear that the legality of the election which it is proposed to hold under the notice will, to say the least of it, be questionable. I am therefore constrained to vacate the order, but leave will be given to file a supplemental petition and to move for a similar order to the end that when an election is held the proceedings may be legal and may be taken under the supervision and sanction of this court.

Messrs. Gowen and Richey, after the Chancellor rendered his

Messrs. Gowen and Richey, after the Chancellor rendered his decision, sent a notice to the newspapers for publication that the election would be postponed until it can be held under a peremptory order from the Chancellor of New Jersey, for which immediate application will be made.

Chicago Milwaukee & St. Paul.—The General Manager of the Chicago Milwaukee & St. Paul Railway is given as authority for the statement that no new construction of branches or extensions will be commenced this year, but the work begun last season will be pushed to a speedy completion. The building of a Black Hills extension has been abandoned for the present, as it would not pay to construct a line through the Indian reservation. It was at one time contemplated to build an extension from the Missouri River to the Black Hills jointly by the Northwestern and Milwaukee & St. Paul roads; but the scheme has been given up, and both roads will stop at the Missouri River until some different disposition has been made of the Indians now occupying the large territory between the River and the Black Hills.

Cincinnati Hamilton & Dayton.—A press dispatch from

Cincinnati, May 2, said:

Cincinnati, May 2, said:

"President Jewett, of the Erie, has been in Cincinnati for two days looking after his supposed new purchase, the Cincinnati Hamilton & Dayton Road. The stock controlled by the pool, which Mr. Jewett offered to buy in a lump, is not being delivered as rapidly as he had anticipated. The delay arises from apprehensions on the part of the stockholders that Mr. Jewett's certificates, given in part exchange for stock, will not prove as valuable as was at first supposed. He is not communicative and the result of his visit is in some doubt. A prominent railroad man said to-day: 'Jewett told me he had the New York Chicago & St. Louis Company's 9,000 shares of Cincinnati Hamilton & Dayton stock, and can control the road without the pooled stock, except that which, like Huntington's, is already pledged to take his certificates. So the pool will have to come to his terms, he says, and take his certificates. They get no more money.' This statement of the case was carried to Mr. William Hooper, one of the trustees of the pool, and a verification or denial of its truth was asked. 'There is a foundation of truth to the statement,' he said. 'Mr. Jewett has the option of the 9,000 shares held by the Seney Syndicate, but prefers to stand by his original agreement with the pool. He gives us until the 20th May in which to deliver 1,751 shares, on the agreed terms of one-fourth cash and three-fourths in certificates. He wants all or none, however. If we fail to deliver, he will then take the 9,000 shares referred to and the 2,000 shares from our pool which he has already paid for. He will then deal with individuals for what he lacks of a majority.'"

Another dispatch has denied that Mr. Jeweet could obtain

Another dispatch has denied that Mr. Jeweet could obtain the 9,000 shares held by Mr. Seney and associates.

Cincinnati New Orleans & Texas Pacific.—In the company's application to the N. Y. Stock Exchange it was stated in substance that the company was organized by the Erlanger syndicate to lease and operate the Cincinnati Southern, under the bid made by Mr. Fred. Wolfe. Under this bid and the lease subsequently made, the company is required to pay in quarterly payments the sum of \$812,000 annually for the first period of five years; the sum of \$912,000 annually for the second period of five years; the sum of \$1,012,000 for the third period of five years; third period of five years; the sum of \$1,102,000 annually for the fourth period of five years, and the sum of \$1,262,000 annually for the fifth period of five years. This annual rental is the only fixed charge which the company has. Of the \$3,000,-000 capital, all paid in cash, there is an unexpended balance of

\$737,289 to date—March 30, 1882.

The Cincinnati Southern Railway was built by the city of Cincinnati at a cost of \$18,000,000. It is 336 miles long, and extends from Cincinnati, O., to Chattanooga, Tenn.

About \$2,250,000 has been invested in rolling stock, equipments and supplies for the operation of the road. \$500,000 of the capital is invested in United States bonds, 5s extended, and deposited with the trustees of the sinking fund of the city of Cincinnati. The controlling interest, or 51 per cent, of the stock (represented by four out of seven directors) is owned by the (represented by four out of seven directors), is owned by the Alabama New Orleans Texas & Pacific Junction Railways Company, limited, of London, England. The following statement shows that during the part of the quarter included therein the road easily earned its rental dividend, sinking fund, and had a surplus besides. surplus besides:

Leaving net earnings
Deduct, due trustees for lease of road 2 months and 19 days 176,314 95

Cleveland Columbus Cincinnati & Indianapolis.—The following is from London:

BEFORT OF EARNINGS-MONTH OF	MARCH (PARTLY	ESTIMATED).
otal in March	1881. \$356,075	1882. \$301,187
the field of the first the	937 603	OOK OFF

Decrease for month ending March 31..... Decrease since January 1..... 111,928

Denver Longmont & Northwestern .-- This road, about which many conflicting statements were made last year, has been running from Denver to Longmont since January 1 and is doing a fair business. For about half the distance it runs over the track of the Denver Utah-Pacific, and it is not improbable that a consolidation with that road may be made in the future. The road will probably be extended soon up to the St. Vrain and Left Hand canyons in the direction of Estes Park. About ten miles of railroad iron are on hand. The Denver Western & Pacific, the old competitor of the Denver Longmont & Northwestern, has been absorbed by the Union Pacific.

Indiana Bloomington & Western.—The extension from Indianapolis, Ind., eastward to Springfield, O., which connects the main line of the road with the Ohio Division, has been completed. It is 138 miles long, and this extension gives the company 693 miles of road, besides the 109 miles of the Ohio Southern, which it controls.

Kentucky Central.—The Kentucky Central has agreed to supply the Richmond & Three Forks Road, forty miles in length, with \$500,000 out of the \$900,000 capital requisite to complete the building, which will require two years' time, the work being very heavy. The road, which leads from Richmond into the mountains, will be an extension of the Kentucky Central to the Three Forks of the Kentucky River .- N. Y.

Minneapolis & St. Louis.—There was an unexpected reorganization of the Minneapolis & St. Louis Company at St. Paul, Minn., on May 1, in consequence of the resignation of Messrs. Welles, Pettit, Hale, Sidle, and others, from the board of directors. The vacancies were filled by the election of Messers. H. H. Porter, Thomas F. Wetherell, C. D. W. Young, W. W. McNair, A. B. Stickney, W. D. Washburn, William R. Merriam and Benjamin Browster as the new board. The new Merriam and Benjamin Brewster as the new board. The new officers elected were as follows: President, R. R. Cable of the Chicago & Rock Island; Vice-President, A. B. Stickney of St.

Mr. McNair was seen by a Pioneer-Press reporter, to whom he said that the Rock Island & Omaha folks had purchased half the stock of the Minneapolis & St. Louis, and he intimated that they would acquire more, and have a control in the board of directors. Only four of the Minneapolis directors-Messrs.

Washburn, McNair, Stickney and Merriam remaining.
Vice-President Stickney says: "The arrangement discloses the purpose of the Rock Island to get into Minneapolis over the Minneapolis & St. Louis, and into St. Paul on the Omaha line. This trade was made two weeks ago, and was consummated today. The Rock Island will use the road, and within a week's time freight and passenger trains of their Albert Lea route will run into Minneapolis.'

New Orleans Red River & Texas.—The New Orleans Picay-une says: "The franchises, right of way, surveys, &c., of the New Orleans Red River & Texas Railroad Company, of which Mr. Victor Meyer was President, have been transferred to the Mississippi Valley Railroad Company, the consideration being \$175,000 of stock in the latter company. The project of the New Orleans Red River & Texas Company was to run a line from this city on the east bank of the river, via Baton Rouge, to cross the Mississippi near the mouth of Red River, run thence westward to Texas, and connect with the narrow-gauge system of that State." * * * "A construction company, the Southwestern Railroad Improvement Company, has just been incorporated in this city with a capital of \$1,000,000. The incorporators are Victor Meyer, T. L. Airey, Joseph L. Harris, Samuel L. James, R. W. Rogers, A. J. Gomila, Albert G. Ober and Bertrand Bier."

New York City & Northern.—This company defaulted on the interest on the \$3,685,000 of its general mortgage bonds, due on the 1st inst. No explanation has been issued by the

New York Susquehanna & Western .- The annual meeting of the stockholders of this railroad company, successor to the New Jersey Midland and others, was held in Jersey City. The following directors were elected: F. A. Potts, W. S. Dunn, J. S. Rogers, Simon Borg, Charles Minzesheimer, Henry Marks, A. D. Juilliard, G. A. Hobart, Charles Siedler, Isaac T. Burr, R. K. Dow, John L. Farwell and R. T. McCabe. The directors organized by the election of Frederic A. Potts as President, R. T. Chapel as Treasurer and John P. Rafferty as Secretary. The New York *Tribune* says that the report of the directors shows that the Paterson extension branch, running from the main line into the heart of the City of Paterson, has been completed and is in successful operation. The new connecting line from Two Bridges, near Ogdensburg, Sussex County, N. J., is in process of construction, and the company expects that it will be finished by August 1. It runs from Two Bridges to Stroudsburg, Penn., and thence three miles west, connecting with the Delaware Lackawanna & Western Railroad Company, by which the coal mined in the Susquehanna & Western's coal fields in the Lackawanna Valley is brought to the company's line. Thence it is to be transferred to West End (Marion), near Jersey City, and under the same contract with the Lackawanna & Western is to be transported to the Ho-boken coal docks at tide-water. The annual output of coal next year and the year thereafter under the arrangement is to

be 1,800,000 tons, with an increase at the expiration of the two years. Under the consolidation arrangement of the several companies, the united organization was authorized to issue \$10,000,000 of preferred stock and \$20,000,000 of common stock. An enactment was secured last winter in the New Jersey Legislature which enabled the company to reduce the amount of stock, and by agreement of the stockholders, which was ratified yesterday, the common stock was reduced from \$20,000,000 to \$13,000,000 and the preferred stock from \$10,000,000 to

Pennsylvania Railroad.—The company declared a semiannual dividend of 4 per cent in cash, and passed the following

Resolution:

Resol

The comments elicited by the stock subscription of the Pennsylvania Railroad have drawn out the following explanatory statement: "The traffic of all the Pennsylvania Railroad lines has been steadily increasing for the past ten years, the tennage of each year being 10 per cent greater than that of the previous year. This increasing business demands increased facilities. and several millions of dollars are annually required to provide more locomotives and cars, new depots, additional ground room, and for third and fourth tracks. A part of the money needed for these purposes has been taken from surplus earnings, but for the past two years the management of the company has supplied funds by increase of capital stock rather than by increase of bonded indebtedness. It is understood that the outlays for these purposes during this year will be between \$8,000,000 and \$9,000,000, an outlay equal to only 2 per cent of the capital of all the company's lines. The issue of stock now authorized will yield \$6,000,000, and the remainder of the fund required for construction and equipment will be provided from surplus earnings without curtailing dividends.

