

THE Commercial AND Financial Chronicle

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A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.
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The Chronicle.

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THE FINANCIAL SITUATION.

There has been in some respects a decided improvement in the situation during the past week. The most important feature of the change—the one probably governing all others—is that the weather has grown warm and forcing and the crop condition has been improving daily. It is now known that the South has secured an excellent harvest of breadstuffs—perhaps, taken together, better than ever before—and that it has the opening promise of a liberal cotton crop; while throughout the North and Northwest the harvest prospects are very encouraging. It is not surprising under such circumstances, therefore, and with a large short interest outstanding in Wall Street, that there should have been some eagerness shown to cover and a substantial advance in prices established.

Besides, it is a growing conviction that, unless we are to have a panic, which there is no reason to anticipate, values of good properties have reached a low level. To be sure, there are unfavorable features in the financial situation, but good crops may delay their development, perhaps defer them until another session, when Congress may have the wisdom to meet and solve them. If one could only remove the possibility of danger which lurks beneath these causes, the present surroundings would seem especially promising. This is peculiarly true so far as the stock market is concerned, for there has been during the past eleven months, an enormous liquidation, in some respects greater in extent than that which followed the panic of 1873; so that, considering the changed and improved condition of the country during the past nine years, prices of the leading stocks seem by no means high. The following table indicates that the shrinkage in the capital of 115 corporations

has thus far amounted in about eleven months to \$514,668,038. The panic of 1873 resulted in the violent shrinkage in 24 stocks of \$151,716,484, to which may be added a further shrinkage during the following year of \$76,600,000 (according to statements compiled at that period), making together \$228,316,484. The speculation in the market which accompanied the resumption of specie payments, carried prices of 69 stocks upward about \$218,000,000 from September 1878, to October, 1879. In the table which follows allowance should be made for the new stock issued by the Chicago Burlington & Quincy, for the increase in the capital of the Richmond & West Point Terminal from \$5,000,000 to \$15,000,000, rights to subscribe for which carried the market price of the original stock upward, and for the corner in Hannibal & St. Joseph common stock in September last. The percentage of decline shown in the table is from the highest figures in 1881 to the lowest in 1882.

SHRINKAGE.		SHRINKAGE.	
Per Cent.	Value.	Per Cent.	Value.
Albany & Susq. 5	175,000	N. Y. Central .. 31 3/8	28,058,128
Bos. Air Line, prf 11 1/2	94,070	N. Y. Elevated. 30 1/2	1,982,500
B. C. R. & N. 20	1,100,000	Erie	15,100,084
Can. Southern .. 46	6,900,000	Do pref. 29 1/2	2,251,449
Cedar F. & Min. 25 1/2	404,635	N. Y. N. H. & H. 22	3,410,000
Central Iowa .. 15	315,000	N. Y. Ont. & W. 23 1/2	13,656,766
Cent. N. Jersey. 47 1/2	8,817,520	Norfolk & West. 6 1/2	195,000
Central Pacific. 17	10,076,835	Do pref. 25 3/4	3,869,500
Ches. & Ohio .. 14	2,226,854	Northern Pac. 22 1/2	10,902,000
Do 1st pref. 21	1,522,038	Do pref. 21 3/4	9,044,295
Do 2d pref. 16	1,310,160	Ohio Central .. 24 1/2	4,900,000
Chic. & Alton .. 28 1/2	3,187,554	Ohio & Miss. 33	6,600,000
Ch. B. & Q. (n. stk) 55	34,269,507	Do pref. 35 1/2	1,420,575
St. Paul	5,050,038	Ohio Southern. 25 1/2	1,536,000
Do pref. 21 1/4	3,060,297	Ore. & Transcon 23	4,600,000
Northwest	1,813,812	Panama	10
Do pref. 11 1/2	2,553,954	Peo. Dec. & Ev. 32 3/4	2,751,000
Rock Island	9,650,800	Reading	23 1/2
Chic. St. L. & N. O. 20	2,000,000	Pitt. Ft. W. & Ch. 8 1/2	1,675,707
Omaha	3,656,232	Rich. & Allegh. 64	3,200,000
Do pref. 12	1,181,796	Rich. & Danv. 72	2,880,000
Cin. San. & Clev 24 1/4	971,382	R. & W. Pt. (inc. for 5 millions) 127 1/2	19,125,000
C. C. C. & Ind. 36 1/4	5,434,527	Roch. & Pitts. 27 1/2	1,090,000
Clev. & Pitt. gu. 9	1,011,987	Rome W. & Og. 30 1/2	1,614,639
Col. & Gr. lie pref 25	250,000	St. L. A. & T. H. 57 1/2	1,322,500
C. C. & I. Central 27	3,763,503	Do pref. 88 3/4	2,190,705
Del. Lack. & W. 14 3/4	3,861,500	St. L. & San F. 20 1/2	2,152,500
Den. & Rio Gr. 61	17,787,600	Do pref. 38 1/4	3,825,000
Dub. & S. City .. 6	300,000	Do 1st pref. 36 3/8	1,625,625
E. Tenn. Va. & Ga 12 1/4	3,368,750	St. P. & Duluth 16 1/2	669,141
Do pref. 17 1/2	2,887,500	Do pref. 21 1/2	1,102,197
Han. & St. J. eom (corner). 260	23,856,620	Manitob. (1882) 28 1/2	4,237,500
Do pref. 45	2,287,350	Texas & Pac. 39 1/4	10,210,495
Hou. & Tex. Cent 45	3,477,105	Tol. Del. & Bur. 27 3/4	1,925,000
Ill. Central	5,292,500	Union Pacific .. 24 3/4	15,064,953
Ind. Bl. & West. 21 1/2	1,827,500	Wabash	37 1/4
Keok. & Des M. 16 3/4	435,567	Do pref. 50 3/8	12,380,330
Do pref. 36	548,856	Am. Dist. Tel. 43 3/4	1,038,000
L. Erie & West. 39 1/4	3,622,250	Canton	13 1/4
Lake Shore	6,667,977	Col. Coal & I. 29	2,900,000
Long Island	1,350,000	Del. & Hudson. 12 1/2	2,500,000
Louis. & Mo. R. 23	522,606	N. Y. & T. x. Land 12	180,000
Louisv. & Nash. 49 1/2	8,974,795	Ore. R. & N. Co. 62	11,160,000
Louisv. N. O. & C. 60 1/2	3,250,000	Pacific Mail	25 1/4
Manhattan El. 16 3/4	2,145,000	Pullman P. l. ... 34	4,266,116
Manhatt'n B'ch 34 3/8	1,608,750	Sutro Tunnel .. 4 1/8	780,450
Mar. & Cin. 1st pf 16	1,296,896	West. Union .. 16	12,800,000
Do 2d pf. 11	488,411	Adams Exp. 19	2,280,000
Memph. & Char. 48 1/4	2,563,377	American Exp. 8	1,440,000
Metropolit'n El. 42	2,730,000	U. S. Express .. 9	630,000
Michigan Cent. 49 1/2	9,275,409	Well-Fargo	2
Mil. L. S. & W. pf. 23 1/8	1,156,250	Consol. Coal	15
Min. & St. Louis 11 1/2	690,400	Maryland Coal. 22	968,000
Do pref. 11 3/8	465,000	Penn. Coal	14
Mo. Kan. & Tex. 27 3/8	11,297,800	Cameron Coal. 18 1/4	456,250
Missouri Pac. 28	8,400,000	New Cen. Coal. 21 3/4	1,087,500
Mobile & Ohio. 27 3/4	1,476,465		
Morris & Essex 11 1/4	1,687,500		
Nashv. C. & St. L. 49 1/2	3,368,518		
		Total	514,668,038

The above statement must of course be qualified by the modifications referred to above, and even then it is not fair or wise to infer that the old quotations were warranted. Stock values depend upon earning capacity and honesty in management. In regard to the former, it is only fair to say that the marvelous development in the West, Northwest and Southwest, with the army of immigrants still moving in those directions, gives, with bountiful harvests, broad promise of future growth in business and of earnings if rates are sustained. This seems to be the view the street is taking of the question to-day, and putting away all possibility of financial disturbance—the money market being relieved by the Government, in the manner hereinafter indicated, from fear of closeness while the crops are moving—the disposition is to look for a gradual recovery. At the moment, however, the short interest seems to have been caught napping. Probably last week's decline was engineered by the speculators for an advance, with a view to increase the short interest. A few stocks were singled out for attack, and the demoralization attending the fall in them enabled the leading speculators to secure a large line of these and other properties, and when this was accomplished the market was turned upward, and it has been pretty steadily advanced each day since, some of the speculators for a fall endeavoring to cover the stocks which were largest oversold, and thus giving an impetus to the rise.

The renewed activity and advance has thus been mainly the work of manipulators, and yet it is not well to ignore the more favorable features in the situation which we have indicated above. Confirmatory reports favorable to the crops will undoubtedly tend to stimulate speculation, and to be short in the market at such a time is only to encourage the twist which it invites. Besides it is reported that the trunk line roads will advance rates on east-bound business on the 1st of July. Then, too, is it not probable with easy money and abundant harvests in Europe and with very large earnings on our roads after the crops begin to move, that a considerable European demand for our stocks will arise? The special feature this week has been the advance in the Vanderbilt specialties and this has been mainly because of the large short interest and the closing of the books for the regular dividend on New York Central. There was a recovery also in Western Union, caused by the very favorable exhibit made of the business of the current quarter and by the declaration of the usual dividend. Furthermore, the stocks which were sharply depressed last week, have reacted, and although, as was natural after so rapid a rise, there has since been more or less of a decline, the tone of the market may be regarded as more settled and positive.

The shipment of gold to Europe this week has been moderate, amounting on Wednesday to \$1,420,000, of which \$1,208,000 consisted of gold bars procured from the Assay Office. It is understood that the Superintendent is willing to receive certified checks, payable in gold, for bars, instead of requiring purchasers to pay for them with gold coin. There appears to be no special authority in the law permitting such a course on the part of the Superintendent, but he may consider that he has discretion in the matter, as the acceptance of certified checks will doubtless be a great convenience to shippers and other purchasers of the bars. The following is a copy of the law under which the exchange is made. It will be remembered that this act was passed only a few weeks since.

Be it enacted, &c., That the Superintendents of the Coinage Mints of the United States Assay Office at New York, are hereby authorized to

receive U. S. gold coin from any holder thereof, in sums not less than \$5,000, and to pay and deliver in exchange thereof gold bars in value equaling such coin so received.

A careful estimate has been made by bankers who are in a position to be well informed, of the amount of gold that will probably be required to complete the contract for the Italian loan. It is now said that arrangements are made for all but about £1,500,000, and that this amount will be obtained without at all disturbing either the European markets or our own. This is important because further shipments will now depend upon the urgency of the demand for the settlement of bankers' and mercantile credits, and it is quite possible that the amounts yet to go forward for these purposes will be comparatively small. Indeed, some of the foreign bankers regard it as probable that gold shipments will soon cease, as the supply of bills resulting from the exports of produce will steadily increase. The exchange market continues dull, and in the early part of the week the rates were close up to the gold-shipping point. Since Wednesday, however, the demand has lessened, and under a larger supply rates were lowered yesterday.

Money on call has been extremely easy this week, the rate on stock collateral falling as low as 1 per cent on Wednesday. This, however, was chiefly due to the large short interest in the stock market, some shares, notably the Vanderbilts, loaning at from 1-64 to 1-16 of one per cent for use. This abnormal condition of the money market cannot be expected to continue if stocks should further rise, for the covering of the short contracts will bring about a resumption of the demand for money to carry these properties. There are also some indications of a better inquiry at Western centres, probably for the purpose of moving grain from the Southwest. The domestic exchanges at St. Louis and Chicago are off a little this week, but the changes at other points are unimportant.

Washington reports as to the disposition which may possibly be made of the legal-tenders in the Treasury for redemption of national bank notes, have had something to do this week with the better feeling on Wall Street. It will be remembered that, according to the last Treasury report, these accumulations had, on June 1, reached \$34,502,698. This fund, some feared, would go on steadily increasing, and this has been one cause of anxiety for the future of the money market. We have, however, given less importance to this feature, as the fund is now no larger than it was a year ago, when it was \$34,778,687. To be sure, it subsequently declined, and on April 1, 1882, it had fallen to \$29,103,929, and from that date it has gradually increased. On the other hand, however, it is to be remembered that our bank currency has in the meantime been expanding, the total outstanding on June 1, 1881, being reported by the Comptroller at 353 million, and on June 1, 1882, at 359 million. For these reasons we have not looked upon this deposit of legal-tenders for redemption of bank notes as a probable cause of disturbance, unless the Bank Charter bill fails to pass.

Still, representations have been made to the authorities at Washington of the propriety of letting out these accumulations. Those desiring it claim that there is no real necessity for their remaining in the Treasury vaults. It has been suggested that the fund might properly be transferred to the depository banks of this city, where it could be held subject to the draft of the Treasurer as needed, these banks giving security in the form of bonds for the deposit. Whether or not the Secretary will adopt the suggestion remains to be seen. But it is reported that the mat-

ter has been referred to the Attorney General for his opinion. In view of the possibility that Congress will delay action upon the bill extending bank charters, or that the bill will be so loaded with amendments in the Senate as to fail in the House, it is certainly well to know that a step can be taken by the Secretary which will make the process of liquidation under the existing law as easy and undisturbing as possible. If the Bank Charter bill passes, however, we cannot see any reason in the present condition of this fund for any change with regard to it.

The Treasury operations for the week, excluding the receipt of \$1,000,000 gold from Philadelphia and \$1,000,000 legal tenders from Washington, resulted in a loss, which is a gain to the banks, of \$3,315,107 24. The following shows the interior movement.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency	\$1,540,500	\$548,000
Gold	60,000	24,000
Total	\$1,600,500	\$572,000

The Bank of America, the gold depository of the associated banks, received \$2,600,000 gold on account this week, and paid out nothing.

The bank return of last week was made up on rising averages for specie, the payments by the Treasury for called bonds being made so late in the week that they only partly counted in the statement. Bearing this fact in mind, the following will give an indication of this week's bank return.

	Into Banks.	Out of Banks	Net Gain.
Sub-Treasury operations, net...	\$3,315,107	\$.....	\$3,315,107
Interior movement.....	1,600,500	572,000	1,028,500
Gold exported this week .....	.....	1,420,000	*1,420,000
Total.....	\$4,915,607	\$1,992,000	\$2,923,607

* Loss.

The Assay Office paid \$236,452 through the Sub Treasury during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Silver Dollars.	Silver Certificates.
June 9....	\$353,256 02	\$239,000	\$32,000	\$.....	\$81,000
" 10....	367,624 58	242,000	29,000	1,000	96,000
" 12....	523,525 10	388,000	26,000	.....	109,000
" 13....	423,484 73	251,000	31,000	1,000	142,000
" 14....	277,820 03	178,000	35,000	.....	63,000
" 15....	261,409 40	191,000	27,000	.....	46,000
Total....	\$2,207,119 86	\$1,489,000	\$180,000	\$2,000	\$537,000

The following table will show relative prices in London and New York of leading securities at the opening each day.

	June 12.		June 13.		June 14.		June 15.		June 16.	
	Lond'n prices.*	N.Y. prices.								
U.S. 4s.c.	120-29	120%	120-29	120%	119-56+	120%	120-54+	120%	120-54	120%
U.S. 3½s	101-43	101½	101-43	101½	101-43	101½	101-43	101½	101-43	101½
Erie.....	33-93	34½	35-03	35½	35-40	35½	36-01	36½	35-77	35½
2d con.	89-67	89	89-18	91	92-12	92½	94-08	94	94-08	94
Ill. Cent.	132-79	132¼	133-67	133½	134-01	133¾	134-87	134¾	134-50	134
N. Y. C..	127-89	127¾	129-36	129½	129-36	129½	129-36+	131¼	128-87	129¼
Reading	26-70+	53¾	27-44+	54¾	27-80+	55¼	29-15+	58¼	28-48+	58½
Exch'ge. cables.	4-90		4-90		4-90		4-90		4-90	

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

The Bank of England return shows a gain of £499,000 bullion for the week, and £230,000 more on balance on Thursday. The Bank of France reports an increase of 3,150,000 francs gold and a decrease of 250,000 francs silver. The following shows the amount of bullion in each of the principal European banks this week and at the corresponding date in 1881.

	June 15, 1882.		June 16, 1881.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	23,640,704	.....	26,522,419	.....
Bank of France.....	37,893,734	46,307,034	25,156,956	49,518,180
Bank of Germany.....	7,353,500	22,060,500	7,439,250	22,317,750
Total this week.....	68,893,938	68,367,534	59,118,625	71,835,930
Total previous week.....	68,218,334	68,218,139	58,311,263	71,633,080

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.

ERIE'S CINCINNATI LINE.

The election this week of directors of the Cincinnati Hamilton & Dayton secures to the Erie control of that road, and at the same time confirms our remark, made when the prospective change in ownership was first mentioned, that the Erie had acquired an absolute majority interest and that the New York Chicago & St. Louis though having obtained a large block of stock, held only a minority interest. After the first announcement of the purchase of control by Mr. Jewett, of the Erie, many affected to believe that the pool which had sold the stock to him and undertaken to deliver it, would be unable to fill their contract to the full number of shares required and that consequently Mr. Jewett would fail to get possession of the road. The transfer of 20,000 shares (there are only 35,000 shares altogether) to Mr. Jewett on Tuesday, removes all doubt on this point. At the same time the composition of the new board of directors demonstrates that the holdings of the Seney party of the New York Chicago & St. Louis were large enough to secure for them a voice in the management, for Messrs. C. S. Brice and C. R. Cummings, two of the new managers elected, are respectively Vice-President and President of the "Nickel-Plated" road.

The belief is gaining ground that there is truth in the reports of a close alliance between the Erie and the New York Chicago & St. Louis. Such an alliance would manifestly be mutually advantageous. The latter road extends from Chicago to Buffalo and the former from Buffalo to New York, together forming a trunk line between the West and New York. Being an opposition line to the Vanderbilt system, it is not likely that this new Western organization would care to deliver its business at Buffalo to the New York Central, and, aside from the Central, the Erie is the only other line in operation all the way from Buffalo to New York. There are several new trunk lines in progress between these two points, but they are all of them so far removed from completion that it is out of the question to talk of them as yet as connecting lines. The New York Lackwanna & Western appears to make but slow progress and it is now stated that it is expected to have trains running over the whole line in a year, that is, next summer. Originally it was intended to have the line in operation the present summer. On the New York West Shore & Buffalo work seems to be progressing more actively, but we believe the earliest date at present set for its completion is January 1, 1884,—fully a year and a half hence. The Boston Hoosac Tunnel & Western is the last of the proposed new trunk roads, but from the present outlook of its affairs the prospect of its ever becoming a reality seems remote indeed. It will be seen that, for some time to come, the New York Chicago & St. Louis will be forced to work in harmony with the Erie—that, in fact, the Erie is its only available outlet to New York. It would not be surprising, therefore, if the Chicago & St. Louis people, and not the Erie people as commonly supposed, should be the more anxious to bring about an alliance between the two lines.

On the other hand, the Erie will gain not a little from such an arrangement. Its fast freight line, which used to run over the Lake Shore, was some time ago ordered off the latter road, and the company now sends this class of freight over the Pittsburg Fort Wayne & Chicago, controlled by the Pennsylvania, with which the Erie was able to make satisfactory terms. Then the Erie also maintains the old friendly relations with the New York Pennsylvania & Ohio (former Atlantic & Great Western), the election of that Company last March having resulted in a victory for the friends of Mr. Jewett; and it is further reported now that the Erie is desirous of making the bond between the two roads altogether secure by leasing the line. Whether there is any basis for the report we are unable to say, though it is certain that the Chicago & Atlantic enterprise, from Marion to Chicago, which is to give the Erie an independent line to Chicago via the New York Pennsylvania & Ohio, is being rapidly pressed forward and is expected to be ready for operation before the end of the current year. Thus the Erie is not dependent upon the New York Chicago & St. Louis; but there would be this positive advantage in a close connection with the Seney road, that thus the Erie would reach one or two Lake ports not now open to it. Supposing, then, all these reported arrangements completed, Erie's position to command an increasing share of Western and South-western traffic would be greatly strengthened.

THE EGYPTIAN DIFFICULTY.

Some of our worst fears regarding Egypt have been realized. Hesitation, inaction, apparent timidity on the part of France and England have had the natural effect of encouraging the Egyptian soldiery and the national party generally in their rebellious course. The street riot of last Sunday in Alexandria was bad enough; yet it might have been worse; and the condition of things at the present moment is such that a more general uprising, accompanied by the wholesale massacre of the foreign residents, would hardly be a surprise. When we are told that the best the consuls can do for their respective nationalities is to advise them to leave the country, and that vessels enough are not to be had to accommodate those who are anxious to leave, it is hardly possible to exaggerate the gravity of the situation. Many well-to-do people who have staked their fortunes in Egypt are ready to sacrifice their all rather than to hold their lives at the mercy of the infuriated and semi-barbarous Arab; and it is safe to say that however the present trouble may end, hundreds who, by years of toil and voluntary exile had built up a little competence, have been left comparatively penniless.

In the peculiar circumstances of the case, nothing is more remarkable than the apparent apathy which is manifested by the governments most immediately concerned. Such a state of things as that which is now presented in Egypt has not been witnessed in many centuries. It is long since the Turk dared to show himself aggressive, at least in any portion of the Western world. Generations of men have grown up and passed away, impatient at seeing the dissolution of the Moslem power in the West hindered by European influence. The disastrous struggles with Russia in the earlier years of the present century, the war of independence in Greece, the comparative independence secured by Egypt under Mohammed Ali, the Crimean war in spite of its immediate results, the interest secured by England in Egypt by its purchase of the Khedive's shares in the Suez Canal, the late Russo-Turkish war resulting as it did in the diminution of

Turkish Territory and the erection into free States of several of the Sultan's former dependencies—all these things encouraged a growing conviction that the time was not distant when the shores of the Mediterranean would be restored to Christian authority.

Furthermore, a few months ago it seemed as if the desired crisis had been reached. Egypt for generations had been looked upon as England's inheritance. It was universally admitted that self-interest alone, if there was no higher motive, made it a necessity for England to step in and take possession whenever the situation seemed to call for such action. It was this universal feeling that had inspired confidence and encouraged Europeans of all nationalities to make ventures on the banks of the Nile. With such a Power as England behind them why should they fear? There could be no serious risk, no danger to either life or property. The opportunity came when Ismail Pasha was dethroned; but strange to say, England did not act. The opportunity came again when Arabi Bey, asserting the will of the army, wrenched the power out of the hands of the foreign comptrollers; but still England did not act. And to-day we have the strange spectacle of a section of moribund Islam defying two of the greatest Powers of Western Europe. For carrying out the wishes of these Powers, we see the Khedive stripped of all authority, and virtually at the mercy of a rebel soldier. We see British subjects, French, Austrians, Germans, Italians, Greeks, Americans, all fleeing as if for life from the soil of Egypt. Nay, we have witnessed a brutal massacre on the streets of Alexandria. Yet the Powers coolly look on; and England's greatest living statesman tells us that the Sultan alone can save Egypt and meet all the requirements of the situation. It seems a humiliating confession.

We are willing to admit that there are difficulties in the way of the British Government. It is not improbable, indeed, that when the papers are made public we shall find reason for excusing Mr. Gladstone and his colleagues for much which, at present, seems as inexcusable as it is inexplicable. It is a noteworthy circumstance that the attacks which are made upon the government for its policy in Egypt are made by independent members, rather than by the leaders of her Majesty's opposition. The circumstance is deeply significant. As we stated last week, it is now no longer doubtful that many of the worst features of the present complication are traceable to the compact which exists between England and France—a compact, be it remembered, entered into by the two countries when Lord Salisbury, the present leader of the opposition, was Foreign Secretary. It is notorious, in spite of all pretensions to the contrary, that the two governments, although friendly enough, could not agree on a common course of action. Mr. Gladstone and Lord Granville may have been wrong as to the course they suggested—we think a wiser and a nobler course was open to them; but it was, nevertheless, their opinion that the Sultan should be asked to send troops to Egypt. To this opinion, it appears, they have remained steadfast. But M. Freycenet and his advisers have throughout been opposed to such a course. Turkish troops in Egypt, in the present excited condition of the Moslem world, and especially in the present peculiar condition of Northern Africa, might have a dangerous effect. The French have had sufficient trouble in Tunis. They have no desire to have the difficulties of the situation multiplied. There was reason to fear that the appearance of Turkish troops might fan the fanaticism of Islam and lend encouragement to a religious war. It is likely that the French government has made too much of this probable difficulty.

That, however, is not now the question. What concerns us for the present is that France and England in the grave emergency which has presented itself in Egypt have found it impossible to agree and take united action. In this contingency there are many who are now honestly exclaiming, "Oh for one hour of Lord Palmerston!" "Oh for one hour of Lord Beaconsfield!" One cannot help remembering the former's action in the Don Pacifico affair. To be sure, it was not, perhaps, in all respects praiseworthy; but the energy which in that case bore down all opposition would not have halted in the present emergency. Mr. Gladstone is anxious to do justly; but his policy of justice and humanity will find but small favor if there should be any further loss of life, or if England should lose her firm grasp on Egypt.

The one hope now seems to be in the conference; and it is difficult to see how otherwise a settled state of things is to be brought about. It does not appear that Dervisch Pasha can do anything without Arabi Pasha; and so long as this is the case Arabi is master of the situation. If Arabi should insist on the removal of the Khedive, what is to hinder it but the landing of Turkish troops? Will the landing of Turkish troops be permitted without a struggle? If they are successful in landing and restoring peace, on what terms and for how long will they be allowed to remain? A conference, therefore, seems to be a necessity. What it will develop it must be left to time to determine; but Mr. Gladstone's latest announcement does not encourage us to hope for any grand vigorous action on the part of the British Government. The restoration of the Sultan's power in Egypt will not secure permanent tranquillity in that country. It is a backward step which is wholly out of conformity with the times, which reveals weak statesmanship, and which bodes no good either to the British empire or to Egypt.

RAILROAD EARNINGS AND THE STOCK EXCHANGE.

How to get corporations to make more frequent reports of their doings is at present absorbing an unusually large share of attention. The uncertainty as regards the business outlook, the knowledge that materials and fuel rule at very high figures and form an important element in the expense account of all companies, and the persistent circulation of exaggerated reports of loss of traffic because of short crops, have so increased the demand for information, detailed and full, that all classes of the community are coming to be of one mind as respects the need for more and earlier data as a basis for intelligent action.

The evils of the system being sufficiently patent, the main point is as to effecting a cure, and we refer to the subject to-day because of the means of providing a remedy broached by the *New York Herald* in its financial column, where it was stated a few days since that efforts are being made among the members of the Stock Exchange to compel monthly reports of earnings and expenses from companies whose securities are dealt in on the Exchange, and that a prominent member of the Governing Committee would shortly bring resolutions to this effect before that body. Obviously, if a provision of this sort could be enforced, it would tend to heighten the esteem in which the Exchange is held, and widen its influence for good. But the question naturally arises, *can* it be enforced?

The Legislature undoubtedly can secure such monthly statements, and should have made them obligatory long ago. It is, however, doubtful whether it could reach corporations outside the State, and thus the vast majority of companies would be left untouched. No such difficulty would beset the Stock Exchange, for any rule of course

would apply to all companies having securities on the Board; but the Exchange would encounter other difficulties of a much more serious nature.

In the first place, it should be remembered that not all companies withhold information from the public for speculative purposes or from mere whim or caprice. There are many roads managed with absolute honesty, and whose officers do not use the information withheld for the purpose of speculating in their securities, and which yet will not and do not supply regular reports. We have before us a letter from the auditor of a very prominent Western road, that has within a few years risen to great proportions. The letter was called forth by our article of May 13, on "Publicity of Railroad Accounts." This gentleman assures us that the officers of his company recognize the right of stockholders and bondholders to full and early intelligence with regard to its affairs, but that they did not deem it expedient now, in the real interest of their security holders, to publish even statements of gross earnings. At first the figures were given out regularly. The road being a new one, and constantly enlarging its mileage, showed a large increase in earnings from year to year. This ought to have been gratifying to the people of the State traversed by it, for, being an indication of prosperity, it would of course serve to stimulate the building of other roads within the State. Far from it, however. The gains in earnings excited unfavorable comment in the newspaper "organs" of the Grangers, the politicians took up the refrain, and, on the usual plea that charges were exorbitant and that the producer should not be compelled to pay money to enrich the stockholders of a railroad, the Legislature was continually being appealed to to take a decided stand against the roads and arbitrarily reduce rates and alter the tariff, much in the manner that rates were subsequently reduced by the Commissioners in Illinois. The company, therefore, determined that it was policy to publish its returns less frequently, and since then has furnished them officially only once a year.

Now, we do not hesitate to say that we doubt the wisdom of this policy. It may be possible to keep the actual figures from the public, but their tenor is sure to leak out. And when it does leak out it is apt to do more mischief—if mischief must follow—than the actual figures themselves. That is to say, where there is no definite information the real facts in the case always wear an exaggerated look in the eyes of the public. If there is a decrease of a few thousand, and the precise figures are not known, rumor magnifies it into a few hundred thousand. If the reverse is true, and there is an increase, the same liberal multiplication of the gain is made. This is particularly true on the Stock Exchanges where men are either rampant bulls or gloomy bears. It may well be questioned, therefore, whether a railroad would gain anything from even such a standpoint as the one in question.