Portland & Ogdensburg.—The Mercantile Trust Company of New York has filed an amended bill in the United States Circuit Court at Portsmouth, N. H. The new bill makes the trustees under the first mortgage defendants jointly with the company. The Trust Company holds \$80,000 bonds of the issue of November 1, 1871, and claims that the earnings of the road in New Hampshire should have been taken to pay interest on those bonds, but were used to pay interest on bonds secured on the road in Maine.

Railroad Construction (New) .- The following record is made of the completion of new road:

Augusta & Knoxville.—Ex ended from Bradley, S. C., north to Greenwood, 14 miles.
Chicago Milwaukee & St. Paul.—The Hastings & Dakota Division is extended from Frederick, Dak., to Ellendale, 12 miles. The Stillwater Branch is completed from Hastings, Minn., north to Lakeland. 18 miles. Chicago & West Michigan.—Extended from New Buffalo, Mich., south to Lakeland. 15 miles.

to Laporte, Ind., 15 miles. Cincinnati & Eastern -Extended from Irvington, O., east to New-

port, 10 miles.

Florida Tropical.—Track laid from Ocala, Fla., southward 30 miles.

Fort Worth & Denver City.—Completed to a point forty-five miles northwest of Fort Worth, Tex., an extension of 20 miles.

Galveston Harrisburg & San Antonio.—Completed to a point two hundred and ninety miles eastward from El Paso, Tex., an extension of 55 miles. On the eastern end track is laid on the branch from Eag e Pass Junction south to Eagle Pass, 45 miles.

Indiana Bloomington & Western.—The Eastern Extension is completed by laying track between Newcastle, Ind., and Troy, O., 68 miles.

Missouri Kansas & Texas.—The Southwestern Extension is completed to Taylor, Tex., an extension of 15 miles.

Pennsylvania.—Track is laid on the Redstone Branch from Brownsville, Pa., east 8 miles.

ville, Pa., east 8 miles.

ville, Pa., east 8 miles.

Pensacola & Atlantic.—Track laid from Milton, Fla., west 10 miles.

St. Louis Ft Scott & Wichita.—Extended from Yates Centre, Kan.,
westward to Toronto, 15 miles.

Shenandoah Valey.—Extended south by west from a point eight
tles south of Waynesboro, Va., 72 miles.

This is a total of 407 miles of new railroad, making 2,283 miles thus far this year, against 906 miles reported at the corresponding time in 1881, 1,096 miles in 1880, 391 miles in

1879, 267 in 1878, and 269 in 1877.—Railroad Gazette. Tennessee. - Governor Hawkins has convened the Tennessee Legislature, to meet in extra session to consider the debt question. The proclamation says that the Legislature at this extra

session will be asked to enter upon the following business: 1. The compromise and settlement of the bonded indebtedness of the

State of Tennessee 2. The amendment of an act passed April 7, 1881, entitled "An act to

provide revenue for the State of Tennessee and the counties thereof," in so far as the same relates to taxes for the year 1852.

3. The amendment of sections 42, 54 and 57 of an act passed April 6.

and approved April 7, 1881, entitled "An act to provide more just and

equitable law for the assessment and collection of revenue for State and county purposes."

4. The making provision for the safe keeping of the public revenues, which are now or may hereafter be collected.

Wisconsin Central.—The Milwaukee Wisconsin says that the contract has been let for the entire equipment of the new Schleisingerville line. It includes six thousand tons of steel rails, six locomotives, a large number of elegant passenger coaches, as well as a requisite number of box and flat cars. It has now been decided to begin the grading work within the next ten days, at some point between Fond du Lac and Schleisingerville, leaving the work above Fond du Lac until a d-cision shall have been reached in the choice between the Oshkosh and at 74%c; July, 76%c, and August at 79c. Ingot copper closed Winneconne routes.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, May 5, 1882.

The weather has improved somewhat, becoming more springlike; but the temperature is still low; snow fell in Canada and northern New York early in the week, and injury to the fruit crops by frosts continues to be reported. The general crop condition, however, is favorable and the future looks very promising, though the small remnant of old crops left prevents activity in those departments. Labor troubles in cities and manufacturing towns, on account of the high prices of the necessities of life, are also a disturbing element.

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

2	18	82.	1881.
	May 1.	April 1.	May 1.
Porkbbls.	56,181	59,919	30,740
Beeftcs. and bbls.	2 600	3.604	1,847
Lardtes.	38,845	53,715	44,146
Tobacco, foreign bales.		26,339	22,826
Tobacco, foreign	41.086	42,331	35,393
Tobacco, domestichhds.		37,843	85,791
Coffee, Riobags.		26,948	69,800
Coffee, otherbags.		101,619	176,277
Coffee, Java, &cmats.		10,911	43,792
Sugarhhds.			6,844
Sugar	0,212	387,073	1,064,000
Hilloar	0.0,	307,075	29
Melado.	00	1,226	
Molasses, foreign	2,410		2,82
Molasses, domestic	3,000	3 500	3,000
Hides	200,400	238,000	112,85
Cotton Dales.	303,136	322,982	181,92
Rosin	20,001	27,335	61,68
Spirits turpentinebbls.	101	1,587	74
Tarbbls.	301	1.193	75
Prop F I bags	9,700	18,540	15,74
Rice, E. I. bags. Rice, domestic bbls. and tes	2,300	1,720	6.05
hingard hags	97,750	63,000	101,89
Linsecdbags		12,000	11,50
Baltpetrebags		2,100	1,80
Jutebales		26,500	62,60
Jute butts bales		17,797	2,30
Manila hempbales			, 2,00

A good speculation in lard has been noticed this week. Prices A good speculation in lard has been noticed this week. Prices have been forced up. A better export demand has been called out by the low rates for ocean freight room. In pork a fair trading has been noticed. The entire provision market has been firm until the close, when lard declined on a continued realizing movement. Old mess pork was sold to-day on the spot at \$18; new is quoted at \$18 50; May options quoted at \$18 30@18 50; June, \$18 55@18 65; and July, \$18 70@18 85, bid, and asked. Lard was lower to-day at 11 60@11.52%c bid and asked. Lard was lower to-day at 11 60@11.52 2c. for contract Western on the spot; refined for the Continent quoted at 11.65c.; contract Western sold for May at 11.60@ 11.65c.; June, 11.62½@11.55c.; July, 11.70@11.65c. August, 11.77½@11.72½c.; Septembor, 11.82½@11.80c.; seller year, 11.45@11.40c. Beef steady; extra city India mess, \$26@27.50. Beef hams steady at \$23@\$24 for old and \$25 50 for new. Butter was less firm at the close owing to larger receipts. The demands were good. Cheese is a weak feature of trade; new State factory medium to fine quoted 9@11c.; full cream, 12@ 12½c; old State factory fair to fancy, 9@13c. Tallow closed higher at 8 %c. Stearine was quiet at 12c.

Rio coffee has been dull and depressed, fair cargoes latterly being quoted at 9@94c. Mild grades have been quiet as a rule, though fair sales of Maracaibo have been made, and Padang has sold rather more freely. The close is less active,

however, and somewhat depressed.

Rice has been quiet but steady; buyers are rather inclined to favor foreign rice, awing to the high prices ruling for domestic. Tea has brought steady prices as a rule at the auction sales, and Formosa is strong. Foreign dried fruits have been quiet, and Turkish prunes have sold at 6½ @63%c., or a slight decline. A noteworthy feature of the trade in foreign green fruits, which has been active at firm prices, has been the voluntary raising of the declared value of cargoes of lemons and oranges, it being claimed by the Government that heavy frauds have been committed in this particular for many months past at this port, Boston and New Orleans, particularly in the latter city. Raw sugar has been dull and, to some extent, nominal at the decline of last week, fair refining still being quoted at 7%c. To-day the market was still quiet. Refined has been dull and declining. To day the closing price for crushed was 10½c., and for granulated 95%@934c.

Kentucky tobacco has still been very dull, and sales for the week are but 125 hhds., of which 100 hhds. for export at unaltered prices. Seed leaf tobacco has been fairly active, with sales of 1,699 cases, as follows: 615 cases New Englant crop of 1881, seconds and fillers, on private terms; 50 cases do. wrappers, crop of 1880, at 14@30c.; 634 cases New York, 1880, at 15@25c; 250 cases Pennsy vania do. at 6@30c.; 100 cases Ohio on private terms and 50 cases Wisconsin do. at 6@12c.

Havana fillers, 400 bales, 88c.@\$1 20.

Naval stores have latterly been depressed by large arrivals of spirits turpentine and weaker Southern markets. To-day good strained rosin was quoted at \$2 45. Spirits turpentine sold at 56@57c. and was offered for next week at 54@55c. Refined petroleum for export was steady; 30,000 bbls. were sold to-day at 71/4c. Crude certificates closed about steady at 723/4@721/8c., though selling at 73%c. earlier in the day; June options quoted better at 18@181/4c., after selling at 17%@18c.

COTTON.

FRIDAY, P. M., May 5, 1882.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (May 5), the total receipts have reached 34,423 bales, against 33,606 bales last week, 29,800 bales the previous week and 33.229 bales three weeks since; making the total receipts since the 1st of September, 1881, 4,466,165 bales, against 5,396,883 bales for the same period of 1880-81, showing a decrease since September 1, 1881, of 930,718 bales

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	562	660	974	252	543	47	3,039
Indianola, &c.						29	29
New Orleans	1,136	902	862	275	353	472	4,000
Mobile	130	367	84	205	180	509	1,475
Florida	17						17
Savannah	625	533	682	813	352	606	3,611
Brunsw'k, &c.						° 2	2
Charleston	217	453	314	236	133	661	2,013
Pt. Royal, &c.							
Wilmington	25	32	64	13	186	58	378
Moreh'd C.,&c	44					54	98
Norfolk	296	1,166	910	590	382	565	3,909
City Point,&c.						984	2,710
New York	176	283	315	90	60	71	995
Boston	1,094	838	921	353	803	907	4,916
Baltimore						4.298	4,298
Philadelp'a. &c.	415	48	887	408	927	219	2,934
Totals this week	6,493	5,284	6.013	3,235	3,916	9,482	34,423

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1881, and the stocks to-nigh and the same items for the corresponding periods of last year.