However, we must recognize that this is a legitimate reason, not a speculative one, for secrecy, whether we believe the end in view will be attained or not. And this illustrates one of the difficulties that the Stock Exchange would meet with. Is it likely that a road which thus, from honest conviction, in what it believes to be the interest of its security holders, refuses to give the public more than occasional accounts of its doings, would be persuaded to make a change in its declared policy, no matter how influential the body that sought to suggest it or force it? Then, as to those managers who are governed by merely speculative considerations, will they be likely to assent readily to a plan that would remove one of the main supports to their speculative operations? We know that the plan proposed provides for the striking from the list of

all securities of roads that refuse to comply with the new regulation, and we do not forget that the Stock Exchange is within certain limits a powerful concern, but we doubt whether it could carry any such regulation into effect.

Suppose a number of the leading roads should wholly refuse to yield to the request of the Stock Exchange, would the Stock Exchange be able or willing to order their securities off the Board? Would it not be like biting off the nose to spite the face? If the best properties needed the Exchange to float their securities, then this penalty would be feared and the threat would be effective; but as it is we cannot conceive that the Exchange has any power over the old, established roads, or that they would pay any attention to its requirement. A similar attempt (though not on so elaborate a scale) was made some years ago and failed. In that instance, if we mistake not, monthly statements were made compulsory only on the new companies listed. That seems to be practicable; at least we see no reason why it could not be put into operation. The present suggestion, however, would seek to make returns compulsory upon all companies. For the reasons stated, that is entirely impracticable, and we do not believe any such endeavor will be made.

THE BROOKLYN BRIDGE.

Only six months ago, we reviewed the then condition of what we were obliged to call the Brooklyn bridge muddle, which was, in brief, that changes had been made in the plans for that structure involving 1,200 tons more of dead weight than was intended, whence it followed that the bridge must either be less safe or must be restricted to carrying less load; that the engineer in charge, by his own statement, had been overruled by some mysterious person, against whom he held out for three months; that the President did not confess any knowledge of this mysterious but powerful person, and the official records revealed nothing about him; that some of the trustees of shortest service had been trying to find out something, for a number of weeks, propounding questions which their associates could not or would not answer; and that, according to the *Brooklyn Eagle*, a certainly not unfriendly and not incompetent authority, downright imbecility had been shown.

We have since watched for the natural sequel to all this, but it seems to be still deferred. The resolution of censure, offered by one of the inquiring trustees, with the intent that it should move the persons who merely obeyed orders to come forward and clear themselves by saying who gave those orders, went over to a subsequent meeting, and seems to have been quietly dropped. The money was all spent, at that time, of course, although what had been spent would pay for four higher bridges than this unfinished one, on the same site and plan, on the basis of the original estimates. At the regular monthly meeting, January 9, the President said the bridge would be finished next autumn, "if the money question is not in the way," and that "we shall need about \$600,000 more to complete the work and to put in the improvements in the way of facilities for transportation and traffic that are deemed advisable." Since then, the Legislature has passed the trustees' bill directing the issue of a million and a quarter more bonds, and the trustees, at the time of asking this, said, that although this amount "is considered sufficient" to get the bridge open for traffic, something more may yet be wanted "for suitable and ornamental facades at the portals of the bridge in the two cities." On May 24 a committee from the Council of Political Reform in this city appeared before a Senate committee in Albany, and offered several amendments intended to supersede and

"shake up" the present trustees and restrict the actions of their successors. The delegation urged the proved incompetence of the trustees; argued that the money now to be provided will surely fall short, in their hands; and particularly opposed, as premature and unnecessary, any appropriation for constructing warehouses in the arches on the New York side.

On Monday last a trustees' meeting was held, and the old officers were re-elected. This has been followed by the most remarkable recent contribution to the history of this enterprise in the letter of Mr. R. B. Roosevelt, published this week, resigning his trusteeship, this letter being nominally addressed to Mayor Grace but really to the public. After three years' service, says this letter, the writer has learned very little about the bridge problem, and yet he adds this is not due to any fault of his own, for he has endeavored as well as he was able to inform himself and has spared no pains, and performed some unpleasant acts, but could hit upon no way of effecting his object. He then adds that in his opinion no outsider will ever understand precisely how matters are conducted.

Although Mr. Roosevelt emphasizes the statement that he knows of nothing wrong, "nothing involving impropriety, or even neglect," the last sentence above quoted certainly suggests to the "outsider" the existence of a very impenetrable ring. Mr. Roosevelt says, "I simply know nothing"—after three years of his best exertions to find out something—"and I do not propose to remain a member of a board charged with public duties without knowing anything of its affairs."

Mr. Roosevelt retires now because "at to-day's meeting I have substantially ascertained that the bridge will not be finished during my term of office." It might be said that instead of retiring Mr. Roosevelt should stay and should incite a demand from public opinion which would compel this impenetrable official mystery to give up its secret, or that he at least should divulge "which one of us" it is that is leading the quasi-reluctant engineer astray.

At the time the bill now awaiting its fate in the Governor's hands was prepared, the *Brooklyn Eagle* said that if the Legislature were a private employer and the trustees were his agents they would promptly be displaced, "for the management of the business of constructing the bridge is not and has not been for a long time satisfactory to the public." It added that there will be general reluctance to cut out any new work (warehouses under the arches on the New York side, etc.), for a board so unsatisfactory; that, if the utmost honesty is conceded to every member, it is undeniable that the great majority of the trustees have no aptitude whatever for the work "and no knowledge whatever of anything pertaining to it." This fits well Mr. Roosevelt's public declaration that in three years he at least has not found out anything and he does not believe any "outsider" can find out. Outside of what—of the board simply, or of the impenetrable hidden mystery within the board?

The suggestion has even been publicly made that the United States Supreme Court may condemn the structure and order it taken down, inasmuch as it is lower than the condition required; and also that whether Congress has ever authorized building the bridge is a triable question which may even yet be tried.

What comment can be made upon all this, other than what must occur to every reflective person who reads it? What fiction could be more marvellous, outside of the field of the credible, than this record of the management of a great public matter, and of helplessness in the people of this great city?

TEXAS & PACIFIC MILEAGE AND EARNINGS.—In our statement of earnings for May, last week, the mileage of the Texas & Pacific for the present year was given at 1,230 miles. This embraced 333 miles on account of the New Orleans Pacific. Mr. Calef, the Secretary and Treasurer of the Southwestern system of roads, informs us that the New Orleans Pacific is not yet open for general traffic, and that therefore it should not be included in mileage. The correct total he gives as 967 miles, against 749 last year.

Monetary & Commercial English News

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

EXCHANGE AT LONDON—June 3.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam.	Short.	12·4 @ 12·4½	June 3	Short.	12·05
Amsterdam.	3 mos.	12·1½ @ 12·2½	.....	.....	.....
Antwerp	"	25·47½ @ 25·52½	June 3	Short.	25·20
Brussels	"	25·47½ @ 25·52½	June 3	"	25·20
Hamburg	"	20·62 @ 20·65	June 3	"	20·45
Berlin	"	20·62 @ 20·65	June 3	"	20·45
Frankfort	"	20·62 @ 20·65	June 3	"	20·45
Copenhagen.	"	18·46 @ 18·50	.....	.....	.....
St. Petersburg.	"	24 @ 23½	.....	.....	.....
Paris	Short.	25·24 @ 25·22½	June 3	Short.	25·14½
Paris	3 mos.	25·40 @ 25·50	June 3	Long.	25·18½
Vienna	"	12·10 @ 12·12½	June 3	Short.	12·05
Madrid	"	46½ @ 46	.....	.....	.....
Cadiz	"	46½ @ 46	.....	.....	.....
Bilbao	"	46½ @ 46	.....	.....	.....
Genoa	"	26·05 @ 26·10	June 3	Short.	25·80
Lisbon	"	51½ @ 51½	.....	.....	.....
Alexandria .....	.....	.....	May 31	3 mos.	97½
New York .....	.....	.....	June 3	Short.	4 86½
Bombay	60 d'ys	1s. 8d.	June 3	4 mos.	1s. 85½d.
Calcutta	60 d'ys	1s. 8d.	June 3	"	1s. 8½d.
Hong Kong .....	.....	.....	June 3	"	3s. 9¾d.
Shanghai .....	.....	.....	June 3	"	5s. 2¾d.

[From our own correspondent.]

LONDON, Saturday, June 3, 1882.

This has been, to a large extent, a holiday week, and not much business has been in progress in any department. Throughout the manufacturing districts the Whitsun holidays have, as usual, been strictly observed, and but few new features have presented themselves either in the commercial or financial world. In the money market there has been continued ease. The supply of mercantile paper offering is still very moderate, and the rate of discount for three months' bank bills is not more than 2½ to 2¼ per cent, while the quotations for short loans is only 1¾ to 2 per cent. The easy condition of the money market, peculiar to the early summer months, has therefore again manifested itself, and there are certainly no indications of immediate improvement. Hopes, however, are still entertained of a revived inquiry for money late in the season, but there are no anticipations of dear money.

The proportion of reserve to liabilities at the Bank of England is now 40¾ per cent, against 45½ per cent last year, and the bank rate of discount is 3 per cent, against 2½ per cent—the open market quotation being 2½ to 2¼ per cent, against 1¾ to 1½ per cent. The supply of bullion held by the Bank amounts to £23,154,704, against £25,919,935, the total reserve being £12,573,824, against £14,908,140. The position of the bank, therefore, is somewhat less satisfactory than it was twelve months ago, but it is still a fairly good one. The state of the money market and the favorable reports which are published respecting the growing crops, not only in this country but on the Continent, justify the belief that a further expansion of our trade will take place during the autumn. The harvest of last year was a decided improvement over that of the previous year, and a revival of agricultural prosperity, though assuming no considerable proportions, had a decided influence in stimulating our commerce. The trade of the current season, both home and foreign, shows a marked improvement compared with recent previous years, but the agricultural prospect at the present time is more than usually encouraging, as farmers are anticipating more than an average yield of produce. Affairs in Ireland and in Egypt are naturally a cause for anxiety, but it is expected that the difficulty which has arisen in Egypt will soon be rectified, and that no further dangers will arise for some years to come. Unfortunately, however, there is a state of chronic discontent in Ireland, and, notwithstanding the measures which have been passed of late years to satisfy the people, much dissatisfaction still prevails. These Irish disturbances, however, do not interfere so very seriously with our general commerce, but they are calculated to keep it in check, and to prevent that full revival of confidence which is so desirable when our producing power is so great, and when so

large an amount of capital is embarked in manufacturing enterprises.

Money was in fair demand in the early part of the week, but it fell off towards the close, and the market left off with an easy appearance at the following quotations :

	Per cent.	Open market rates—	Per cent.
Bank rate.....	3	4 months' bank bills.....	2½ @ 2¼
Open-market rates—		6 months' bank bills.....	2½ @ 2¼
30 and 60 days' bills.....	2½ @ 2¼	4 & 6 months' trade bills.	3 @ 4
3 months' bills.....	2½ @ 2¼		

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

	Per cent.
Joint-stock banks.....	2
Discount houses at call.....	2
Do with 7 and 14 days' notice.....	2½

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the average quotation for English wheat, the price of consols, of No. 40 mule twist, fair 2d quality, and the price of middling upland cotton, and Bankers' Clearing House return, compared with the three previous years :

	1882.	1881.	1880.	1879
Circulation.....	26,330,880	26,761,795	27,051,450	29,390,365
Public deposits.....	5,741,023	7,056,216	8,288,076	7,559,796
Other deposits.....	24,952,669	25,350,070	25,250,309	27,716,936
Government securities.....	13,474,213	15,876,151	15,694,912	14,678,635
Other securities.....	22,468,401	19,484,775	20,082,527	19,696,233
Res'v'e of notes & coin	12,573,824	14,908,140	15,648,376	18,811,705
Coin and bullion in both departments..	23,184,704	25,919,935	26,473,350	33,202,070
Proportion of reserve to liabilities.....	40·70	45·58	.....	.....
Bank rate.....	3 p. c.	2½ p. c.	3 p. c.	2 p. c.
Consols.....	102¼d.	102½d.	98½d.	97½d.
Eng. wheat, av. price	47s. 0d.	44s. 1d.	41s. 11d.	41s. 5d.
Mid. Upland cotton ..	69½d.	51½d.	65½d.	63½d.
No. 40 mule twist....	10¾d.	9½d.	11¾d.	10d.
Clearing-House ret'n.	126,100,000	169,544,000	126,939,000	103,248,000

The following are the current rates for discount at the leading foreign centres:

	Bank rate.	Open market.	Bank rate.	Open market.
	Pr. ct.	Pr. ct.	Pr. ct.	Pr. ct.
Paris.....	3½	3¼	Madrid and other	.....
Berlin.....	4	3	Spanish cities..	4½
Frankfort.....	.....	3	St. Petersburg...	6
Hamburg.....	.....	3	Geneva.....	4½
Amsterdam.....	4	3¾	Genoa.....	4
Brussels.....	4½	4½	Copenhagen.....	4
Vienna.....	4	3¼ @ 3½	Bombay.....	6

Tenders were received at the Bank of England yesterday for £1,500,000 Treasury bills. The amounts allotted was as follows: In bills at three months, £1,375,000; do six months, £125,000. Tenders for three months' paper at £99 10s. 7½d. and above will receive in full, and for bills at six months at £98 19s. 5d. about 35 per cent. This result is equivalent to a discount rate of 1⅞ for three months' and of 2 1-16 per cent for six months' bills.

The Bank of New South Wales, as Financial Agents for the Government of New South Wales, have been instructed to negotiate a loan of £2,000,000, being a portion of the amount authorized to be raised under the act assented to on July 24, 1879. The loan will be issued in debentures of £1,000, £500 and £100 each, bearing interest at 4 per cent from 1st of July, 1882, and the coupons are payable on the 1st of January and the 1st of July in each year, at the Treasury in Sydney, or at the office of the banking agents in London, at the option of the holder. The principle will be repayable on the 1st of July, 1910, either in Sydney or London, at the option of the holder. The debentures will be allotted to the highest bidders, but no tender will be accepted at less than £102 for every £100 in debentures. The prospectus states that an act is now prepared and will be submitted during the next session of Parliament in Sydney, for the conversion of this loan into inscribed stock at the option of the holder.

The traffic receipts of railways in the United Kingdom since the commencement of the year have amounted to £20,098,300, against £19,199,593, showing an increase of £898,707, or 4·67 per cent. On the three principal Scotch lines since February 1, they have been £2,071,510, against £2,005,038, being an increase of £66,472, or 3·31 per cent compared with last year.