	188	81-82.	188	30-81.	Sto	ck.
Receipts to May 5.	This Week.	Since Sep. 1, 1881.	This Week.	Since Sep. 1, 1880.	1882.	1881.
Galveston	3,038	413,014	4,138	631,432	18,701	73,163
Indianola,&c.	29	13,627	24	14,984		
New Orleans	4,000	1,150,136	14,831	1,475,093	128,763	219,261
Mobile	1,475	254,622	1,700		12,398	
Florida	17	27,065	83	20,348		5.086
Savannah	3,611	707,770	5,375	831,236	24,745	,
Brunsw'k, &c	2	6,966		4,855		,
Charleston	2,013	482,077	2,961	601,219	12,421	20,861
Pt. Royal, &c.		24,071	* 14	49,933		49
Wilmington	378	133,440	206	114,329	3,438	
M'head C., &c	~98	26,283	107	29,877		
Norfolk.	3,909	585,327	5,554	664,463	16,718	12,830
City Point, &c	2,710	186,842	675	203,770		
New York	995	154,892	3,946	147,947	299,650	185,494
Boston	4.916	205,621	3,735	148,780	8,670	
Baltimore	4,298	18,394	266		20,424	9,375
Philadelp'a,&c.	2,934	76,018	1,920	52,884	13,845	11,238
Total	34,423	4,466,165	45,535	5,396,883	559,773	594,550

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

***************************************			4			
Receipts at-	1882.	1881.	1880.	1879.	1878.	1877.
Galvest'n.&c.	3,067	4,162	2,268	2,131	2,001	517
New Orleans.	4,000	14,831	5,487			
Mobile	1,475	1,700	2,152	1.838	1	1
Savannah		5,375	1,252	2.395		613
Charl'st'n, &c		2,975	2,220	588	,	
Wilm'gt'n, &c		313			792	, , , , , ,
Norfolk, &c	6,619	6,229	3,529			2,406
All others	13,162	9,950	5,674		, , , , , ,	100000000000000000000000000000000000000
Tot.this w'k.	34,423	45,535	25,661	19,031	21,252	17,309
Since Sept. 1.	4466,165	5396 833	4664.528	4336.035	4135 055	3856 939

Galverton includes Indianola: Charleston includes Port Royal, &c.; Wilmirgton includes Morehead City. &c.; Norfolk includes City Point. &c.

The exports for the week ending this evening reach a total of 67,517 bales, of which 49,467 were to Great Britain, 7,810 to France and 10,240 to rest of the Continent, while the stocks as made up this evening are now 559,773 bales. Below are the exports for the week and since September 1, 1881.

Exports	We	ek End Export	ing May	5.	From Sept. 1, 1881, to May 5, 1882. Exported to—			
from—	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston New Orelans	5,303 16 418		3,514	5,303 27,151		,	61,072 208,982	
Mobile Florida	4,644			4,644		6,313	3,231	42,936
Savannah Charleston *	•••••		5,550	5,550	138,600 155,695		172.743 128.357	332,343 304,524
Wilmington Norfolk			• • • • • • • • • • • • • • • • • • •		53,584 297,457	1,430 2,580	8,819 15,840	
New York Boston	12,058 3,699	591	1,066	13,715 3,699		24,361	58,828 4	419,045 123,460
Baltimore Philadelp'a,&c	3,345 4,000		11 0	3,455 4,000	74,764 62,969	961	41,518 200	117,243 63,169
Total	49,467	7,810	10,210		2,065,060			3,085,998

sincludes apported from tour Royal &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs Carey, Yale & Lambert, 60 Beaver Street.

	0	n Shipboo	ard, not c	leared—	for	1	
MAY 5, AT-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.	
Mew Orleans Mobile Unarleston Savannah Galveston Norfolk New York Other ports	6,084 2,429 2,300 2,500 2,717 5,766 5,800 2,500	10,221 None. None. None. None. None. None.	985 None. None. 1,000 2.513 None. 700 800	799 900 550 1,500 73 None. None.	18,089 3,329 2,850 5,000 5,305 5,766 6,500 3,300	110,674 9,069 9,571 19,745 13,396 10,952 293,150 43,077	
Total	30,096	10,221	5,998	3,824	50,139	509,634	
Total 1881 Total 1880	52,580 67,007	14,929 8,222	43,039 20,505	7,079 762	117,627 96,496	476,923 444,381	

Cotton for future delivery has been without much speculative activity the past week, and on Saturday and Monday there were slight declines under dull accounts from Liverpool and improved crop accounts, but on Tuesday some buying for the rise brought out a demand to cover contracts, which caused a recovery in values. This was but temporary, however, the market speedily relapsing into dulness, with values drooping. Wednesday there was an advance of 2 to 4 points, with some purchases to cover contracts early in the day; but the Liverpool market proving dull, the close here was flat. To-day there was some decline at the opening, owing to weak Liverpool advices, but later there was a re-action and the close was 2 points higher for May, though the other months showed no improvement. Cotton on the spot was in moderate demand for export, but otherwise has been dull at unchanged prices, middling uplands closing at 121/4 c.

The total sales for forward delivery for the week are 315,100 bales. For immediate delivery the total sales foot up this week 6,597 bales, including 3,483 for export, 3,114 for consumption,—for speculation and—in transit. Of the above,—bales were to arrive. The following are the official quotations and sales for each day of the past week.

April 29 to	U	PLANI	08.	NEW	ORLE	ANS.	T	EXAS	
May 5.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. 滑加 Strict Ord	9918	99_{16} 10^{18}	99 ₁₆ 1018	91316	91316	91316	91316	91316	91316
Good Ord			1015.0	103_{8} 113_{16}	$\frac{103}{113}$	$\frac{103}{113}$	$\frac{103_{8}}{113_{16}}$	103 ₈ 113 ₁₆	103 ₈ 113 ₁₆
8tr. G'd Ord	1138	1138	1138	1159	1159	1158	1158	1158	1158
Low Midd'g	111316	111316	111316	12114	12110	121,0	12118	12118	12118
Str.L'w Mid	12116	12116	12116	12516	12516	12516	12518	12518	12516
Middling	124	$12\frac{1}{4}$ $12\frac{5}{8}$	$\frac{12\frac{1}{4}}{12\frac{5}{8}}$	$\frac{12}{12}$	1243	1212	1212	1242	$12\frac{1}{2}$
Str. G'd Mid	1270	1278	1278	1318	$12\frac{7}{8}$ $13\frac{1}{8}$	1278 1348	$12\frac{7}{8}$ $13\frac{1}{8}$	1279 1318	1278
Midd'g Fair	1338	1338	1338	1358		1358	1358	1358	$13\frac{1}{8}$ $13\frac{5}{8}$
Fair	1418		1418	1438		1438		1438	1438
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. # 10	9916	9916	9916	91316	913;6	91316	91316	91316	91316
Strict Ord	1()18	1018	104	1038	1038	1038	1038	1038	1038
Good Ord	101516	101516	101516	11316	11318	11316	11316	11316	11316
1 Str. G'd Ord	1138	1138	1138	1159	1158	1158	1158	11.04	1108
Low Midd'g Str. L'w Mid	191.	11^{13}_{16} 121_{16}	111316	12116	121 ₁₈	12116	12116	12116	12116
Middling	1214	1214	1214	12^{5}_{16} 12^{16}	125_{16}^{11} 121_{2}^{12}	12^{5}_{16} 12^{1}_{2}	125_{16}^{16} 121_{2}^{1}	12^{5}_{16} 12^{1}_{2}	12^{5}_{16} 12^{1}_{2}
Good Mid	1258	1258	1258	1278	1278	1278	1278	1278	127_{8}
Str. G'd Mid	1278	127_{8}	$12^{7}8$	1348	1318	1348	1348		1.18
Midd'g Fair	1338		1338	13^{5_8} 14^{3_8}	13^{5}_{8} 14^{3}_{8}	13^{5}_{8}	1358	1358	1358
1	Fair14 ¹ 8 14 ¹ 8 14 ¹ 8					1438	1438	1438	1438
s	Good Ordinary 78 7b.				Mon	Tues	Wed	Th.	Fri.
Good Ordin					918	918	918	918	918
1 Strict Good	1048	1018	1018	1010	1010	1010			
Low Middling	Low Middling Middling					101316	101316	101316	101316
andding	• • • • • • • •	•••••	•••••	111318	111316	111318	11.316	111316	111316

MARKET, AND SALES

		SALE	S OF S	POT AN	D TRA	NSIT.	FUTU	RES.	
	SPOT MARKET CLOSED.	Export.	con- sump.		Tran- sit.	Total.	Sales.	Deliv- eries.	
Sat	Quiet Quiet and steady	496	307		••••	803			
Tues.	Steady	8,7	606			1,930 1,413	53,400	800	
Thurs	Quiet and steady	580	509 896			509 1,476	40,400	600	
	Quiet		466			466		400	
Total		3,483	3,114			6,597	315,100	3,500	

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

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.

	02	7 T							
Sales since Sept. 1, '81 +25,956,100	Total sales this week	Friday, May 5— Sales, total	Thursday, May 4— Sales, total	Wednesday, May 3—8ales, total	Tuesday, May 2— Sales, total Prices paid (range). Closing	Monday, May 1— Lower. 75,300 Prices paid (range). 11.40@12.61 Steady.	Saturday, Apr. 29— Lower. Sales, total 37,900 Prices paid (range). 11.43 \$\tilde{\pi}\$12.64 Closing. Dull.	Sales of FUTURES.	Market, Prices and
+25,956,100	315,100	Lower. 45,100 11.43@12.62 Steady.	Higher. 40,400 11.43@12.64 Dull.	Lower. 63,000 11.41@12.62 Steady.	Higher. 53,400 11.43 @12.66 Easy.	Lower. 75,300 11.40@12.61 Steady.	Lower. 37,900 [1·43 <i>®</i> 12·64 Dull.	Range and Total Sales.	Market,
3,247,900	52.500	3,400 12·19 <i>@</i> 12·23 12·23—12·24	6,100 12:17@12:22 12:21—12:22	13,900 12:16:#12:20	7,400 12·21@12·27 12·21—12·22	12,600 12·18æ12·22 12·20— —	$9,100 \\ 12.22 @ 12.24 \\ 12.23 - 12.24$	Мау.	
2,281,600	72,100	$\begin{array}{c} 3,400 \\ 12.19 \varpi 12.23 12.31 \varpi 12.35 12.45 \varpi 12.48 \\ 12.23 -12.24 12.34 -12.35 12.48 -12.49 \end{array}$	7,400 12:33@12:36 12:34—12:35	14,400 12:31@12:33 12:31—12:32	12,700 12:32 <i>a</i> 12:40 12:34— —	16,000 12:30 <i>@</i> 12:32 12:32—12:33	9,700 12·34 <i>@</i> 12·37 12·35—12·36	June.	
1,144,200	66,400	10,100 12.45@12.48 12.48—12.48	10,300 12.46 \(\phi\)12.50 12.48-12.49	8,900 12.44@12.47 12.44—12.45	10,400 12.47.012.53 12.47—12.48	17,400 12:43@12:46 12:46—12:47	9,300 12:47@12:49 12:48—12:49	July.	DAILY
1,397,300	71,900	12,400 12:59@12:62 12:62—12:63	9,200 12.60 <i>æ</i> 12.61 12.62—12.63	13,500 12:59@12:62 12:60— —	16,500 12:60@12:66 12:61—12:62	18,300 12.58 a 12.61 12.60—12.61	5,000 12:61@12:64 12:63—12:64	August.	Y PRICES
351,200	21,700	2.500 12.21 @12.24 12.23—12.24	2,100 12.21 3 12.25 12.23—12.24	4,500 12:20@12:21 12:20—12:21	4,400 12:22@12:27 12:21—12:23	4,900 12:20 <i>æ</i> 12:21 12:21—12:22	3,300 12:22@12:24 12:23—12:24	September.	AND SALES
221,500	9,000	$\begin{array}{c} 2.500 \\ 12.21 \times 12.24 \\ 12.23 - 12.24 \\ 11.63 - 11.64 \\ 11.43 - 11.44 \\ 11.43 \times 11.44 \\ 11.44 \times 11.44 \\$	Higher. 6,100 7,400 10,300 9,200 2,100 1,600 1,000 1,100 11.43 σ 12.64 12.17 σ 12.22 12.33 σ 12.36 12.46 σ 12.50 12.60 σ 12.61 12.21 σ 12.25 11.61 σ 11.43 σ 11.45 11.43 σ 11.45 11.44 σ 11.45 Dull. 12.21 σ 12.22 12.34 σ 12.35 12.48 σ 12.49 12.62 σ 12.63 12.23 σ 12.24 11.63 σ 11.65 11.42 σ 11.44 11.44 σ 11.45	3,200 11.60@11.61 11.59—11.60	Higher. 7,400 12,700 10,400 16,500 4,400 200 1,600 10.38 a 11.43 a 12.66 12.21 a 12.22 12.34 - 12.47 a 12.48 12.61 - 12.62 12.21 a 12.23 11.65 a 11.65 a 11.43 a 11.45 11.43 a 11.44 11.54 - 11.56 Easy. 12.21 - 12.22 12.34 - 12.47 - 12.48 12.61 - 12.62 12.21 - 12.23 11.61 - 11.63 11.42 - 11.43 11.43 - 11.44 11.54 - 11.56	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	October.	OF
101,100	7,500	1.600 11.42.2.11.44 11.43—11.44	1,000 11.43 \(\pi\) 11.45 11.42 \(-11.44\)	1,700 11.41 <i>a</i> 11.12 11.40-11.41	1,600 $11.43 @ 11.46$ $11.42 - 11.43$	900 11.40@11.41 11.41—11.42	700 11.43@11.41 11.43—11.45	November.	FUTURES FOR
45,900	3,800	100	1,100 11.43 <i>@</i> 11.46 11.44-11.45	- @ - 11·40-11·41	100 11.43 <i>æ</i> – 11.43–11.44	2,200 11.41@11.43 11.42—11.43	300 11·44@11·45 11·45—11·46	December.	EACH MONTH.
9,800	1,700	11.55	11.55—11.56	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	11.53 <i>æ</i> — 11.54—11.56	900 11.52 <i>æ</i> — 11.53—11.55	11.56—11.57	January.	TH.
6,800	4,900	11.65 <i>æ</i> – 11.67–11.69	11.61æ — 11.65—11.67	2,800 11.63 w — 11.62—11.64	1 0 :	e:	10:	February.	
600	600	11.80@	e:	e:	10:	300	$\begin{array}{c} 200 \\ 11.81 & 11.82 \\ - & - & - \end{array}$	March.	

*Includes sales in September, 1881, for September, 314,000: September-October for October, 416,400; September-November for November, 511,200: September December for December, 1,479,100; September-January for January, 4,252,500; September-February for February, 2,230,100; September-March for March, 4,411,100; September-April for April, 3,533,800.

Transferable Orders—Seturday, 19,65

for April, 3,533,800.

Transferable Orders—Saturday, 12·25c.; Monday, 12·20c.; Tuesday, 12·25c.; Wednesday, 12·20c.: Thursday, 12·25c.; Friday, 12·25c.

Short Notices for May.—Saturday, 12·17@12·20c.; Monday, 12·11@12·17c.; Tuesday, 12·17@12·21c.; Wednesday, 12·15@12·17c.; Thursday, 12·16@12·20c.; Friday, 12·18@12·20c.

The following exchanges have been made during the week:

*04 pd. to exch. 200 May 8. h. 4th for regular.
*40 pd. to exch. 300 May for Aug.
*12 pd. to exch. 200 May for June.
*14 pd. to exch. 100 June for July.
*14 pd. to exch. 500 July for Aug.
*41 pd. to exch. 300 May for Aug.

**10 10110Wing exchanges have been made during the week:

**40 pd. to exch. 1,300 May for Aug.

**25 pd. to exch. 500 May for July.

**39 pd. to exch. 100 May for Aug.

**04 pd. to exch. 200 May s. n. 4th

for regular.

**40 pd. to exch. 300 May for Aug.

**12 pd. to exch. 300 May for Julye.

**12 pd. to exch. 200 May for Julye.

**14 pd. to exch. 100 June for July.

**14 pd. to exch. 500 July for Aug.

**15 pd. to exch. 100 May for Julye.

**16 pd. to exch. 100 May for Julye.

**17 pd. to exch. 100 May for Julye.

**18 pd. to exch. 100 May for Julye.

**19 pd. to exch. 100 May for Julye.

**10 pd. to exch. 100 May for Julye.

**11 pd. to exch. 100 May for June.

**11 pd. to exch. 100 May for June.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the affoat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the

complete figures for to-night (May 5), we add the item of exports from the United States, including in it the exports of Friday only

١		1882.	1981.	1880.	1879.
١	Stock at Liverpoolbales.	990,000	1,000,000	719,000	599,00 0
1	Stock at London	64,100	47,900	35,800	45,750
1	••				
	Total Great Britain stock 1	,054,100	1,047.900	754,800	644.750
1	Stock at Havre	96,000	212,000	81,500	158,500
	Stock at Marseilles	2,670	4,200	2,350	3,250
1	Stock at Barcelona	39,600	32,000	36.500	44,250
1		1,500	7.000	3.000	3,000
1	Stock at Hampurg	26,800	46,000	36,200	25,750
	Stock at Bremen	19,800	45,100	20,500	41,750
1	Stock at Amsterdam	454	1,770	2,110	4,750
	Stock at Rotterdam			820	1.750
Ì	Stock at Antwerp	1,900		3.730	
	Stock at other conti'ntal ports.	10,219	10,600	3,750	8,750
	-	100.010	250.000	101 710	201 750
	Total continental ports	198,943	359,292	191,710	291,750
	_		- 405 100	040 530	000 500
	Total European stocks1	,253,043	1,407.192	946,510	936,500
	India cotton affoat for Europe.	421,000	255,000	324,000	253,000
٠,	Amer'n cotton afloat for Eur'pe	356,000	459,000	388,000	383,000
	Egypt, Brazil, &c., afit for E'r'pe	57,000	44,000	37,000	13,000
	Stock in United States ports	559,773	594,550	540,877	335,295
	Breek in United States Ports	125,022		186,658	71,546
	Stock in U. S. interior ports	12,200		20,000	5,000
	United States exports to-day				-
	Total visible supply2	784 038	2.957.891	2,443,045	1,997,341
	Total visible supply	leen and o	ther degeri	ntions ares	s follows
	Of the above, the totals of Ameri	ican and c	THOI GOODII	puons are a	ad LUIIO W.D.
	American-				40= 000
	Liverpool stock	632,000		501,000	485,000
	Continental stocks	99,000		145,000	251,00 0
	American afloat for Europe,	356,000	459,000	388,000	383,000
	United States stock	559.773		540,877	335,295
	United States interior stocks	125,022	193,949	186,658	71,546
	United States exports to-day	12,200	4,200	20,000	5,000
	Total American	1.783.995	2,288,699	1,781,535	1,530,841
	East Indian Pracil do -	_,,	,	•	
	East Indian, Brazil, &c	359,000	233,000	218,000	114,000
	Liverpool stock	64:100		35.800	45.750
	London stock	99,943		46.710	40,750
	Continental stocks			321,000	253,000
	India afloat for Europe	421,000		37,000	13,000
	Egypt, Brazil, &c., afloat	57,000	44,000	37,000	10,000
		7 000 010	669.192	661.510	466.500
	Total East India, &c	1,000,043	000,104	1 721 523	1.530.841
	rotal American	1,783,995	2,285,099	1,781,000	1,550.041
	Total visible supply	2,784,038	2,957,591	2,140,040	67.4
	Price Mid. Upl., Liverpool	o su.	0.84.	Φ 6	0 64.
	The imports into Con	tinental	ports thi	s week h	ave been
	FO 000 below	i di li di di di	Form our	- 1100	

53,000 bales. The above figures indicate a decrease in the cotton in sight to-night of 173,853 bales as compared with the same date of 1881, an increase of 340,993 bales as compared with the corresponding date of 1880 and an increase of 786,697 bales as compared with 1879.