The number of failures in England and Wales gazetted during the week ending Saturday, May 27, was 221. The number in the corresponding week of last year was 231, showing a decrease of 10, being a total decrease in 1882 to date of 571. The number of bills of sale published in England and Wales for the week ending May 27 was 994. The number in the corresponding week of last year was 1,010, showing a decrease of 16, being a net decrease in 1882 to date of 336. The number published in Ireland for the same week was 22. The number in the corresponding week of last year was 52, showing a decrease of 30, being a net decrease in 1882 to date of 213.

The prices of the best Wallsend coal delivered in London is now only 21s. per ton. So low a price has not been current for thirty years. The remarkable mildness of the winter has been the cause of much depression in the trade for house coal.

The Secretary of the Grand Trunk Railway Company of Canada states that the difference between the decrease in gross receipts of £7,066, as shown in the monthly return, as compared with the smaller decrease to be computed from the weekly returns for the month of April, arises from there having been five Sundays and twenty-five working days in April, 1882, as against four Sundays and twenty-six working days in April, 1881. The difference of one working day is equal to about £6,000, and this if deducted from the decrease of £7,066 in gross receipts shown in the monthly return, would reduce the decrease for the month to about £1,000, which closely agrees with the decrease computed from the weekly returns.

The accounts received from the agricultural districts respecting the growing crops are very satisfactory, and on the Continent—in France especially—the harvest prospect is a very good one. The season is about a fortnight earlier than usual, and the cutting of clover hay has been already commenced in some districts. If the weather for hay-making proves to be fine the crop will be a large one of excellent quality. Last year's crop was a very short one, and hay has consequently been dear; but the scarcity of hay was not so very severely felt during the winter months owing to the exceptionally mild weather, which enabled farmers to graze their stock in the pastures, and thus economize their hay crops. The weather has recently become milder, and the nights are warmer. Some light rains have been falling throughout the country, which will prove to be a great benefit to the root crops, which, in England, have just been sown. The favorable weather and the satisfactory reports respecting the crops naturally produce much quietness in the trade for cereal produce. There is, however, not much movement in prices, but the tendency is slightly in favor of buyers. The supplies of produce afloat to the United Kingdom have fallen off, being 2,143,000 quarters of wheat, 206,000 quarters flour and 290,000 Indian corn.

During the week ended May 27 the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 23,305 quarters, against 31,012 quarters last year and 23,336 quarters in 1880; while it is estimated that they were in the whole kingdom 113,220 quarters, against 124,100 quarters and 93,350 quarters. Since harvest the sales in the 150 principal markets have been 1,663,929 quarters, against 1,508,549 quarters and 1,175,587 quarters, the estimate for the whole kingdom being 6,655,720 quarters, against 5,678,200 quarters in the corresponding period of last season and 6,727,800 quarters in 1879-80. Without reckoning the supplies of produce furnished ex-granary at the commencement of the season, it is estimated that the following quantities of wheat and flour have been placed on the British markets since harvest. The visible supply of wheat in the United States is also given:

	1881-82.	1880-81.	1879-80.	1878-79.
Imports of wheat.cwt.	64,346,603	43,048,179	44,789,637	36,072,646
Imports of flour.....	7,085,587	9,928,568	7,805,445	6,733,137
Sales of home-grown produce.....	28,841,400	24,605,600	20,487,000	37,014,700
Total.....	80,273,590	77,582,347	73,032,032	79,820,433
Deduct exports of wheat and flour.....	970,691	1,038,342	1,104,818	1,464,341
Result.....	79,302,899	76,544,005	71,977,264	78,356,142
Av'ge price of English wheat for season (qr.)	46s. 8d.	43s. 0d.	46s. 8d.	40s. 8d.
Visible supply of wheat in the U. S.... bush.	9,900,000	16,600,000	19,600,000	15,286,270

The following return shows the extent of the imports and exports of cereal produce into and from the United Kingdom during the first forty weeks of the season, compared with the corresponding period in the three previous seasons:

IMPORTS.				
	1881-82.	1880-81.	1879-80.	1878-79.
Wheat.....cwt.	44,316,603	43,048,179	44,789,637	36,027,646
Barley.....	10,708,968	9,620,481	11,507,247	8,788,126
Oats.....	7,449,703	6,956,292	10,236,196	8,248,752
Peas.....	1,450,252	1,700,894	1,590,664	1,243,452
Beans.....	1,352,577	1,843,598	2,011,557	1,089,724
Indian corn.....	16,420,855	25,752,538	21,076,255	25,038,666
Flour.....	7,085,587	9,928,568	7,805,445	6,733,137
EXPORTS.				
	1881-82.	1880-81.	1879-80.	1878-79.
Wheat.....cwt.	851,635	935,863	976,002	1,357,005
Barley.....	86,161	44,539	28,149	93,593
Oats.....	628,406	565,514	79,047	74,523
Peas.....	55,037	68,029	87,649	15,148
Beans.....	20,049	24,136	39,408	11,799
Indian corn.....	94,645	196,199	364,653	357,219
Flour.....	118,956	102,479	121,816	107,338

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 June 16:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	52 1/4	52 1/8	52 1/8	52	52	52
Consols for money.....	100 1/2	100 7/16	100 7/16	100 1/4	100 9/16	100 7/16
Consols for account.....	100 3/8	100 9/16	100 7/16	100 3/8	100 11/16	100 5/8
Fr'ch rentes (in Paris) fr.	83 1/5	83 0/2 1/2	83 0/3	82 9/0	82 9/0	81 3/0
U. S. 5s ext'n'd into 3 1/2s	103	103	103	103	103	103
U. S. 4 1/2s of 1891.....	116 1/4	116 1/4	116 1/4	116 1/4	116 1/4	116 1/4
U. S. 4s of 1907.....	122 3/4	122 3/4	123	x122	123	123
Erie, common stock.....	34 1/2	34 1/2	36	36 1/4	37	36 3/4
Illinois Central.....	135	136	136 1/2	137 1/4	138	137
Pennsylvania.....	56 1/2	56 3/4	58	58 1/4	59 3/4	59 1/4
Philadelphia & Reading.	27 3/8	27 3/4	28 1/4	28 5/8	30 1/4	29 3/4
New York Central.....	130	131	132 1/2	x130 1/4	132	132

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State.. 100 lb.	s. d. 13 9	s. d. 13 9	s. d. 13 9	s. d. 13 9	s. d. 13 9	s. d. 13 9
Wheat, No. 1; wh. " "	10 2	10 2	10 2	10 2	10 2	10 2
Spring, No. 2. " "	9 9	9 9	9 9	9 9	9 9	9 8
Winter, West., n. " "	10 4	10 4	10 4	10 4	10 4	10 4
Cal. white. " "	9 8	9 8	9 8	9 8	9 8	9 8
Corn, mix., V. est. " "	6 0	6 0 1/2	6 0 1/2	6 0 1/2	6 2	6 1 1/2
Pork, West. mess. 7 bbl.	86 0	87 0	87 0	87 0	87 0	87 0
Bacon, long clear, new..	57 0	57 0	57 6	58 0	58 0	58 0
Beef, pr. mess, new, etc.	88 0	88 0	88 0	88 0	88 0	88 0
Lard, prime West. 7 cwt.	58 0	58 0	58 0	59 6	59 0	58 6
Cheese, Am. choice, new	58 0	58 0	58 0	58 0	58 0	58 0

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week; compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$7,712,118, against \$10,148,989 the preceding week and \$11,826,739 two weeks previous. The exports for the week ended June 13 amounted to \$5,302,476, against \$6,504,682 last week and \$5,259,468 two weeks previous. The following are the imports at New York for the week ending (for dry goods) June 1 and for the week ending (for general merchandise) June 2; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.				
For Week.	1879.	1880.	1881.	1882.
Dry goods.....	\$394,324	\$1,691,339	\$1,593,750	\$1,319,639
Gen'l mer'dise..	5,278,252	10,253,876	7,713,802	6,362,479
Total.....	\$6,172,576	\$11,945,215	\$9,307,552	\$7,712,118
Since Jan. 1.				
Dry goods.....	\$39,652,483	\$59,187,759	\$49,501,122	61,872,031
Gen'l mer'dise..	99,822,376	171,819,121	141,563,075	165,823,911
Total 23 weeks	\$139,474,859	\$231,006,880	\$191,064,197	\$227,195,992

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 June 13, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.				
	1879.	1880.	1881.	1882.
For the week...	\$6,315,753	\$10,802,522	\$3,048,581	\$5,302,476
Prev. reported..	134,398,863	159,943,055	162,261,961	135,061,675
Total 23 weeks	\$140,714,616	\$170,745,577	\$170,310,542	\$140,367,151

The following table shows the exports and imports of specie at the port of New York for the week ending June 10, and since Jan. 1, 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.				
Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$1,500,000	\$23,354,798	\$.....	\$104,998
France.....	752,750	2,524,750	.....	866
Germany.....	21,400	83,160	.....	232
West Indies.....	.....	.....	6,808	173,719
Mexico.....	.....	.....	3,000	86,226
South America.....	.....	95,500	10,675	169,280
All other countries.....	.....	68,900	.....	14,980
Total 1882.....	\$2,274,150	\$26,127,108	\$20,483	\$549,781
Total 1881.....	17,166	195,353	14,121	25,112,588
Total 1880.....	21,175	2,071,110	7,371	1,749,436
Silver.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$192,301	\$4,638,004	\$15,086	\$26,279
France.....	60,000	509,300	.....	869
Germany.....	.....	48,500	.....	115,351
West Indies.....	.....	.....	1,263	715,162
Mexico.....	.....	.....	27,726	323,476
South America.....	.....	.....	1,108	63,040
All other countries.....	.....	48,089	.....	13,392
Total 1882.....	\$252,301	\$5,243,893	\$45,183	\$1,257,569
Total 1881.....	252,434	4,930,508	70,576	1,438,173
Total 1880.....	112,087	2,275,976	104,769	2,622,965

Of the above imports for the week in 1882, \$6,527 were American gold coin and \$19,341 American silver coin. Of the exports for the same time, \$2,252,750 were American gold coin.

Canadian Pacific Railway.—The following interesting statements respecting the Canadian Pacific Railway were condensed by the *Toronto Mail* from an elaborate speech by Sir Charles Tupper, the Canadian Premier, in the Dominion Parliament, a few weeks ago:

1. The Sault Ste. Marie line is to become, in fact, a part of the main line of the Pacific Railway. This is effected by means of a crossing at Sturgeon River, and the construction of the line away on from that to Algoma Mills.
2. The company expect to lay down tracks on 50 miles west of Callendar Station. From Algoma Mills, near the waters of the lake, a section of 50 miles has been laid under contract, running eastwardly to meet the line beginning at Callendar.
3. The main line of the Pacific Railway as now projected will run west from Algoma Mills to within twenty or thirty miles of the Sault Ste. Marie. This location is still under the consideration of the Government. It has some obvious advantages which cannot be overlooked.
4. Until this question of the route is settled the Government will pay no subsidy on the link of 60 or 70 miles common to both the Pacific main line as formerly projected and the Sault Ste. Marie line. This indicates business-like caution on the part of the Government.
5. It is expected that the line from Prince Arthur's Landing to Winnipeg will be opened in July next for all practical purposes of freight and passenger accommodation, though the road will not be actually complete in all its appointments.
6. Traffic will be taken to the Georgian Bay, thence by water to Prince Arthur's Landing, and thence on to Winnipeg and beyond by rail, a route through our own territory accomplished after long labors and great expense.
7. Of the 433 miles from Prince Arthur's Landing to Winnipeg the rails are laid on 401 miles, leaving only 32 miles more to cover. But the line will not be actually finished till next season.
8. The total expenditure on this section of the road to the present time—that is to the last payment—is \$13,224,000, and the balance of expenditure will not exceed \$1,400,000.
9. The line is now located definitely 470 miles west from Winnipeg, and the Government does not intend to assent to further location till it is seen whether the Kicking Horse pass is available or not, the evidence so far being in favor of a change from the hitherto accepted Yellow Head Pass.
10. The distance of 116 miles west of Winnipeg is now under traffic. About 8,000 tons of rails are now on the spot, and large quantities are on their way for the purposes of track-laying.
11. Up to the present time the company have been paid only \$1,610,000 and 1,610,000 acres of land as their portion of the subsidy.
12. The Pacific Railway company have, in addition to their main line, graded 89 miles of a branch called the Winnipeg & Pembina Mountain branch, running southwesterly from Winnipeg to the border, and in addition to a branch connecting with Emerson, it is expected that 100 miles will be under traffic during the present season.
13. A branch from Brandon is also projected in a southeasterly direction, 15 miles to Souris and thence west, in all 195 miles; and this with the other branch of 225 miles will make a total, apparently, of 420 miles of branch lines which the company are building without subsidy.
14. The question of the Rocky Mountain pass is not yet settled. The government, in view of the probability of another pass being chosen, takes power to adopt it; but in the meantime there are only strong probabilities in favor of the change.
15. This change to the Kicking Horse Pass will, if it takes place, make a saving of 79 miles in the length of the road; but as in the case of the change on the eastern section, the cost to the company will be increased, not diminished, as was said, by the alteration of the route.
16. The Yale-Kamloops section is progressing very favorably. It is the most expensive and difficult section of the road. The total value of the work done is, so far, \$1,979,973. The date of completion is July, 1885, and the Minister anticipates it will be accomplished within that time.
17. The portion from Emory's Bar to Port Moody has lately been placed under contract at a probable cost of \$2,486,000, to be finished in July, 1885.
18. The estimates of cost of the various sections, and the actual cost as now ascertained or estimated, are as follows:

	Present Estimate.	Contract Sum.
Kaministiquia to Sunshine Creek, 45 miles, reduced to 32½.....	\$313,200	\$293,360
Sunshine Creek to English River.....	1,417,208	1,037,061
English River to Eagle River.....	1,767,357	2,300,196
Eagle River to Keewatin.....	2,904,153	4,130,707
Keewatin to Cross Lake.....	2,619,585	1,844,085
Cross Lake to Selkirk.....	733,602	402,950
	1,192,600	1,746,150
	1,368,670	2,056,950
British Columbia.....	1,927,000	2,573,640
	2,324,000	2,727,300
	2,486,000	2,486,000

19. The actual commercial value of the road when completed is stated so concisely by the Minister that we shall not attempt to abridge it. He says: "Now, assuming that the 79 miles on the British Columbia line are saved, our position will be this: From Montreal to Port Moody by the Canadian Pacific Railway, the distance will be 2,850 miles; from New York to Port Moody via the Canadian Pacific Railway and Montreal, the distance will be 3,260 miles. From New York to Port Moody by the Canadian Pacific Railway and Brockville, the distance will be 3,140 miles. Now the distance from New York to San Francisco via the Central and Union Pacific railroads is

3,331 miles. As the distance from Montreal to Port Moody is only 2,850 miles, we shall be able, with our better line, better grades and freedom from the bonded debt under which the Union and Central Pacific railroads suffer, to compete with the lines to the south of us, and with the aid of fast steamers, connecting San Francisco with Victoria, to secure a considerable portion of the trade with San Francisco and the Western States. From Liverpool to Montreal, 2,790 miles; from Liverpool to New York, 3,040 miles; from Liverpool to Port Moody via Montreal & Canadian Pacific Railway, 6,063; from Liverpool to San Francisco via United States roads, the shortest route that could be obtained, 6,830; from Liverpool to Yokohama and Japan via Montreal & Canadian Pacific Railway, 10,963; from Liverpool to Yokohama via San Francisco, 12,038. So we shall have a route from Liverpool to Port Moody via Montreal & Canadian Pacific Railway 767 miles shorter than via New York & San Francisco, showing that so far as through traffic is concerned, it will be utterly impossible for any road on this continent to begin to compete with the Canadian Pacific. From Liverpool to Yokohama via the Canadian Pacific the route will be 1,075 miles shorter than via New York and San Francisco. Looking at it a little closer home, I am glad to find the result is such as will be favorably received by the House. From Liverpool to Halifax it is 2,480 miles; from Halifax to Quebec, 680 miles; from Quebec to Montreal, 176 miles; from Montreal to Port Moody, 2,850, or 3,706 from sea to sea, from Halifax to Port Moody. Liverpool to Port Moody, 6,186 miles; from Liverpool to New York it is 3,040; New York to San Francisco, 3,790, making a total of 6,830 miles."