AT THE INTERIOR Towns the movement-that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1880-81—is set out in detail in the following statement:

Movement to May 5, 1882. Movement to May 6, 1881.	H	H	EEFFTEN	7	ORCEASE CARPONES RECON	-1
Movement to May 5, 1882. Movement to May 6, 1881. Receipts. Shipm'ts	Total. all	Total, new towns	Newberry, S C Raleigh, N. C Petersburg, Va Louisville, Ky Little Rock, Ark. Brenham, Tex Houston, Tex	rotal, old towns.	Augusta, Ga Columbus, Ga Macon, Ga Montgom'ry, Ala. Memphis, Tenn. Memphis, Tenn. Dallas, Texas. Jefferson, Tex Shreveport, La. Vicksburg, Miss. Columbus, Miss. Eufaula, Ala Griffin, Ga Atlanta, Ga Atlanta, Ga Charlotte, N. C St. Louis, Mo Cincinnati, O	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	16,548	2,783		13,765	04100000000000000000000000000000000000	TOR.
1882. Movement to May 6, 1881. its Stock This Since This Stock 8 $itay$ 5. $itay$ 5. $itay$ 6. 69 12,963 988 202,696 1,809 15,987 61 6,889 262 108,356 1,008 10,018 53 2,881 445 105,827 1,522 5,669 41 2,988 445 105,827 1,522 4,747 61 35,728 3,957 444,874 4,834 59,784 9,818 802 80,966 693 10,374 4,344 754 744,874 4,834 59,784 9,818 802 80,966 693 10,374 4,434 754 754,879 42,09 330,56 9,818 802 1,218 133,056 893 10,374 4,218 1,218 33,056 893 10,374 1,218	2,722,932	567,525	14,992 58,212 25,828 23,631 25,035 24,590 390,237	2,155,407	7,684 1,181 1,181 1,166 1,166 1,166 1,166 1,166 1,168	ement to A
block This ay 5. Since This week. Shipm'ts Since This week. Shipm'ts Week. Shipm'ts Week. Nock This Week. Nock This Week. Nock This Week. Nock Week.		5,108	584 41 878 878 237 2,893	25,949		
Sheement to May 6, 1881. Sheement to May 6, 1881. Sheement to May 6, 1881. Sheemits Sheem	143,327	18,305	55 44 55 55 55 55 55 55 55 55 55 55 55 5	125,022	8tock May 5. 12,963 6,889 2,776 2,988 2,778 35,728 9,818 3,818 3,818 4,314 1,334 1,334 1,286 1,286 1,286 1,286 1,286 1,532 1,286 1,532 1,533 1,5	2.
Shipmits Shock 1,80 1,80 1,30 15,987 1,30 15,987 1,60 15,987 1,60 1,80 15,987 1,852 1,60 1,921 1,747 1,552 1,474 1,757 1,552 1,474 1,757 1,552 1,921	26,700	5,973	439 106 251 273 4,743	20,727	20000000000000000000000000000000000000	Mor
## 6, 1881. This Stock week. May 6.	3,228,341	816,903	19,958 69,554 25,392 25,392 22,105 37,280 35,418 607,196	2,411,438	1, 180. 1, 180. 2,696 8,356 8,356 16,827 16,827 16,827 16,827 16,151 16,	6
Nock May 6. 15.987 10,018 5.669 5.669 5.699 10,378 10,378 10,380 1,757 1,823	1 37,267	6,278		c)	This week. 1,809 1,008 1,952 421 4.834 693 240 1,898 1,494 1,898 1,494 1,111 111 520 563 9,759	
to the standard have de	-	21,304	1.4"		00000000000000000000000000000000000000	1.

The above totals show that the old interior stocks have decreased during the week 12,184 bales, and are to-night 68,927 bales less than at the same period last year. The receipts at the same towns have been 6,962 bales less than the same week last year, and since Sept. 1 the receipts at all the towns are 505,409 bales less than for the same time in 1880-81.

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 therefore, a safer contribion 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	ots at the	Ports.	St'k at]	St'k at Interior Towns.			Rec'pts from Plant'ns.		
en	iding—	1880.	1881.	1882.	1880.	1881.	1882.	1880.	1881.	1882.	
Feb.	. 17	115,307	148,539	72,031	351,707	312,550	372,454	95,349	145,232	63,957	
46 .		1	133,359		341,022			92,310	143,397		
Mch	. 3	1	133,931		325.216			62,645	138.801		
. 44	10	1	140,126		311,087			50,239	136,900		
14	17		103,200	57,474	300.793	320,500	284,393	89,317	109,468		
68	24	53,419			286,233			38,859		,	
	31	47,393	1	54,035	279,831	294,608	233,182	40,991	63,609		
	1 7	87,823			272,988				68,438		
44	14	38,910	The Committee of the		259,333			25,255		19,032	
	21	33,714	10. 0. 10.	29,800	239,175	241.198	180,281	16,556	40,317	8,334	
	28	30,858		83,606	220.890	235.820	157.836	12,578	32,351	11,161	
May	5	25,661)	45.535	34,423	202,216	215.258	148.327	6,987	94,968	19,914	

The above statement shows—1. That the total receipts from the plantations since Sept. 1, in 1881-82 were 4,564,067 bales; in 1880-81 were 5,573,298 bales; in 1879-80 were 4,851,746 bales.

2. That, although the receipts at the out-ports the past week were 34,423 bales, the actual movement from plantations was only 19,914 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 31,968 bales and for 1880 they were 6.987 bales.

AMOUNT OF COTTON IN SIGHT MAY 5.-In the table below we give the receipts from plantations in another form, and add to them the net overland movement to May 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight. We shall continue this statement hereafter, bringing it down to the close of each week.

1	1881-82.	1880-81.
Receipts at the ports to May 5bales. Interior stocks in excess of Sept. 1 on May 5	4,466,165 97,902	5,396,883 176.415
Total receipts from plantations. Net overland to May 1 Southern consumption to May 1	400 600	5,573,298 472,241 175,000
Total in sight May 5	5,196,697	6,220,539

It will be seen by the above that the decrease in amount in sight to-night, as compared with last year, is 1,023,842 bales.

WEATHER REPORTS BY TELEGRAPH.—Our telegrams show that during the past week the weather has in general been favorable for crop purposes, though in Texas they are needing rain badly. Some complaint is also made that the temperature was somewhat lower in some sections than desirable at this season, but not so low as to cause damage.

Galveston, Texas.—The weather has been warm and dry during the past week. Rain is needed badly everywhere. Average thermemeter 74, highest 82 and lowest 65. During the month of April the rainfall reached sixty-one hundredths

Indianola, Texas.-We have had good showers on two days of the past week, but they were confined to the coast line and we still need rain badly. The thermometer has ranged from 67 to 85, average 75 and the rainfall reached one inch and two hundredths. During the month of April the rainfall reached twenty-four hundredths of an inch.

Dallas, Texas—We have had a shower on one day of the past week and more is desired. The rainfall reached fifteen hundredths of an inch. Prospects are good. hundredths of an inch. Prospects are good. The wheat harvest has commenced. Average thermometer 62, highest 89 and lowest 35. Rainfall for the month of April three inches and ninety-six hundredths.

Brenham, Texas.—The weather has been warm and dry during the past week. We are beginning to need rain very much. The thermometer has averaged 74, the highest being 92 and the lowest 56. During the month of April the rainfall reached ninety hundredths of an inch.

Palestine, Texas.—We have had good showers on three days of the past week, which were very beneficial. Crops look promising. Wheat cutting has begun. The thermometer has ranged from 52 to 89, averaging 71, and the rainfall reached sixty-four hundredths of an inch. Rainfall for the month of April two inches and ninety-two hundredths.

Huntsville, Texas.-It has drizzled on one day of the past week. Crops are doing tolerably well, but rain is needed very The thermometer has ranged from 53 to 89, averaging 71, and the rainfall reached four hundredths of an inch. Rainfall for the month of April one inch and two hundredths.

Weatherford, Texas.—We have had no rain during the past week. Rain is needed, but no great suffering as yet. The wheat harvest has begun. Average thermometer 65, highest 88 and lowest 42. Rainfall for the month of April one inch and fifty-one hundredths.

Bellon, Texas.—The weather has been warm and dry during the past week. The crops are favorable, but need rain. Farmers are cutting wheat. The thermometer has ranged from 44 to 89, averaging 67. During the month of April the rainfall reached. rainfall reached one inch and three hundredths.

Luling, Texas.—The weather has been warm and dry during the past week. Crops promise well, but are now needing rain badly; the drought is stopping both work and the growth of plants. Average thermometer 75, highest 90 and lowest 60. Rainfall for the month of April fifty-five hundredths of an inch.

New Orleans, Louisiana.—We have had rain on one day of the past week, the rainfall reaching sixteen hundredths of

an inch. The thermometer has averaged 74.

Shreveport, Louisiana.—The weather has been fair during the past week with light rain on one day, the rainfall reaching but two hundredths of an inch. The thermometer has ranged from 54 to 88.

Vicksburg, Mississippi.—Telegram not received.
Columbus, Mississippi.—It has been showery on one day of the past week, the rainfall reaching seventy-one hundredths of an inch. The thermometer has averaged 67, ranging from 46 to 88. During the month of April the rainfall reached nine inches and twenty-four hundredths.

Little Rock, Arkansas.—It has been clear on three days of the past week, and the remainder of the week has been cloudy, with rain on three days. The rainfall reached one inch and sixty-four hundredths. Average thermometer 67, highest 79 and lowest 51. During the month of April we had rain on ten days and the rainfall reached five inches and sixty-three The thermometer ranged from 41 to 85 and hundredths. averaged 61.

Memphis, Tennessee.-It has rained on four days of the past week, the rainfall reaching fifty hundredths of an inch.

Average thermometer 64, highest 78 and lowest 49. Nashville, Tennessee.—It has rained slightly on two days

of the past week, the rainfall reaching twenty-four hundredths of an inch. The thermometer has averaged 60, the highest being 82 and the lowest 41.

Mobile, Alabama.-We have had a shower on one day of the past week, and the remainder of the week has been pleasant. The weather has been too cold and crop accounts are less favorable. Recent heavy rains have washed and packed lands. The thermometer has averaged 68, ranging from 51 to 83, and the rainfall reached thirty hundredths of an inch. During the month of April the rainfall reached nine inches and ninetytwo hundredths.

Montgomery, Alabama.—We have had rain on two days of the past week, the rainfail reaching twenty-eight hundredths of an inch. The days have been warm but the nights have been cold, injuring the young plant. Average thermometer 67, highest 86 and lowest 50. The rainfall during the month of April reached five inches and three hundredths.

Selma, Alabama.-We had rain on one day during the early part of the past week, but the latter portion has been clear and pleasant. The thermometer has averaged 65, and the rainfall reached fifty hundredths of an inch.