Denver Utah & Pacific.—It was reported this week that J. S. Morgan & Co. of London, had agreed to take and place \$5,000,000 of the Denver Utah & Pacific first mortgage bonds. The construction company which is building this road is to receive \$18,000 per mile in bonds and \$20,000 in stock. The road will be narrow gauged, and will run in a southwesterly direction from the city of Denver to the Pacific coast.

Railroad Construction (New).—The latest information of the completion of track on new railroads is as follows:

- Allegheny Central.—Extended from Angelica, N. Y., north by east to Swains, 18 miles. Gauge, 3 ft.
 - Chester & Lenoir.—Extended from Lincolnton, N. C., north to Malden, 8 miles. Gauge, 3 ft.
 - Chicago Milwaukee & St. Paul.—A branch is completed from Emmetsburg, Ia., north to Estherville, 22 miles.
 - Chicago & Northwestern.—The Winona & St. Peter line is extended from Watertown, Dak., west to Clark Centre, 31 miles. On the Sioux Valley Branch track is laid from Volga, Dak., northward 24 miles.
 - Cincinnati Selma & Mobile.—Extended from Greensboro, Ala., north-west to Akron, 17 miles. Gauge, 5 ft.
 - Denver & Rio Grande Western.—Track laid from Salt Lake, Utah, southward to Provo, 49 miles. Gauge, 3 ft.
 - Des Moines & Fort Dodge.—Track laid from Tara Junction, Ia., northward 20 miles.
 - East Tennessee Virginia & Georgia.—The Ohio Division is extended from Careyville, Tenn., north by west to Elk Gap, 10 miles. Gauge, 5 ft.
 - Fort Worth & Denver City.—Extended from Decatur, Tex., northward 28 miles.
 - Genesee Valley.—New track is reported laid from Cuba, N. Y., north by east, 12 miles; from Nunda to Mt. Morris, 14 miles; from Nunda to Swains, 9 miles, and from Canawaugus south 6 miles; making 41 miles in all.
 - Missouri Pacific.—Track is laid on the Carthage, Joplin & Short Creek Branch from Carthage, Mo., southwest to Joplin, 18 miles.
 - Rio Grande & Pecos Valley.—Track laid from Laredo, Texas, north-west 7 miles. Gauge, 3 feet.
 - Salt Lake & Western.—Track laid from Lehi, Utah, westward to Boulder, 40 miles.
 - Sioux City & Pacific.—The Nebraska Division is extended from Long Pine, Neb., westward, 12 miles.
 - Texas & St. Louis.—The Texas Division is extended from Mt. Olivet, Texas, southwest to McGregor, 9 miles. Gauge, 3 feet.
- This is a total of 354 miles of new railroad, making 3,677 miles thus far this year, against 1,734 miles reported at the corresponding time in 1881, 1,613 miles in 1880, 682 miles in 1879, 432 miles in 1878, 583 miles in 1877, 687 miles in 1876, 312 miles in 1875, 570 miles in 1874 and 1,271 miles in 1873.—*Railroad Gazette.*

—The attention of the cotton trade both in this city and the South is called to the card of Messrs. Cumming & Bailey in to-day's CHRONICLE. This firm is composed of gentlemen who are well known here and in the South for their energy and business qualities, having been in trade for a number of years, and possessing ample facilities for the purchase and sale of cotton both for spot and future delivery.

—At the present time, when investors have difficulty in getting 5 per cent on their money in safe securities, attention is directed to the card of the Western Farm Mortgage Company, in the advertising columns of the CHRONICLE, under "Western bankers." They will send circulars with their business references, and all details of their method of making loans, &c.

—The card of Mr. J. H. Parker, commission merchant, 140 Pearl Street, New York, will be found in this issue of the CHRONICLE. Mr. Parker solicits consignments of cotton and naval stores from the South, and also executes orders in future contracts at the Cotton and Produce Exchanges.

—To all parties who can purchase in the St. Louis market, Messrs. Warren, Jones & Gratz, of that city, offer every inducement for purchasing bagging for the cotton crop. They are manufacturers' agents for the sale of jute bagging, and solicit orders from large dealers.

—The Deadwood Terra Mining Company has declared its nineteenth dividend, of \$30,000, for the month of May, payable at Wells, Fargo & Co.'s on the 25th.

—The usual dividend—fifty thousand dollars—for May has been declared by the Home-take Mining Company, payable on the 26th by Wells, Fargo & Co.

The Bankers' Gazette.

DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Boston & Lowell.....	2	July 1	.....
Central of Georgia.....	4	June.	.....
Chic. St. P. Minn. & O. pref.(quar.)	1 3/4	July 20	July 1 to July 23
Flint & Pere Marquette pref.....	3	July 17	.....
Georgia RR. & Banking (quar.) ..	\$2 50	July 15	June 16 to
Granite.....	3	July 1	.....
Lehigh Valley (quar.).....	1 1/2	July 15	June 18 to
Missouri Pacific (quar.).....	1 1/2	July 1	June 18 to July 2
New York & Harlem.....	4	July 1	June 16 to
Philadelphia Wilm. & Baltimore..	4	July 1	.....
St. Louis & San Fran. 1st pref....	3 1/2	July.	.....
Miscellaneous.			
Western Union Telegraph (quar.)..	1 1/2	July 15	June 21 to July 16

NEW YORK, FRIDAY, JUNE 16, 1882-5 P. M.

The Money Market and Financial Situation.—The exports of gold from New York this week amount to about \$1,500,000, but for to-morrow's steamers nothing further is reported. As we approach the period when produce shipments are likely to increase, it is generally believed that the specie exports will cease, and it is pertinent in this connection that receipts of new wheat at St. Louis from Texas, Arkansas and other Southern States are already coming in, and it is evident that there will be every inducement to farmers to press their wheat to market this year at the earliest date possible. The quotations of wheat for later months are much below the present cash price, and all the past season it has been almost a foregone conclusion that the early wheat marketed before the middle of July would be sure to command a handsome price.

In the stock market there has been a complete change from the recent depression, and the activity and advance in prices have been greater than in any previous week since that notable one which followed immediately after Mr. Gould's famous "spring opening," or exhibit of stocks. That a turn was imminent, might have been gathered from our last report, in which we referred so particularly to the active endeavors made to get the market down, and used the following language: "It is tolerably clear that where such efforts are made to depress prices as we have had the past fortnight, there are some parties very anxious to buy; but whether this may be for the long account, to obtain control of certain roads, or merely to cover short sales, the future must determine."

The money market has been still easier this week, in respect to the large amount of money offering. On government bond security any quantity is offered on call at 2@2 1/2 per cent, and on stock collateral at 2 1/2@3 1/2 per cent. On a time loan for four months, with good stock collateral, we heard of an offer of a block of money at 4 per cent. Prime commercial paper of two to four months is quoted about 5 per cent.

The Bank of England weekly statement on Thursday showed an increase of £499,000 in specie, and the proportion of reserve to liabilities was 44 7/8 per cent, against 43 1/4 last week; the discount rate remains at 3 per cent. The Bank of France gained 3,150,000 francs gold and lost 250,000 francs silver.

The New York City Clearing-House banks in their statement of June 10 showed an increase of \$1,184,225 in their surplus reserves, the total surplus being \$5,135,325 against \$3,951,100, on June 3.

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

	1882. June 10.	Differences fr'm previous week.	1881. June 11.	1880. June 12.
Loans and dis.	\$318,427,500	Inc. \$54,200	\$347,494,900	\$279,265,700
Specie	54,374,900	Inc. 682,000	76,902,800	63,192,700
Circulation...	18,592,100	Dec. 43,100	19,236,100	19,682,500
Net deposits .	300,635,900	Inc. 1,978,300	345,643,200	271,628,500
Legal tenders.	25,919,400	Inc. 996,800	18,313,300	22,221,300
Legal reserve.	\$75,158,975	Inc. \$494,557	\$86,410,800	\$67,907,125
Reserve held.	80,294,300	Inc. 1,672,800	95,216,100	85,414,000
Surplus.....	\$5,135,325	Inc. \$1,184,225	\$3,905,300	\$17,506,875

Foreign Exchange.—The rates for sterling were fairly maintained in the early part of the week, and about \$1,500,000 gold was shipped on Wednesday. But since then the rates have been easier, and to-day leading drawers reduced their prices to 4 87 for 60 days' sterling and 4 89 1/2 for demand. There is a better supply of commercial bills, and without some new turn in affairs, it is expected that specie exports will soon cease. To-day on actual business the rate for prime bankers' 60 days' bills was 4 86@4 86 1/4 and for demand 4 88 3/4@4 89.

The market for Continental bills is also weak, with the actual rates as follows: Francs 5 18 1/2@5 17 1/2 and 5 15@5 14 3/8; Marks 95@95 1/8 and 95 3/4@95 3/8; and Guilders 40 1/4 and 40 5/8.

In domestic bills New York exchange was quoted to-day as follows at the places named: Savannah, buying, par, selling, 1/8@1/4 premium; Charleston, buying, par; selling, 1/8@3-16

premium; New Orleans commercial, 50 discount, bank, 200 premium; St. Louis, 90 premium; Chicago, 60 premium; Boston, 10@20 discount.

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

	June 16.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 83 @ 4 87	4 88 1/2 @ 4 89 1/2	4 87 1/2 @ 4 88
Prime commercial	4 85 @ 4 85 1/2	4 87 1/2 @ 4 88	4 87 @ 4 88
Documentary commercial	4 85 @ 4 85 1/2	4 87 @ 4 88	4 87 @ 4 88
Paris (francs)	5 18 1/2 @ 5 15 5/8	5 14 3/8 @ 5 13 1/8	5 14 3/8 @ 5 13 1/8
Amsterdam (guilders)	40 1/8 @ 40 3/8	40 3/8 @ 40 5/8	40 3/8 @ 40 5/8
Frankfort or Bremen (reichmarks).....	95 @ 95 1/2	95 5/8 @ 96	95 5/8 @ 96

United States Bonds.—The market for government securities has been sluggish, with very little change in prices. The banks are generally waiting to see what will be the outcome of the bank bill now before Congress, and other investors are also waiting to see how the Congressional action may affect prices.

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

	Interest Periods.	June 10.	June 12.	June 13.	June 14.	June 15.	June 16.
6s, continued at 3 1/2..	J. & J.	*99 3/4	*99 3/4	*99 3/4	*99 3/4	*99 3/4	*99 3/4
5s, continued at 3 1/2..	Q.-Feb.	*101 1/8	*101 1/8	101 1/8	101 3/8	*101 1/8	*101 1/8
4 1/2s, 1891..... reg.	Q.-Mar.	*114 1/8	*114 1/8	*114 1/8	114	*114 1/8	114 1/4
4 1/2s, 1891..... coup.	Q.-Mar.	*114	114 1/8	*114 1/8	*114	*114 1/8	114 1/8
4s, 1907..... reg.	Q.-Jan.	*119 1/2	*119 1/2	119 3/8	*119 3/8	119 1/2	*119 3/8
4s, 1907..... coup.	Q.-Jan.	120 3/8	*120 3/8	*120 3/8	*120 3/8	*120 3/8	*120 3/8
6s, cur'cy, 1895..... reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1896..... reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1897..... reg.	J. & J.	*131	*131	*131	*131	*131	*131
6s, cur'cy, 1898..... reg.	J. & J.	*132	*132	*132	*132	*132	*132
6s, cur'cy, 1899..... reg.	J. & J.	*133	*133	*133	*133	*133	*133

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

State and Railroad Bonds.—In State bonds the public transactions have been almost limited to Tennessees, and even in these bonds the dealings were not large; quotations to-day were 54 3/4@55 1/2. The bid and asked prices for other bonds will be found on a following page.

Railroad bonds, in sympathy with the stock market, have been active and higher on all those of the speculative sort. Erie second consols, Texas Pacific Rio Grande Division, New Orleans Pacific, Wabash generals, Fort Worth & Denver, and in Philadelphia the Reading general mortgages, have all been higher. As to the steady investment bonds, there is very little change in prices, and, except in the greater difficulty of buying bonds when everything is easy in the stock market, there is not much difference in the character of the dealings.

Auction Sales.—Messrs. A. H. Muller & Son sold the following at auction this week:

Shares.	Shares.
45 North River Ins. Co....105 1/4	1,000 Tokoma Copper Mining Co..... for \$250
133 1/2 Mech. & Trader's Bk...100	7,500 Electro-Graphic Manfg. Co.....50c. per share
7 Continental Nat. Bank.117 1/4	
11 Howard Ins. Co..... 96	
5 Home Ins. Co.....153	
2 N. Y. Mutual Gaslight Co..... 92 1/4	\$10,000 Columbus & Ind. RR. Co. pref. 1st, 7s, due 1883.103 1/4
1,000 Sovereign Gold Mining Co..... for \$100	\$5,000 Scioto Valley RR. 2d mort. 7s, due 1894..... 85

Railroad and Miscellaneous Stocks.—At the Stock Exchange the bears kept up their attacks on the market till Saturday night, and began again Monday morning with a raid on Northern Pacific. It soon became evident, however, that the tone was too strong for them, and on Monday afternoon there was a decided turn in the market and a general scrambling by the smaller operators to cover their short contracts. Strong buyers of long stock also came in, and the movement was kept up, with some exceptional reactions, until to-day. This morning there was some show of weakness, mainly in Denver & Rio Grande and Louisville & Nashville, but at the close the tone was strong and prices near the best of the day.