Madison, Florida.—We have had no rain during the past week. The days have been warm but the nights have been cold. We have secured a good stand of cotton, and the plant looks strong and healthy. Weeds are growing so fast that they are becoming troublesome. Average thermometer 67, highest 72 and lowest 62.

Macon, Georgia.—We have had no rain during the past week. The thermometer has ranged from 48 to 63.

Columbus, Georgia.—The weather has been cool and dry during all of the past week. The thermometer has ranged from 64 to 82, averaging 74. During the month of April the rainfall reached four inches and fifty-nine hundredths.

Savannah, Georgia.—It has rained on one day of the past week, and the balance of the week has been pleasant. The rainfall reached thirty-six hundredths of an inch. The thermometer has averaged 69, the highest being 84 and the lowest

Augusta, Georgia.—It has rained lightly on one day of the past week, and the remainder of the week has been pleasant. The rainfall reached seventy-five hundredths of an inch. The weather has been favorable for planters' operations, and good progress is being made. Average thermometer 67, highest 83 and lowest 54. Rainfall for the month of April four inches and seventy-seven hundredths.

Atlanta, Georgia.-We have had rain on two days of the past week, the rainfall reaching one inch and six hundredths.

The thermometer has averaged 64, ranging from 49 to 87.

Charleston, South Carolina.—It has rained on one day of the past week, the rainfall reaching thirty-two hundredths of an inch. The thermometer has ranged from 58 to 82, aver-

aging 68.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock May 4, 1882, and May 5, 1881.

	May	1, '82.	May	5, '81.
New Orleans Below high-water mark Memphis Above low-water mark Nashville Above low-water mark hreveport Above low-water mark icksburg Above low-water mark	$ \begin{array}{c} 2 \\ 5 \\ 6 \\ 12 \end{array} $	Inch. 1 5 3 1 2	Feet. 2 33 12 10 41	Inch. 8 7 5 7 5

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.

OVERLAND MOVEMENT, &c .- In our editorial columns to-day will be found our cotton review for April, containing the overland movement, receipts, exports, spinners' takings, &c., to May 1.

New York Cotton Exchange.—Mr. Geo. S. Haines, of Haines & Schley, Savannah, has been unanimously elected a member of the Exchange.

Mr. Adam Moffat has posted his intention to transfer his

seat.

The following gentlemen have been nominated to act as members of the building committee:

Thomas Scott,
James F. Woman,
Henry Hentz,
D. G. Watts.
Walter T. Miller,
Robert Tanuahill,

J. L. Macauley,
M. B. Fielding,
John H. Inman,
Meyer Lehman.
Wm. Woodward, Jr.,
Solomon Ranger.

It has been published by a contemporary that the committee contemplated purchasing the property at the back of the new Produce Exchange. We learn, on inquiry, that no site has yet been decided upon.

The following telegram was sent yesterday to the President and Directors of the St. Louis Cotton Exchange on the occasion of the opening of their new Exchange on 4th inst.

Regret I could not accept your kind invitation to be with you

In behalf of the New York Cotton Exchange I send you greetings.

May the success of your new enterprise exceed your most sanguine expectations.

Signed, ROBERT TANNAHILL, President.

Visitors this week have been as follows:

William Bornemann, Charleston.
A. Breyer, Galveston.
J. W. Woolfolk, Columbus.

St. Louis Cotton Exchange.—This week, Thursday, the St. Louis Cotton Exchange moved into its new, convenient and beautiful building on the corner of Walnut and Main Streets, with appropriate ceremonies. General C. W. Squires acted as Marshal, and a very interesting time was had. Our Cotton Exchange sent a congratulatory telegram, which we give in another item. The St. Louis Exchange has always been a live commercial body, and everyone will wish it unbounded success in its new quarters.

COTTON RAILROAD MAP.—Mr. Charles Hyllested, Jr., has issued a revised edition of his very useful map of the cotton-growing region, compiled originally in 1875. This new issue gives, in addition to the former one, many railroads since completed in that section, so that with it one has before him every cotton route, not only to the Southern ports, but overland to the North and East. Copies are for sale by C. Hyllested, Jr., stationer and printer of the Cotton Exchange, in the Cotton Exchange Building, at the price of five dollars.

JUIE BUTTS, BAGGING, &c.—The demand has continued fair and prices continue firm. The demand is generally for small lots, but in the aggregate a considerable quantity of goods have been placed. There have been sales of some 30,000 bales at full rates and sellers will not accept less than quotations, which are 734c. for 1½ lbs., 8½c. for 1¾ lbs., 9½c for 2 lbs. and 10½c. for standard grades. But s are not in much demand and we hear of only a few small lots, but, little dispositin being shown at the moment to operate, no change is reported in prices and the market closes steady at 25/8@234c. for paper quality and 25/8@3c. for bagging grades.

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 econs and place before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1881, has been as follows:

					_	
Monthly		Year	Beginning	g Septembe	r 1.	·
Receipts.	1831.	1980.	1879.	1878.	1877.	1876.
C-Almbin	425,770	458,478	333,643	288,818	98,491	236,868
Sept'mb'r	837,349		888,492	689,264	578, 533	675,260
Novemb'r	951,078	1.006,501	942,272	779,237	822,493	901,392
Decemb'r		1,020,802	956,464	893,664	900,119 689,610	787,769 500,680
January .	543,912	571,701		618,727 566,824	472,05 4	449,686
February.	291,992		264,913	303,955	340,525	182,937
March	257,099 147,595	284,246	158,025	167,459	197,965	100,194
- 1			100	1.307.979	4.099.790	3.331.786
Totalyear	-,,	3,339,330	4.000,307	1.507.07	2,000,	,
Perc'tage	April 30.	91.23	92.74	96.86	94.31	91.96

This statement shows that up to April 30 the receipts at the ports this year were 921,121 bales less than in 1880-81 and 200,632 bales less than at the same time in 1879-80. By adding to the above totals to April 30 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1881-82	1880-81.	1879-80.	1878-79.	1877-78.	1876-77
net Wn 21	1 200 640	5,075,110	1,480,842	4,140,519		3,734,592
	6,612	15,516	5,922	9,393	15,764	8.
pr. 1	8.	10,903	8,298	5,570		5,311
" 3	7,501	S.	6,524	6,785	6,649	
" 4	9,772	23,210	8.	11,236		
" 5	*7,048	13,035	8,237	5,491	14,158	
" 6	4,022	9,980	6,338		5,817	
" 7	9,512	-	6,243			3,164
8	4,170	100 100 100 100 100 20				
" 9	8.	9,678	4,717			
" 10	7,387		5,156			
"11	6,990		s.	7,619		
" 12	3,791		9,905			
" 13			7,353		6,299	
" 14		The second second	5,696			2,794
" 15						
" 16	S.	4,708		5,199		
" 17	5,513	1	6,299	4,350		
" 18		1	s.	9,106		
" 19	3,465	100	9.291	4,123		
" 20		10 10 10 10 10 10 10 10 10 10 10 10 10 1		8.	5,55	
" 21		Transfer State Committee of		10,01		4,995
" 22				6,24	9,00	
" 23		6,05	The same and the s	4,51		
" 24		•	5,14	3,51		
" 25			s.	7,45		Total Maria and
" 26				7 2,56		
" 27				6 S.	5,51	
" 28	6,12			1 4,02		1,502
" 29			3,27	2 3.27		
" 30	8.	8,00		2 3.39	5 4,19	0 4,640
	0 4 422 02				8 4,099.79	3,834,786
	- 00	5 5,359,35 4 S.	3,39	2,57	5 4,14	5 2,013
May 1				6,45		1
			_		Printer Co.	the same and the same and the
0					2,03	1
*	3,91					2,032
. " 5	9,19				1	
Total	4,466,16	5 5,390,08	5 4,656,22	9 4,324.31	6 4,115.8	35 3,848,579
Percents	ge of tota	a)	1	1	1	
port re	o'pts May	5. 91.7	6 93 0	97.2	23 94	11 99.31
m.:			that the	receipts	since Ser	t. 1 up to

This statement shows that the receipts since Sept. 1 up to to-night are now 923,920 bales less than they were to the same day of the month in 1881 and 190,064 bales less than they were to the same day of the month in 1880. We add to the table the percentages of total port receipts which had been received to May 5 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 first give the Bombay statement for the week and year, bringing the figures down to May 4.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipments this week.			Shipments since Jan. 1.			Receipts	
Year	Great Brit'n.	Conti- nent	Total.	Great Britain	Conti- nent.	Total.	This Week.	Since Jan. L
1881	20,000	36,000	36,000	225.000	310,000 303,000 262,000 194,000	462,000 487,000	59,000 55,000	680.000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 13,000 bales, and an increase in shipments of 37,000 bales, and the shipments since January 1 show an increase of 366,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

CALCUTTA, MADRAS, TUTICORIN, CARWAR, RANGOON AND KURRACHEL.

	Shipments this week			Shipments since January		
Year.	Great Britain.	Conti-	Total.	Great Britain.	Conti- nent.	Totas.
1892 1881 1880	9,000 5,000 12,000 8,000	4,000 1,000 6,000 5,000	13,000 6,000 18,000 13,000	170,000 116,000 136,000 78,000	65,000 60,000 42,000 51,000	235,00 176,00 178,00 132,00

The above totals for this week show that the movement from the ports other than Bombay is 7,000 bales more than same week last year. For the whole of India, therefore, the total shipments this week and since Jan. 1, 1882, and for the corresponding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

	1882.		18	881.	1880.	
Ehioments to all Europe from—	This	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
BombayAll other p'rts.	93,000 13,000		56,000 6,000	176,000	18,000	
		1,063,000	62,000	633,000	101,000	665,000

This last statement affords a very interesting comparison of the total movement for the week ending May 4 and for the three years up to date, at all India ports.