The Vanderbilt stocks have been conspicuous in the advance, and Mr. W. H. Vanderbilt is, of course, reported to be a purchaser. The coal stocks, including Delaware Lackawanna & Western, Jersey Central and Reading were also noted for their activity at rising prices. The Gould stocks were less marked, but shared in the general strength on the upward turn. Various reports are given as to the meaning of the action taken at the recent annual meeting of the Chicago Milwaukee & St. Paul Company. As the resolutions were telegraphed and generally understood here, there was to be a stock dividend of ten per cent and a sale of another ten per cent to stockholders, at par. Now, Mr. Milbank, a director, is quoted as saying that the stockholders will be offered 20 per cent of common stock at par, and that there will be no stock dividend. At the office no definite information is given out, and the general uncertainty of the situation is such as to offer a good opportunity for "milking."

There has been a petition signed by a number of the most prominent banking houses of the Street requesting the Stock Exchange to take strict measures to punish any members of the Board who are ascertained to have circulated false rumors in regard to the credit or solvency of another member of the Board in good standing. This is certainly praiseworthy in principle, whether or not it can be practically carried out, and it might be well to extend the matter to false rumors affecting stocks, or the circulation of any false information for the purpose of bulling or bearing the market. The Stock Exchange has a strong hold on its members, and the punishment of one or two well-proved offenders would go far towards stopping the evil complained of.

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

Table with columns: STOCKS, DAILY HIGHEST AND LOWEST PRICES (Saturday to Friday), Sales of the Week, Range Since Jan. 1, 1882 (Lowest, Highest), For Full Year 1881 (Low, High). Rows include RAILROADS (Albany & Susquehanna, Boston & N. Y. Air-Line, etc.), MISCELLANEOUS (American District Telegraph, Colorado Coal & Iron, etc.), and COAL AND MINING (Consolidation Coal, Hemestake Mining, etc.).

* These are the prices bid and asked—no sale was made at the Board. † Ex-privilege. ‡ Lowest price is ex dividend.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

Table with 10 columns: SECURITIES, Bid, Ask, SECURITIES, Bid, Ask, SECURITIES, Bid, Ask, SECURITIES, Bid, Ask. Lists various state bonds from Alabama, Arkansas, Connecticut, Georgia, Louisiana, Michigan, New York, North Carolina, Ohio, Rhode Island, South Carolina, Tennessee, Virginia, and West Virginia.

RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

Large table with 10 columns: SECURITIES, Bid, Ask, SECURITIES, Bid, Ask, SECURITIES, Bid, Ask, SECURITIES, Bid, Ask. Includes a sub-section for 'Railroad Bonds' and lists various railroad and miscellaneous securities from Alabama, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, and Wyoming.

* No price Friday—these are latest quotations made this week.

† Ex June coupon.

New York Local Securities.

Table containing Bank Stock List, Insurance Stock List, and Gas and City Railroad Stocks and Bonds. Includes columns for Companies, Par, Price, and Amount.

Quotations in Boston, Philadelphia and Baltimore.

Table of securities quotations for Boston, Philadelphia, and Baltimore. Columns include Securities, Bid, Ask, and Price.

Table of Gas and City Railroad Stocks and Bonds with detailed financial data. Columns include Gas Companies, Par, Amount, Period, Rate, Date, Bid, and Ask.

* This column shows last dividend on stocks, but the date of maturity of bonds.

* In default. † Per share.

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:

Table with columns: Roads, Latest Earnings Reported (Week or Mo, 1882, 1881), Jan. 1 to Latest Date (1882, 1881). Lists various railroads like Ala. Gt. Southern, Atch. Top. & S. Fe, Bost. & N. Y. A. L., etc.

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:

Table with columns: Receipts, Payments, Balances (Coin, Currency). Shows daily financial data for June 10-16.

* Includes a deposit transfer of \$10,000,000 from one account on the books to another.

Joins.—The following are quotations in gold for various coins: Sovereigns, Napoleons, Reichmarks, Guilders, Span'h Doubloons, Mex. Doubloons, Fine silver bars, Fine gold bars, Dimes & 1/2 dimes.

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 June 10:

Table with columns: Banks, Capital, Loans and discounts, Specie, Legal Tenders, Net dept's other than U. S., Circulation. Lists banks like New York, Manhattan Co., Merchants, etc.

Total..... 61,162,700 318,427,500 54,374,900 25,919,400 300,635,900 18,592,100

* To be increased to \$1,000,000. The deviations from returns of previous week are as follows: Loans and discounts, Inc. \$54,200; Net deposits, Inc. \$1,978,900; Specie, Inc. 682,000; Circulation, Dec. 43,100; Legal tenders, Inc. 996,300.

Table showing totals for a series of weeks past: Loans, Specie, L. Tenders, Deposits, Circulation, Agg. Clear. Data for 1882, May 20, 27, June 3, 10.

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

Table showing totals for a series of weeks past: Loans, Specie, L. Tenders, Deposits, Circulation, Agg. Clear. Data for 1881, May 22, 29, June 5, 12.

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

Table showing totals for a series of weeks past: Loans, L. Tenders, Deposits, Circulation, Agg. Clear. Data for 1882, May 22, 29, June 5, 12.

Unlisted Securities.—The following are quoted at 38 New Street:

Table listing various securities with Bid and Asked prices. Includes Am. Tel. & Cable, Am. Cable Constr. Co., Am. Railway Imp. Co., etc.

Investments

AND STATE, CITY AND CORPORATION FINANCES.

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

ANNUAL REPORTS.

Canada Southern.

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

The annual report just issued states that the number of miles of road operated in 1881 was the same as in 1880—403.64, of which 229.20 miles are main line (International Bridge to Amherstburg, Ontario) and 174.44 miles are branches and tributary roads.

The amount charged to construction account during 1881 was \$76,227. Nothing was charged to equipment account in 1881. The locomotive and the passenger car equipment remain the same as at the close of 1880. The freight equipment shows a decrease of fourteen, being for cars worn out and destroyed, not yet replaced.

Mr. William H. Vanderbilt says in his report: "The year 1881 was one of disappointment and reaction in railroad business. During the first three or four months, traffic with the West and Northwest was greatly deranged, and at times almost entirely suspended, in consequence first of snow-storms of unusual extent and severity, and afterward of resulting floods, which caused wide-spread injury to railroad property. Although this company's road was at no time seriously blocked, the severe weather encountered by its western connections occasioned a partial suspension of business during the time referred to, and a consequent loss of revenue. There had been but a partial recovery from the effects of these adverse circumstances when new difficulties arose in the form of a disastrous railroad war, which broke out early in the summer, and which continued with increasing seriousness until the end of the year. The low rates made for both passengers and freight during this period are without precedent, and as the earnings of the Canada Southern Railway are mainly dependent upon through and competitive business, it is not surprising that they have suffered the decrease shown in the figures of this report. It will be observed that the average rate per ton per mile received for all freight, including local, was 1.12 mills less than the rate obtained in 1880, which, with the increased tonnage of 1881, represents a loss to revenue of \$546,521.36. The average rate per mile received from each passenger during 1881 was 3.51 mills less than the rate of 1880, which, with the increased movement of passengers in 1881, represents a loss to revenue of \$143,622.13. It is gratifying to notice that the local business of the road, as compared with 1880, shows an increase of 15.03 per cent in tonnage and of 20.8 per cent in the number of passengers carried.

"As might be expected, with an increase in the amount of freight and the number of passengers carried, there was also a considerable increase in operating expenses; but, in addition to the increase naturally resulting from the movement of a larger business, there was during 1881 an advance in the cost of fuel and materials used, as well as in the wages of labor employed. The increase in operating expenses of 11.06 per cent is not larger than is easily accounted for by the increase of 10.73 per cent in the number of tons of freight and of 21.4 per cent in the number of passengers carried, in connection with the other causes mentioned." * * *

"On the 1st of January, 1881, the rate of interest on the company's new first mortgage bonds became five per cent instead of three per cent, as it had previously been, thus causing an increase in the amount of fixed charges for the year (on the basis of the bonds actually issued) of \$270,825.09, the total amount of interest paid being \$678,624.70, instead of \$407,799.61, as in 1880."

The following comparative statistics have been compiled for the CHRONICLE:

ROAD AND EQUIPMENT.		
	1880.	1881.
Total miles operated.....	404	404
Locomotives.....	89	89
Passenger, mail and express cars.....	61	61
Freight cars.....	2,652	2,638
OPERATIONS AND FISCAL RESULTS.		
	1880.	1881.
<i>Operations—</i>		
Passengers carried.....	468,640	569,094
Passenger mileage.....	34,549,322	40,917,987
Rate per passenger per mile.....	2.097 cts.	1.746 cts.
Freight (tons) moved.....	2,052,945	2,273,241
Freight (tons) miles.....	454,499,333	487,965,507
Average rate per ton per mile.....	0.643 cts.	0.531 cts.
<i>Earnings—</i>		
Passenger.....	\$724,666	\$714,440
Freight.....	2,918,132	2,590,769
Mail, express, &c.....	62,881	61,051
Total gross earnings.....	\$3,705,679	\$3,369,260
<i>Operating expenses—</i>		
Maintenance of way, &c.....	\$296,175	\$348,937
Maintenance of equipment.....	388,584	410,343
Transportation expenses.....	1,620,605	1,791,752

Taxes.....	1880. \$15,041	1881. \$15,711
Miscellaneous.....	85,935	105,602
Total (including taxes).....	\$2,406,340	\$2,672,345
Net earnings.....	\$1,299,339	\$696,915
Per cent of operat'g expenses to earn'gs	64.94	79.31

INCOME ACCOUNT.		
	1880.	1881.
<i>Receipts—</i>		
Net earnings.....	\$1,299,339	\$696,915
Other receipts.....	79,901	9,657
Total income.....	\$1,377,240	\$706,572
<i>Disbursements—</i>		
Interest on debt.....	407,800	678,625
Discharge of balances, old lines.....	423,286	.....
Dividends.....	(2½) 375,000	.....
Miscellaneous.....	36,301	88,651
Total disbursements.....	\$1,242,387	\$767,276
Balance.....	Sur.\$134,853	Def. \$60,704

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.		
	1880.	1881.
<i>Assets—</i>		
Railroad, buildings, equipment, &c.....	\$23,904,892	\$23,981,119
Stocks owned, cost.....	1,637,303	*1,637,303
Bonds owned, cost.....	3,300,032	†3,310,033
Bills and accounts receivable.....	202,305	220,310
Materials, fuel, &c.....	397,067	270,654
Cash on hand.....	545,028	473,854
Uncollected balances & freight charges	568,146	286,758
Total.....	\$30,554,773	\$30,180,031
<i>Liabilities—</i>		
Stock, common.....	15,000,000	15,000,000
Funded debt, (see SUPPLEMENT).....	13,760,789	13,768,038
Bills and accounts payable.....	795,022	704,243
Coupons payable.....	208,603	353,098
Dividends No. 1.....	375,000	.....
Income account.....	415,359	354,652
Total liabilities.....	\$30,554,773	\$30,180,031

* Stocks owned as follows: Canada Southern Bridge Co., \$450,000; Toledo Canada So. & Detroit R'y Co., \$858,000; Erie & Niagara R'y Co., \$100,000; Mich. Midland & Canada RR. Co., \$204,125; N. Y. Central Sleeping Car Co., \$25,078; International Bridge Co., \$100.

† First mortgage bonds owned as follows: Canada Southern Bridge Co., \$988,000; Toledo Canada So. & Detroit R'y Co., \$1,492,537; Erie & Niagara R'y Co., \$600,000; Mich. Midland & Canada RR. Co., \$229,495.

Cincinnati Hamilton & Dayton.

(For the year ending March 31, 1882.)

The President makes a very brief report, without referring to the recent change in control of the company's stock. He says that in addition to the operating expenses of the year there has been expended for construction, equipment and other items, \$141,560. "The bills payable account, which was \$107,200 at last report, has been extinguished. These payments have all been made from net earnings and current assets of the company. No advances have been made since June 1, 1881, on account of our guarantee interest on the Cincinnati Richmond & Fort Wayne Railroad bonds, that road having since earned its own interest, with a fair prospect of continuing to do so, thereby relieving us of what has been an annual average advance of \$19,087 for the last nine years." * * *

"The repairs to bridges and trestles have been more than double that of last year, the increase in this item alone being \$87,569." * * * "The aggregate bonded debt and guaranteed stocks of the company, including its leased lines, as shown in the tables of the Secretary's report, is \$10,326,500, against \$10,325,750 last year, an increase of \$500; at the same time the aggregate annual payments of interest and dividends will be \$646,520 the coming year, against \$654,025, or a decrease of \$37,505, which is a saving to this company of over 1 per cent on its capital stock." * * * "It was deemed inexpedient to incur a floating debt upon the obligations arising for so much of the extraordinary renewals and construction work as was required to be done during the past year; and, by the defeat of the consolidation policy, no other resource was left your board but to use the entire earnings for the benefit of the property."

COMPARATIVE STATEMENT OF EARNINGS AND EXPENSES ON ALL LINES, IN THE YEARS ENDING MARCH 31, 1880, 1881 AND 1882.

	1879-80.	1880-81.	1881-82
<i>Earnings.—</i>			
Passenger.....	\$837,335	\$901,170	\$980,529
Freight.....	1,493,977	1,721,789	1,748,871
Mails.....	32,993	36,132	37,179
Express.....	50,134	51,942	51,547
Indianapolis pool.....	44,429	31,735	23,315
Dayton pool.....	20,413	42,387	28,462
Miscellaneous.....	99,531	97,148	91,543
Total.....	\$2,578,816	\$2,882,300	\$2,961,446
<i>Expenses—</i>			
For fuel and oil.....	\$148,828	\$208,583	\$191,440
Machine shops.....	22,474	25,906	28,696
Maintenance of way.....	390,930	490,945	552,413
Locomotive power.....	260,227	278,242	301,079
Train expenses.....	342,724	410,772	387,694
Station expenses.....	240,914	293,841	305,794
Office expenses.....	89,868	111,994	128,180
Miscellaneous.....	114,199	75,013	136,368
Total operating expenses.....	\$1,610,167	\$1,895,300	\$2,031,664
Taxes, &c.....	82,599	80,022	83,002
Interest.....	452,649	579,315	539,516
D. & M. Dividends.....	131,921	132,902	132,164
Sundries, profit and loss.....	.....	3,710	3,318
Other items.....	.....	14,500	10,086
Total expenses and interest ..	\$2,277,337	\$2,705,751	\$2,799,750
Net surplus.....	\$301,478	\$176,554	\$161,696
C. H. & I. interest unpaid.....	126,000	.....	.....
Balance.....	\$175,478	\$176,554	\$161,696

Oregon & California Railroad.

(For the year ending December 31, 1881.)

Mr. Villard, the President, in his annual report dated May 1, 1882, says: "Under the former administration the annual reports of the management covered the calendar year; but, deeming it best that the period included in the annual reports should correspond to the corporate year of the company, I have the honor to submit herewith a report for the full calendar year of 1881 and for the first quarter of 1882. Hereafter the annual reports will regularly cover the company's fiscal year." * * *

"There was no change in the mileage of road operated by the company during the period covered by this report. The several lines were operated in two divisions—East Side Division, consisting of main line from Portland to Roseburg, 198 miles; Lebanon Branch, from Albany Junction to Lebanon, 11.5 miles; total, 209.5 miles. West Side Division, Portland to Corvallis, 97 miles. Total mileage, exclusive of side tracks, 306.5 miles.

"From the failure of the company in 1873 until its reorganization the policy was pursued, in order to eke out the largest possible income for the association of bondholders in control of the property, to incur the least possible expense in repairing and renewing the old lines. Measured by the usual standard in the Western States and Territories, only about one-third of the really necessary renewals and repairs was made during the intervening period." * * * "There was another imperative reason for bringing up the condition of the existing lines to a higher standard; that is, the impending change of the main line, upon its connection with the Northern Pacific system, from a mere local channel of transportation, into a part of a great trans-continental thoroughfare, which will be, moreover, the line over which the bulk of the passenger and freight traffic of the entire North Pacific coast between California and Alaska will pass." * * *

"Accordingly, while the yearly average of expenditures for renewals and repairs, during the five years preceding 1881, was only \$173,182; the total expenditure in 1881, on the same account, was \$383,907, thus showing an excess of \$210,725. This excess of expenditure clearly represented one of the objects for which, under the reorganization, a separate fund was created, out of which it was accordingly met. The result has been that the road-bed, trestles, truss-bridges and the track on the main line of the east side division, and on the first forty-seven miles of the west side division (the last fifty miles of the latter division being but just constructed, and hence in the best order), are in a much better condition than they have been for years. I deem it proper to say, however, that considerable work remains to be done in the same direction upon the oldest parts of the system. But, according to the estimates of the manager, the balance of the reorganization betterment fund still on hand will nearly suffice for the purpose, so that the current income will not have to be called on to any considerable extent.

LANDS.

"By the construction of existing lines the company has earned under the several Congressional grants:

"Main line, East Side Division, 1,718,478 acres; West Side Division, 237,000 acres; total, 1,955,478 acres. Less sold by Oregon Central Railroad before consolidation, 11,842 acres; total, 1,943,636 acres. Of which there have been disposed of up to the close of the fiscal year, 146,147 acres, leaving a remainder of lands already earned of 1,797,489 acres.

"For 323,148 acres of this total, patents have been actually obtained by the company. By the construction of the Southern Extension to a junction with the Central Pacific Railroad, the company will further become entitled to 2,208,000 acres.

REVENUE FOR THE YEAR 1881.

The following comparative table shows the gross and net earnings, and the number of passengers and tons of freight carried during the years 1880 and 1881:

	1881.	1880.	Increase.
Gross earnings.....	\$788,488	\$504,694	\$283,793
Operating expenses.....	473,902	387,683	86,219
Net earnings.....	\$314,586	\$117,011	\$197,574
Passengers carried.....	139,320	135,099	4,221
Tons of freight carried.....	154,055	88,797	65,258

From Land Sales and Miscellaneous Receipts.

Cash proceeds of land sales.....	\$42,128
Miscellaneous receipts.....	5,224
Total.....	\$47,353
Less expenditures not included in operating expenses.....	44,733— 2,619
Net earnings as above.....	314,586

Total net revenue of the company during the year..... \$317,205

REVENUE FOR THE FIRST QUARTER OF 1882.

From the Operation of Lines.

	1881.	1882.
Gross earnings.....	\$122,867	\$210,954
Operating expenses.....	135,349	123,665
Net earnings.....	(loss) \$12,481	\$87,288

From Land Sales, &c.

Cash proceeds of land sales.....	\$8,634
Less expenditures.....	4,201— \$4,432
Sale of old material.....	21,144

Total net revenue, first quarter 1882..... \$112,865

"Several causes contributed to this great improvement in the earnings of the company in the year 1881. In the first place, owing to the scarcity of ocean tonnage on the entire Pacific coast for the export of grain during 1880, a large portion of the wheat crop of that season remained in the country until the early part of 1881." * * *

"Coupled with this increase of tonnage there came the restoration of rates." * * "The competition by water was ended by the friendly relations now permanently established, it is hoped, between this company and the Oregon Railway & Navigation Company, through the personal union, so to speak, of common management represented by myself, and that by land, through the lease by the last-mentioned company, of the Oregonian Company's system." * * *

"The striking increase in the gross and net earnings for the first quarter of 1882 over the corresponding period of 1881, already referred to, is due in part to the large quantities of grain left over from the crop of last summer at the beginning of the year, and stored along the lines of the company, and in part to the enormous increase of immigration to Oregon since the opening of travel during the present spring." * * *

THE SOUTHERN EXTENSION.

"The whole region from the southern terminus of the main line at Roseburg to the California boundary, through which the extension is to be built to a connection with the Central Pacific system, is of a character so broken by water courses, ranges of hills and mountains, as to render the selection and location of a definite line a very difficult and necessarily slow undertaking." * * *

"From the unfinished condition of the survey and location of the southern extension, it is quite impossible for the management to indicate at this time, even approximately, the cost of the new line from Roseburg to the Junction with the Central Pacific Railroad. Until the definite location of the heaviest and most expensive part of the line over the Siskiyou Mountains is finished, no reliable calculation can, of course, be made. From estimates of the cost of the actually surveyed and located lines to the base of the Siskiyou Mountains, I feel justified, and consider it my duty to state, however, that the construction fund represented by the available proceeds of the first mortgage loan as far as issued, will not be sufficient to build and equip the line, and that, in all probability, the authorized issue of bonds, at the rate of \$20,000 per mile, will have to be made for the aggregate mileage of the southern extension, in order to provide the requisite funds."

The capital stock is \$12,000,000 preferred and \$7,000,000 common. Funded debt, \$6,000,000 first mortgage bonds.

Indianapolis & St. Louis.

(For the year ending December 31, 1881.)

This company owns a line from Indianapolis to Terre Haute, 71.84 miles. It leases the St. Louis Alton & Terre Haute, from Terre Haute to East St. Louis, 189 miles, with a branch to Alton, Ill., 4.20 miles.

The stock is \$600,000 in amount, and is owned in equal shares by the Pennsylvania Company and the Cleveland Columbus Cincinnati & Indianapolis. The bonded debt consists of \$2,000,000 first mortgage, \$1,000,000 second mortgage and \$500,000 third mortgage or equipment bonds. For three years past interest has been paid on the first mortgage bonds only, and a foreclosure suit is now pending, in which Mr. J. H. Devreux has been appointed receiver of the company.

The traffic reported is as follows:

	1881.	1880.
Passengers carried.....	439,560	319,394
Tons freight carried.....	1,251,816	920,129
Ton miles.....	196,029,304	148,842,248

The earnings for the year were as follows:

	1881.	1880.
Earnings.....	\$2,048,651	\$2,009,922
Expenses.....	1,434,356	1,401,107

Net earnings..... \$614,295 \$608,815

The expenses are heavy for rentals, so that the net income is not sufficient to pay interest.

Ogdensburg & Lake Champlain Railroad Company.

(For the fiscal year ending March 31, 1882.)

The annual report just issued gives the following statement of business for the year ending March 31, 1882, to which have been added the corresponding figures for 1880-81.

EARNINGS AND EXPENSES.

	1881-82.	1880-81.
Earnings—		
From freight.....	\$389,238	\$385,271
Passengers.....	115,449	108,032
Cars.....	78,120	63,927
Elevating.....	17,357	16,776
United States Mails.....	10,498	9,564
Express.....	5,000	5,000
Rents.....	3,613	3,449

Total..... \$619,278 \$592,021

Less use of foreign cars..... 9,953 13,335

Total..... \$609,324 \$578,686

	1881-82.	1880-81.
Expenses—		
Maintenance of real estate.....	\$144,620	\$113,220
Repairs of engines, cars, machinery, etc....	74,970	78,812
Other expenses of operating the road.....	218,879	191,177

Total operating expenses..... \$438,469 \$383,210

Net earnings..... 170,854 195,476

From the net earnings of 1881-82 interest was paid as follows:

On first mortgage bonds (two coupons).....	\$36,000
Sinking fund " " ".....	31,360
Consolidated " " ".....	84,830
Floating debt.....	15,573

Total..... \$167,263

Surplus..... \$3,591

The report says: "There has been added to our equipment this year, and charged to construction account, 285 new long box cars, 10 new Tiffany refrigerator butter-cars, 4 new passenger coaches and 4 caboose cars. We laid, early in the year, one thousand tons steel rails, and charged the difference between the steel and new iron to improvement, and the difference between new and old iron to expenses. The additions thus made to our road and equipment account amount to \$239,082.

"We have since laid another thousand tons of steel rails, which are being charged in the same proportions, to improvement and expenses for 1882. It is hoped that this may be sufficient to keep the road in good condition during the coming year. About thirty-five hundred tons more of steel rails will be required to finish the main track. We are now building about fourteen cars per week in our shops in addition to our usual repairs."

BALANCE SHEET MARCH 31, 1882.

Assets.		Liabilities.	
Cost of road and equip.	\$6,130,749	Capital stock	\$3,077,000
Sink. fd. bds. O. & L. O. R.	21,020	Preferred stock	2,700
Real estate	14,100	First mtg. bonds	600,000
Contracts	4,869	Sinking fund bonds	392,000
Loans	6,882	First consol. mtg. bds.	1,403,610
Due from other roads	34,785	Income mtg. bonds	998,650
Material on hand	159,668	Unpaid coupons, including April 1, '82	45,550
New rails for 1882	42,091	Unpaid dividends	540
Bond account	4,154	March bills unpaid	62,073
Cash	22,305	Bill's payable	510,000
St. J. & L. O. bridge	692	Engines sold to apply on new ones	6,000
Vt. Central Line claim	392,006		
Suspended accounts	4,934		
		Total	\$7,098,123
Total	\$6,838,252	Excess of liabilities over assets	\$259,871

Morris & Essex.

(For the year ending December 31, 1881.)

From the New Jersey State report we have the operations of this leased road for 1881. The earnings for the year were as follows, compared with 1880:

	1881.	1880.
Passengers	\$1,065,644	\$965,836
Freight	2,940,124	2,645,681
Other	240,889	212,135
Total	\$4,246,657	\$3,823,652
Expenses	2,599,637	2,377,459
Net earnings	\$1,647,020	\$1,446,193

The expenses included all renewals and repairs and also new equipment bought.

The payments by the lessee are not stated, but the rental on main line and branches must have been about \$2,500,000, making a deficit for the lessee of about \$853,000. The bonded debt was increased \$590,000, and the balance sheet Dec. 31 was as follows:

	1881.	1880.
Stock	\$15,000,000	\$15,000,000
Bonded debt	20,713,000	20,123,000
Total	\$35,713,000	\$35,123,000
Cost of road	\$21,958,885	\$22,087,319
Equipment	12,677,360	12,623,545
Total	\$34,636,246	\$34,700,864

GENERAL INVESTMENT NEWS.

Central of Iowa.—The Chicago Tribune says that Mr. Cate, the President, bought the Chicago Burlington & Pacific, by which he could make his Chicago extension of the Central Iowa. He proposed to Oskaloosa that if she would vote a tax to the road he would start for Chicago from there. The tax was voted and several hundred feet of road have been built and track laid. But for the continuous wet weather and bad spring, fifty miles of this extension would now be ready for the iron. About 500 teams are at work, and it is being pushed as rapidly as possible. From New Sharon to Newton will also be completed. At a meeting of the directors last week at Marshalltown it was decided to put the entire road in first class shape as a Chicago trunk line. Steel rails will be laid. Entire new and elegant passenger coaches have been recently put on, and a line of sleepers from Marshalltown to St. Paul established. The old board of directors and officers are re-elected for the year.

Chicago Burlington & Quincy.—The Boston Transcript says: "The new issue of Chic. Burl. & Quincy stock, according to the circular we published last Saturday, will be \$6,346,744, or 10 per cent of the present capital stock. The capital stock of the company January 1, 1882, according to the report issued but a few weeks ago, was \$55,337,446 51. There was recently added \$7,895,000 by reason of the extension to Denver, and since January 1, \$235,000 in old bonds have been converted into stock, making the total capital stock, upon which a ten per cent increase is to issue, \$63,467,446 51. This increase brings the amount up to nearly seventy millions of dollars, or exactly \$69,814,191 16. A little more than three years ago, or January 1, 1879, the capital stock of this company was \$27,822,610. There are outstanding \$235,500 in bonds of the Chicago Burlington & Quincy company convertible into stock. The conversion of these would make the capital stock slightly in excess of seventy millions of dollars.

The Chicago Burlington & Quincy will soon issue \$4,300,000 of plain four per cent bonds in payment for the securities of the Burlington & Southwestern Railroad Company. It is a striking illustration of the advance in the credit of some railroad companies that, while all the late issues of Chicago Bur-

lington & Quincy bonds have borne interest at the rate of four per cent, the bonds of the company soon falling due bear interest at the rate of eight per cent. \$2,412,000 of Chicago Burlington & Quincy eight per cent bonds fall due upon the first day of next January, and also \$43,000 of the Burlington & Missouri River Railroad Company in Nebraska.

—The following is a statement of earnings for the month ending April, and for the four months of the year 1882, compared with corresponding time last year:

	Gross Earnings.	Expenses.	Net Earn'gs.
For the month—			
Ending April, 1882	\$1,530,838	\$823,146	\$707,691
Ending April, 1881	1,574,371	875,313	699,057
Increase	\$.....	\$.....	\$8,634
Decrease	\$13,533	\$52,169	\$.....
For four months—			
From Jan. 1 to Apl. 30, '82	\$6,213,189	\$3,437,067	\$2,726,122
From Jan. 1 to Apl. 30, '81	5,335,289	3,052,062	2,283,226
Increase	\$877,900	\$435,005	\$442,895

Chicago Milwaukee & St. Paul.—The Wall Street Daily News has the following: "The Hon. Jeremiah Milbank, who has just returned from the annual meeting, said to a representative of this paper yesterday: 'The dispatches, as you received them, were erroneous. What the directors did do was to authorize the company to sell to common and preferred shareholders of record 20 per cent of their holdings in common stock at par. Every preferred holder of one hundred shares can get twenty shares of the common at par, and each holder of the common has the same right. Of course if any stockholder does not subscribe, the company would get the market price for his allotment. This is equivalent to an increase in the common stock of about \$6,400,000.'"