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, May 4.	1881-82.	1880-81.	1879-80	
Receipts (cantars*)— This week Since Sept. 1	6,000 2.815.720	7,000 2,733,500	1,500 3:200,500	
.^	This Since week. Sept. 1.	This Since week. Sept. 1.	This Singre week. Sept. 1	
Exports (bales)— To Liverpool To Continent	2,000 3,000 166,371	1,000 226,500 1,489 135,330	750 283,200 631 169,835	
Total Europe	5,000 402,571	2,189 361,830	1,381 453.035	

This statement shows that the receipts for the week ending May 4 were 6,000 cantars and the shipments to all Europe were 5,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is barely stealy, with a fair inquiry at lower prices. We give the prices of to-day below, and leave previous weeks' prices for comparison:

		1882.		1881.			
	32s Cop. 814 lbs. Shirtings.		Ootl'n Mil. Upl/s	32s Cop. Iwist.	8 ¹ 4 lbs. Shirtings.	Cott'n Mid. Uplds	
" 24 " 31	938 @ 978 9716 @ 10 958 @ 10316 9716 @ 104 9716 @ 104 9716 @ 104 938 @ 10 938 @ 10 938 @ 10	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	6 ⁵ 8 6 ¹¹ 16 6 ¹¹ 16 6 ⁵ 8 6 ⁵ 8	9 @ 97 ₈ 9 @ 97 ₈ 9 @ 97 ₈ 9 @ 97 ₈ 8\$4 @ 95 ₆	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 6316 \\ 6316 \\ 6316 \\ 6 \\ 6 \\ 6116 \\ 6 \\ 51516 \\ 51516 \end{array}$	

Shipping News.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 72,044 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:

TO LIVE TO LIVE DOLL DAY STAUMANG Cotologic O COO	al bales.
OCTUDE A TENDE CONTROL OF Dishes and A	
To Hull, per steamer Romano. 900. Sirius, 2,223 To Havre, per steamer France, 591.	900
To Bremen, per steamers Kroupeing Fr. Wilhelm 45 Oder	
	550
per ship Ben Lomond, 3,686. To Havre, per ship Charles, 5 9 37. per bark Romanoff, 3,836 Mobile—To Liverpool, per ship Missouri, 8,527	10,486
MOBILE—To Liverpool, per ship Missouri, 2,537.	9,773 $2,537$
75 Sea Island and	
Texas—To Liverpool, per barks Haugereid, 952Minnie Gor- don, 2,321	1,490
don, 2,321. Monfolk—To diverpool, per steamer Pedro, 3,130. per ship G. W. Wolff, 6,955. per back Maiden div. 3,214	3,273
G W W. 16 C 255 Per steamer Pedro, 3,130 per ship	0,270
BALTIMORE To Liver wol por standard Miles	13,239
BALTIMORE—To Liverpool, per steamers Mikado, 3,651Toronto, 3,557. To Havre, per steamer Ezypt, 961. To Bremen, per steamer Hermann, 1,030.	=:000
To Havre, per steamer Ezypt, 961	7,203
To Bremen, per steamer Hermann, 1.030.	961 1,030
	1,000
PHILADELPHIA—To Liverpool, per steamer Indiana, 1,073	5,901
20 Liverpool, per steamer Indiana, 1,073	1,073
Total	72.011
The particulars of these shipments, arranged in our form, are as follows:	12,011
form, are as follows:	usual

, are as follows:

		0.					
New York N. Orleans Mobile Charleston Savannah Texas Norfolk Baltimore Boston	10.456 2,537 1,490 3,273 13.299 7,208	Hull, 900	Havre. 591 9,773 961	1,030	dam. 416	Reval.	Total 13.715 20.259 2,537 1,29 < 1,490 3.273 13.299 9,199
Baltimore	7,208		961	1.030			 13.29

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he 106

Total... 56,425 900 11,325 1,680 416 1,150 148 72.044 Below we give all news received to date of disasters to vessels carrying cotton from United States ports, etc.:

BOCHDALE, steamer (Br.), before reported on fire at Sebastopol, was first discovered to be on fire in the mainhold. When scuttled she lay in 22 feet aft and 16 forward; vessel completely gutted from stern to bankers, foremast overboard; engines and afterpat of vessel apparently uninjured; the cotton from afterhold was expected to be salved in a damaged condition.

SWALLOW, ship, Duncan, from New Orleans for Reval, arrived in the

BWALLOW, ship, Duncan, from New Orleans for Reval, arrived in the Downs. A. M., April 19, and reported having lost an anchor and 15 fathoms of chain; would procure others and proceed.

Genes, brig (Ger.), Lockan, from Galveston for Brem. n. was struck by lightning and set of fire on Saturday, April 29, when 120 mil sout from Galveston. The vessel was headed for this port, where she arrived Sunday night. She was sunk in 14 feet of water on Monday morning and the fire was extinguished. The cargo consisted of 976 bales of cotton, and was valued at \$5,000. The Ceres was built in 1473, and was owned by Burgstide and others of Elizabeth. The damage to the vessel is \$10,000.

August, bark (Ger.), from Wilmington for Liverpool, before reported, returned to Wilmington, N.C., with cargo on fire, after being struck by lightning, has been sold to parties in New York and Philade 1 phia and was being shipped by rail to those places April 29.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	332@18	332 @316	332@316	332 20 532	399 70 500	332 7 532
Do saild.				1	1	_
Havre, steamc. Do sailc.	516-1132*	516@1132	516@1132	516@1132	516@1132	516-1132+
Bremen, steamc.		5.0	 	****		·
Do sailc.		516	- 516	ŏ16	516	516*
Hamburg, steam.d.		516@1132	5 ₁₆ @11 ₃₂	516@1132	516@1199	5 ₁₆ -11 ₃₂ *
Do saild.	• • • • •					10 32
Amst'd'm, steam.c. Do saild.	14*	14	14	14	14	14*
Baltic, steamd.	700@14	130.2700	13 . 3.7	19 07		****
Do sailc.	330 4	32	64 4 32	64 2 32	1364 732	18 ₃₂ 37 ₃₂
+ Campana - 1				1	••••	

* Compressed.

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

		1		
	Apr. 14	Apr. 21	Apr. 28	May 5.
Sales of the weekbales.	49,500	76,000	65,000	63,000
Of which exporters took	6,500	11,000	11,500	8,800
Sales American	33 000			0,,00
Actual export	7,50	1.,00	40,000 11,000	40,000 3,700
Forwarded	10,0 %	15,000	14,500	15,500
Of which A nerican—Estim'd	873,000 571,00 0	907,000 586,000		
rotal in burt of the week	95,000	119.000	620,000 $123,000$	632,000 105,000
Of which American. Amount afloat	43,500		81,000	
Of which American.	$\frac{461,000}{221,000}$	504,000 218,000	187,000	446,000
	22	210.111	1.77, (111)	181,000

The tone of the Liverpool market for spots and futures each day of the week ending May 5, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday	Tuesday	Wednes.	Thursd'y.	Friday.
Market, 12:30 P.M sid. Upl'ds	Essier, but not quota- by lower. 611 678	Eusier. 611 ₁₆ 678	Duil and easier. 6:1 ₁₆ 678	Mod. inq. freely supplied.	domaind freely met 658	Easier. 658 61316
Sales	10.000	12,000 2,000	8,000 2,000	10,000	$\begin{array}{c} 6^{13}_{16} \\ 12.000 \\ 2,000 \end{array}$	10,000 2,000
Futures. Market, { 12:30 P.M.	Weak.	Steady.	Quiet.	Dull.	Dall.	Flat.
Market, }	Weak.	Barely steady.	Steady.	Quiet.	Dull.	Dull.

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

	unless otherwise stated.	
	SATULDAY.	
	Delivery. d. April	
	April	0.4
	AprMay	34
1		
	June-July64464 April	4
	MONDAY.	2
	May 629 I Sont Oct	
	May	4
	May-June 639_{64} SeptOct 642_{64} June-July 642_{64} 643_{64} 643_{64} 643_{64} July-Aug 646_{64} June-July 643_{64} 643_{64}	14
	June-Tuly 6434 July Aug. 6506	4
	June-July 643_{64} AugSept 651_{e4} SeptOct. 643_{64} AugSept. 652_{64} OctNov 630_{64}	14
1	TUESDAY.	
1	May June 639, 3 38 July-Aug 646, SeptOct	2
I	000 Julio - 00004 00004 00004 0000	4
1	June-July 642_{64}^{64} AugSept . $651_{64}^{64} \bar{a} 50_{34}^{64}$ May-June 630_{6}	4
Ì	WEDNESDAY.	
ı	May 639 238 1 Inly Ave CAC - AT	
I	May $639_{64} \widehat{\alpha}^{38}_{64} \widehat{\alpha}^{38}_{64} \widehat{\beta}^{39}_{64} \widehat{\alpha}^{38}_{64} \widehat{\beta}^{39}_{64} \widehat{\alpha}^{38}_{64} \widehat{\beta}^{39}_{64} \widehat{\alpha}^{38}_{64} $	4
١		
I	649 ₆₄ a 42 ₆₄ AugSept	4
I	THURSDAY.	
I	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	
I	May-June 638,4 June-July 642,4 May	4
ı	June-July64164 July-Aug6484 June-July64164	4
١	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	4
İ	Borniss Garage Schuller	4
۱	FRIDAY.	
١	May638,4 3764 June-July64064 AugSept64866	
١	May-June $638_{64} @ 37_{64} July-Aug$	Ā
ı	- 01, -2, - 06,	-

BREADSTUFFS.

FRIDAY, P. M., May 5, 1882.

Flour has latterly been dull and more or less depressed, though in the fore part of the week the market was strong in sympathy with an advance in grain. Winter wheat brands have been freely offered, but the supply is limited mainly to the medium grades, the two extremes being in rather small supply; choice grades at one time were freely taken not only for home consumption, but for shipment to the British provinces. The lower grades of spring wheat flour have been dull and more or less nominal, and even some grades of patents have been slow of sale; but choice Minnesota straights and clears have been in good demand and firm. City Mill has been quiet. To-lay the market was generally dull and the lower grades weak.

Wheat on the turn of the month advanced both here and in Chicago, largely because it was found that the speculative clique in the latter market were not making the heavy deliveries with a view of depressing prices and starting afresh, that had been expected. The crop advices from some of the minor wheat States and from Canada were rather less favorable, and this fact aided the advance to some extent, while the export demand also showed some increase. But within a day or two prices have declined materially, owing to quite liberal deliveries on May contracts both here and at the West, and generally favorable crop reports from the leading agricultural districts. The speculators are now more than ever fearful that the bull cliques intend to unload at the first opportunity, and it is generally asserted that the latter are short for this month, if not for later deliveries. To-day the market was dull and lower; No. 2 red sold at \$1 47% for May, \$1 47% for June and \$1 32% for July.

Corn, early in the week, was higher, owing to the poor quality of most of the receipts by the canal, most of which fell much below the grade of No. 2; but latterly they have been of good quality, both by rail and canal, and this fact, joined with steadily-increasing receipts at Chicago, has caused a sharp break in prices within a few days. The receipts at Chicago during the past three weeks have been double those for a like period last year, and speculators begin to suspect that the stock held back by the farmers is very large, and that they have been selling it for future delivery at the tempting prices current for some time back. To-day the market was quiet and slightly lower, though more steady towards the close; No. 2 mixed sold at 82½c. for May, 82¾c. for June and 825%c. for July.

Rye has been dull and weak. Barley has declined. Oats have been manipulated by speculative cliques both here and at Chicago, with a view to a rise, based on the expectation of small receipts for some time ahead. An advance took place early in the week, but latterly an important increase in the receipts at Chicago has caused a decline. To-day the market was lower; No. 2 mixed sold at 59%c. for May and 58%c. for June.

The following are closing quotations:

FLO	UR.
No. 2 spring \$\pi\$ bbl. \$3 00 \pi 3 75	City shipping extras. \$6 85@ 7 20
No. 2 winter 3 25@ 4 15	Southern bakers' and
Superfine 4 15 2 5 25	family brands 6 90 2 8 75
Spring wheat extras 5 25@ 6 00	South'n skip'g extras. 625@ 675
do bakers' 675% 800	Rye flour, superfine 460 a 500
Wis. & Mirn. rye mix. 6 25 @ 7 50	Corn meal—
Minn. clear and stra't 600@ 825	Western, &c 4 35 @ 4 50
Winter shipp'g extras. 500 a 560	Brandywine, &c 4502 460
do XX and XXX 6 00 @ 7 50	Buckw't flour, 100 lbs &
Patents 7 75 @ 9 25	
GRA	IIN.
Wheat-	Oats—
Spring.per bush. \$1 10 @1 45	Mixed 60 @ 62
Spring No. 2 1 36 @1 44	White 60 @ 65
Red winter 1 17 @1 49	No. 2 mixed 60 @ 6012
Red winter, No. 2 1 48 @	No. 2 white 6214 2 6212
White 1 30 @1 43	Barley—
Corn—West. mixed 76 @ 83	Canada No. 1 1 14 2 1 15
West. mix. No. 2. 8212 2 83	Canada bright 1 15 @1 16
Western yellow 84 @ 86	State, 4-rowed 1 10 @1 15
Western white 90 @ 91	State, 2-rowed 1 05 @
Southern white 97 @ 99	Barley Malt—
Southern yellow. 87 @ 88	Canada 1 25 @1 40
Rye—Car lots 90 @ 92	State, 2-rowed 1 00 @1 08
Boat 10ads 94 @ 95	State, 4-rowed 1 10 @1 15
Ml - minible amounts of again ac	maniging the grades in granger

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, April 29, 1882, was as follows:

TOHOWS.					_
	Wheat,	Corn,	Oats,	Barley,	Rye,
In store at-	hush.	bush.	bush.	bush.	bush.
New York	1,403,236	342,052	374,005	11,612	94.954
Do. afloat (est.)	62,000	58,000	73,000	100,000	8,000
Albany	1,700	21,500	23,500	38,000	65,200
Buffalo	156,480	304.682	34,123	37,484	30,280
Chicago	3.485,239	1,618,334	68,676	62,728	293.307
Milwaukee	1,070,626	18,076	1,559	34,509	67,731
Duluth	781,769				
Toledo	371,845	230,831	30,301		3,595
Detroit	105,513	33,300	23,846	2,530	2.570
Oswego	96,000	79,000		89,000	80,000
St. Louis	421,255	343,371	21,446	2,815	73,680
Boston	6.199	90,225	36,830		
Toronto	331,195		13,183	55,071	10,301
Montreal	36,504	54.415	75,088	3,967	48,804
Philadelphia	94,135	88,503	197,372		
Peoria	12,714	236,408	377,754	2,753	113,997
Indianapolis	229,600	83,000	9,500		12,500
Kansas City	95,609	61,296	16,776	1,953	3,072
Baltimere	418,471	220,308			
Down Mississippi.		114,233	11,151		1,160
On rail	357,091	949,983	730,199	98,763	50,605
On lake	494,362	2.206,730	36,905		
On canal	546,000	1,263,000	11,600	68,000	133,000
On canal					
Tot. April 29, '82.	10.577,543	8.407.217	2.169,813	609,185	1,092,759
Tot. April 22, '82.	10.809.461	8.319.520		644,084	941,298
Tot. April 15, '82.	11,200,229	8.126,325	1,775,252	772,007	937,183
Tot. April 8, '82.	11,732,326	8.913.448	1,529,799	933,253	983,390
Tot. April 1, '82.	12.101.735		1,682,691	1,080,984	995,941
Tot. April 30, '81.	18.526.123			1,276,178	339,587
Tot. April 30, '81.	18,526,123	13,034,799	3,101,200	1,210,110	000,001

THE DRY GOODS TRADE.

FRIDAY, P. M., May 5, 1882.

The past week's business has been light and somewhat disappointing to merchants in the dry goods trade. The demand at first hands was irregular and, upon the whole, sluggish, many spring and summer fabrics having been in a measure neglected because of the unseasonably cold weather that prevailed. The jobbing trade was generally quiet, transactions having been mostly restricted to filling orders of which a fair number were received from retailers in various parts of the country. Values remained steady on the most staple cotton and woolon fabries

but standard ginghams have undergone a material reduction in price, which led to a more active movement in certain makes. The financial condition of the trade is generally sound, but the jobbing house of Chase & Cabot, St. Louis, have virtually suspended payment within the last few days, with liabilities of about \$450,000. The firm intend going into liquidation, and it is thought they will be able to pay in full as their assets are reported to be considerably in excess of their indebtedness. The mill properties, &c., belonging to the estate of the A. & W. Sprague Manufacturing Co. were not sold at auction on the 4th inst., as expected, no bidders having been found at the upset price of \$2,880,000.

Domestic Cotton Goods.—The exports of domestics for the week ending May 2 were 2,939 packages, of which the largest shipments were made to the following markets: Africa, 2,161; Chili, 220; Great Britain, 165; Brazil, 117; Venezuela, 55, etc. The movement in plain and colored cottons on account of back orders has progressed steadily, but the demand was strictly moderate throughout the week, and mostly confined to small lots for immediate distributions. Brown goods were in moderate request at steady quotations, but the demand for bleached goods was light and irregular, and colored cottons were quiet and unchanged. Print cloths were in fair demand and closed firm at 3 15-16c. for 64x64s, and 3 7-16@3½c. for 56x60s. Prints were slow of sale, and ginghams were dull until the middle of the week, when a somewhat better demand was stimulated by the reduction of Canton and Renfrew dress styles from 12½c. to 10½c., and Amoskeag staples from 10½c. to 9c.

Domestic Woolen Goods—As regards new business, trade has ruled very quiet with the woolen goods commission houses, and the jobbing trade was of limited proportions, owing to the unfavorable state of the weather. Heavy cassimeres, suitings and worsteds were, however, distributed in fair quantities in execution of back orders, and there was a steady movement in overcoatings and cloakings. Spring cassimeres were mostly quiet, but stocks are in pretty good shape, and there was no great pressure to sell below regular prices. Kentucky jeans continued very quiet, and satinets were in light and irregular demand. Flannels and blankets were dull (as usual at this stage of the season) with the exception of dress fiannels for which some fair orders were placed with agents. Carpets were jobbed in considerable quantities and prices ruled firm and unchanged.

Foreign Dry Goods have continued quiet in the hands of importers, and the jobbing trade was not by any means active. Medium and fine plain silks, Rhadames and watered silks were taken in small lots to a fair amount, but low grade plain silks and summer silks were sluggish. Dress goods were lightly dealt in, aside from nun's veilings and a few other specialties in which there was a moderate business. Linen goods, white goods, embroideries and laces ruled quiet, and there was only a limited call for hosiery and gloves.

a limited call for hosiery and gloves.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending May 4, 1882, and since January 1, and the same facts for the corresponding periods of 1881, are as follows:

for	tne	correspond	un	gr	erioc	ds of 1881,	ar	e a	a ron	ows:			
Total at the port	Total	Manufactures of— Wool Cotton Silk Flax Miscellaneous		Total on market	TotalEnt d for consumpt.	Wool	1.	Total	Flax Viscellaneous	Vool Cotton		r c	ENTERED FO
3,647	846 2,801	167 174 135 254 116	E	6,416,1	3,615	377 171 122 420 2,525	ITHDRA	2,801	800 452	325 762	Pkgs.	Week May	OR CON
1.231,817	291,286 937,531	67,995 64,711 91,661 43,757 26,162	ENTERED FOR WAREHOUSE	1,398,383	460,852 937,531	149,024 56,109 83,526 93,996 78,197	WITHDRAWN FROM WAREHOUSE	937,531	155,290 90,334	\$ 125,670 247,669	Value.	5, 1881.	FOR CONSUMPTION 1
221,535	91,026 130,509	6,386 5,632 2,800 8,879 67,329	OR WAREH	234,239	103.780 130,509	7.855 6,766 3,119 12,095 73,945	WAREHOU	130,509		14,045 28,171 15,444	Pkgs.	Since Jan.	FOR THE W
43,131,608	9.436,175 33,695,433	2,571,251 1,895,739 1,965,462 1,757,048 1,246,675	OUSE DURING	45,014,687	11,319,254 33,695,433	3,154,574 2,384,354 2,236,530 2,415,041 1,128,755	SE AND THROWN INTO	33,695,433	4,737,671	6,266,445 9,382,334 9,763,287	Value.	n. 1, 1881.	WEEK AND SI
	1,027 4,503	181 281 130 257 178	SAME	7.012	2,509 4,503	208 130 139 282 1,750	TNI NWC	4,503 1	1 4	391 1,256	Pkas.	Week E May 4,	SINCE JANUARY
5,530 1,728,434	279,746 1,448,688	59,273 60,383 74,047 55,897 30,146	PERIOD.	1,752,181	303,493 1,448,688	80,745 35,221 93,825 56,138 37,564	THE	1,448,688	279,390 135,365	149,304 350,065 534 564	Value.	Ending 4, 1882.	۲
238,234	80,281 157,350	6,484 5,871 2,591 8,533 56,805		247,756	\$9,866 157,950	6,052 5,823 2,885 10,306 64,740	MARKET.	157.950	34,415 51,422	18,776 33,276	Progs.	Since Jan.	1882 AND 18
52,131,156	8,925,008 43,206,148	2,652,231 1,728,559 1,941,260 1,546,317 1,056,641		52,614,330	9,408,182 43,206,148	2,539,002 1,741,545 2,211,807 1,717,074 1,198,754		42,206,148	6,017,235 3,925,576	\$,418,184 10,992,335 13,859,818	Value.	ı. 1, 1882.	1881.