Cincinnati Hamilton & Dayton.—At the annual meeting of stockholders at Cincinnati, June 13, the following directors were elected: H. J. Jewett, George R. Blanchard, C. C. Waite, John Carlisle, E. A. Ferguson, F. H. Short, E. N. Laralde, C. S. Brice and C. R. Cummings. Messrs. Blanchard, Waite and Carlisle were appointed an executive committee, and will call a meeting for the election of officers.

Cincinnati Indianapolis St. Louis & Chicago.—At a meeting of the board of directors of this company, held May 15, 1882, the following preamble and resolutions were passed by the board, viz.:

Whereas, The largely increased traffic of this company demands greater facilities for the advantageous conducting of its passenger and freight business, as well as for the accommodation of the passenger business of other railroad companies having contracts or desirous of making contracts with this company for the joint use of its passenger station and tracks in Cincinnati; and

Whereas, It is the opinion of this board that additional stock of the company should be authorized and issued for the following purposes, to wit:—

1. For the purchase of grounds, and construction thereon of a passenger depot, in Cincinnati.
2. For the purchase of grounds, and construction thereon of a grain elevator, in the city of Cincinnati.
3. For the purchase of additional equipments; therefore be it

Resolved, That the capital stock of this company be increased in the sum of one million of dollars (\$1,000,000), and that the same be offered, pro rata, to the stockholders of record the 1st day of June, 1882, at 90 per cent, its par value, payable on or before the 1st day of July, 1882, as follows:

- Fifteen per cent of the par value in cash.
- Fifteen per cent of the par value in note dated July 1, 1882, payable October 15, 1882, with interest at 6 per cent per annum.
- Fifteen per cent of the par value in note dated July 1, 1882, payable January 15, 1883, with interest at 6 per cent per annum.
- Fifteen per cent of the par value in note dated July 1, 1882, payable April 15, 1883, with interest at 6 per cent per annum.
- Fifteen per cent of the par value in note dated July 1, 1882, payable July 15, 1883, with interest at 6 per cent per annum.
- Fifteen per cent of the par value in note dated July 1, 1882, payable October 15, 1883, with interest at 6 per cent per annum.

The stock to be held by the Treasurer of the company as collateral security until the notes are paid in full. Any stockholder may, at his option, pay the entire amount of his subscription in cash on the 1st day of July, 1882, receiving therefor a certificate of the shares paid for.

No fractional shares shall be issued, but any stockholder whose pro rata proportion would give a fraction of a share, may at his request receive a full share on payment of par for the additional amount required to equal a full share.

Any stock not subscribed and paid for on July 1, 1882, shall be disposed of by this board for the benefit of the company.

Stock issued in accordance with the foregoing shall be entitled to dividends from and after July 1, 1882, and shall be treated in like manner as the stock of prior issue.

Flint & Pere Marquette.—This company has declared a semi-annual dividend of 3 per cent on its preferred stock, which represents the former consolidated bonds, payable July 17. The income account for the four months ending April 30 shows a surplus over all expenses, taxes and fixed charges of \$190,815.

Georgia Pacific.—Another ten per cent assessment on the stock of the Richmond & Danville Extension Company, which company owns and is building the Georgia Pacific road, has been called. This makes fifty per cent that has been paid in, or \$2,500,000 of the \$5,000,000. The purchase and construction account shows that \$2,200,000 has already been actually expended. This is a great deal of actual cash to have paid out in less than a year. While the managers have not been making much parade over the matter, they have been shoving the work vigorously. The new assessment put \$500,000 of fresh money in the treasury, which ought to be enough to finish the road to Anniston at least. Trains are now running thirty-four miles westward, and are doing a fine business. The train to Douglasville has been running only about a month, and has more than paid expenses, the receipts having been over \$2,000. The stockholders in this city are more than willing to pay the assessments as called, believing that there is no investment better than the road itself, and preferring it should belong to the

stockholders rather than be heavily bonded.—*Atlanta Constitution.*

Metropolitan Elevated.—In regard to the payment of the 1½ per cent dividend on Metropolitan stock, the Stock Exchange made the following announcement:

"The Metropolitan Elevated Railway Company has declared a dividend of 1½ per cent, payable on and after July 1, 1882, to stockholders of record at the advertised closing of the books, June 15, 3 P. M. The acceptance of this dividend will be construed by the management of the company, according to the statement of the President, as an agreement by the stockholders to the reduction of the guarantee under lease to Manhattan Railway Company from 10 to 6 per cent per annum. It is therefore

Ruled. That the Metropolitan Elevated Railway stock shall continue to be dealt in 'dividend on' until further notice, and that no due bills for the dividend shall be required until further notice."

New York & New England.—The receipts for five months are thus reported:

	1881.	1882.	Increase.
January.....	\$189,749	\$213,840	\$24,090
February.....	173,614	217,261	43,646
March.....	212,018	265,222	53,203
April.....	216,913	263,544	46,631
May.....	217,186	283,244	66,058
Total.....	\$1,009,480	\$1,243,111	\$233,628

The line, as a through line by way of Newburg, has been open since January.

—At Boston, June 15, a special meeting of the stockholders was held. The acts of the Legislature of Massachusetts and Rhode Island relating to the road were accepted by a unanimous vote. A vote was also passed authorizing the President and Treasurer to issue bonds of not less than \$1,000 each, and not exceeding \$5,000,000, and to carry out the other provisions named in the acts; also to offer the shares purchased from the State to the stockholders at 50 cents on the dollar. President Wilson stated that the gross receipts from October, 1881, to May, 1882, inclusive (the latter month being estimated) have been \$1,980,140, as against \$1,633,938 for the same period a year ago.

—During the month of May this company's western business at the Harlem River and Newburg transfer ferries was as follows:

	Harlem River.	Newburg.	Total.
East-bound cars—			
Loaded.....	3,076	2,144	5,220
Empty.....	85	23	108
Total.....	2,161	2,167	5,328
West-bound cars—			
Loaded.....	342	557	899
Empty.....	2,552	1,647	4,199
Total.....	2,894	2,204	5,098
Total of all.....	6,055	4,371	10,426

The Harlem River transfer brings cars from the Pennsylvania Railroad to the New York New Haven & Hartford, which takes them to Hartford. The Newburg transfer takes cars to and from the Erie, and this company has the haul from Fishkill.

New York Lake Erie & Western.—The Northern Railroad and Piermont Branch are to be changed from 6 feet to standard gauge June 24. The Eastern Division and all its branches will then be of standard gauge, except the New Jersey & New York road, which does not belong to this company, but simply uses its tracks for some 7½ miles out of Jersey City. That road will also have its gauge changed shortly.—*R. R. Gazette.*

Oregon Railway & Navigation Company.—The following estimate is made for the year ending June 30, 1882:

Net earnings for 11 months, ending May 31, 1882.....	\$2,185,543
Estimate for June (same as last year).....	189,125
Net earnings for year ending June 30, 1882.....	\$2,374,668
Fixed charges.....	\$492,000
8 per cent paid to stockholders.....	996,000—
Net surplus for one year ending June 30, 1882.....	\$880,668
Net surplus as per last report (June 30, 1881).....	1,034,117
Total net surplus June 30, 1882.....	\$1,920,785

Utah & Pleasant Valley.—At Salt Lake City, Utah, June 13, the Utah & Pleasant Valley Railway was sold by Messrs. L. H. Meyer and G. A. Lowe, trustees under the mortgage, being knocked down, after some bidding, to William M. Spackman, Treasurer, who, it is said, bought the road in the interest of the Denver & Rio Grande Western Railway Company. This company has finished its track to Salt Lake City, and the party of gentlemen who attended the sale returned from Provo on this line. The Denver & Rio Grande Western has now over 150 miles of constructed road south of Salt Lake City. There is iron enough at Salt Lake to lay 50 miles additional into Castle Valley. The rest of the line will be laid from Gunnison, west some 300 miles.

Western Union Telegraph.—The report for the quarter ending June 30, 1882, has the following:

Surplus, April 1, 1882.....	\$1,315,531
The net revenues for the quarter ending June 30, instant, based upon nearly completed returns for April, partial returns for May, and estimating the business for June, will be about.....	1,650,000
Total.....	\$2,965,531

From which appropriating for—

Interest on bonded debt.....	\$106,700
Sinking funds.....	20,000
Leaves a balance of.....	\$2,838,831
It requires for the payment of a dividend of 1½ per cent.....	1,199,750
Deducting which, leaves a surplus, after paying dividend, of.....	\$1,639,081

The committee recommended a dividend of 1½ per cent, payable July 15.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, June 16, 1882.

The weather has become quite summer-like, and yesterday and to-day the temperature was high for the middle of June. Frequent showers keep up the necessary amount of moisture in the earth, and vegetation which escaped injury from the frosts and low temperature of May makes rapid progress. The only drawback for the week under review has been the occurrence of violent local storms, doing much damage in limited sections. The strikes among the iron-workers at the West have made little progress toward adjustment, and some violence has been done by turbulent individuals. General trade relapses into summer inactivity, and speculation in staples of agriculture is in a very unsettled state. The position of mercantile affairs is, however, rather on the mend.

Provisions have latterly been less firm; speculation has been good, mainly owing to the covering of "short" contracts. At the close the feeling was quite irregular, although the very latest reports showed an improvement. Pork on the spot was quoted at \$20 for old and \$21 for new; August options realized \$20 95, closing \$21 10@21 20; September \$21 15, closing \$21 35. Bacon was quoted at 12½c. for long clear. Cutmeats steady and in moderate request. Beef firm at \$29@30 for extra city India mess. Beef hams very steady at \$26@26 50. Lard opened weak, but soon recovered, and closed firmer; prime western sold on the spot 11·73½@11·82½c.; refined to the Continent, 11·90c; for future delivery, June options realized 11·72½@11·77½c.; July, 11·77½@11·82½c.; August, 11·85@11·90c; September, 11·90@12c.; October, 11·92½@12c.; seller year 11·67½c., closing 2½c. better. Tallow easier at 8½c. for prime. Stearine held firmly at 12½c. Butter quiet and weak. Cheese dull; fine factory, 10¼@11c.

Rio coffee has been dull and nearly nominal in price all the week at 9¼c. for fair; mild grades have sold slowly at rather weak prices. Tea has been steady at auction. Rice has been firm but rather quiet, but closed rather more active; the supply of foreign is running low, and there is, as is well known, little or no domestic of a corresponding grade. Molasses has been quiet and more or less depressed; refining stock has declined to 32@33c. for 50 degrees test. Spices have been firm, especially for pepper, but the sales have been moderate. Foreign dried fruits have been quiet, but about steady, while green have declined. Raw sugar has been dull at the quotations of last week; refiners have found their own importations sufficient to supply their wants in the present dullness of the trade in their product, and have therefore made few purchases. Fair refining has been nominal latterly at 7¼c., and 96 degrees test centrifugal at 8½@8¼c.

	Hhds.	Boxes.	Bags.	Melado.
Receipts since June 1.....	44,752	241	84,664	.....
Sales since June 1.....	35,686	.....	134,769	.....
Stock June 14, 1882.....	63,344	5,484	395,482	147
Stock June 15, 1881.....	70,040	6,844	975,215	302

Refined sugar has been dull and declining; crushed closed firm and more active, however, at 10¾@10½c., powdered at 10@10¼c., granulated at 9½@9 9-16c., and standard soft white "A" at 9@9½c.

Kentucky tobacco has been quiet in the past week, and sales are only 205 hhds., of which 140 for export. Prices are unchanged. Seed leaf has been in fair demand, and sales for the week are 1,200 cases, as follows, all from the crop of 1880: 550 cases Pennsylvania fillers 6@6½c. and assorted 10@14c.; 100 cases New England wrappers 13@30c.; 450 cases Ohio 5¼@10c. and 100 cases Wisconsin Havana 8@12c.; also 1,000 bales Havana 88@\$1 20.

Naval stores were very firm owing to the small stocks; good strained rosin quoted \$2 17½@2 20; strained, \$2 12½@2 15; spirits turpentine closed at 47½@48c. for Southern. Refined petroleum for export quiet but steady at 7½c.; crude certificates closed better at 52½@52¾c., after sales at 51@52½c.; July 53¾c.; August 56c.; September, 58¼c.; October 60½c. Ingot copper quiet; 200,000 lbs. Lake were sold at 18½@18¼c. All other metals were steady although quiet. Wool is in larger supply and weaker. Hops very strong in view of the reported damage to the growing crop and the limited offerings here.

The rates for ocean freight room have latterly been advanced. The offerings of tonnage are less liberal, and the prices for the leading export staples have declined somewhat. To-day grain was taken to Liverpool, by steam, at 3¼d.; bacon quoted 15@20s.; cheese, 25@30s.; flour, 10s. per ton; cotton, 11-64@15-64d. Grain to London, by steam, quoted 5d.; bacon, 22s. 6d.; cheese, 25s.; flour, 15s. Grain to Glasgow, by steam, quoted 3@4d.; do. to Antwerp and Rotterdam, by steam, 3d.; do. by steam to Cork for orders taken at 3s. 3d. per qr. Refined petroleum to Liverpool, 2s. 7d.@2s. 9d; do. to the Baltic, 3s. 3d.; do. from Philadelphia to Elsinore, for orders, 3s.; do. in cases thence to Messina, 13c.

COTTON.

FRIDAY, P. M., June 16, 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 (June 16), the total receipts have reached 13,658 bales, against 15,624 bales last week, 15,950 bales the previous week and 13,981 bales three weeks since; making the total receipts since the 1st of September, 1881, 4,586,171 bales, against 5,622,692 bales for the same period of 1880-81, showing a decrease since September 1, 1881, of 1,036,521 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	136	147	53	14	63	103	516
Indianola, &c.	.....	.....	.....	.....	.....	6	6
New Orleans...	61	600	375	407	635	329	2,407
Mobile.....	140	318	343	192	6	217	1,216
Florida.....	.....	.....	.....	.....	.....	1	1
Savannah.....	309	262	254	234	572	49	1,680
Brunsw'k, &c.	.....	.....	.....	.....	.....	.....	.....
Charleston.....	113	517	423	9	201	44	1,307
Pt. Royal, &c.	.....	.....	.....	.....	.....	9	9
Wilmington....	2	31	53	4	4	123	217
Moreh'd C., &c	.....	.....	.....	.....	.....	2	2
Norfolk.....	626	789	241	241	254	563	2,714
City Point, &c.	.....	.....	.....	.....	.....	206	206
New York.....	.....	.....	40	20	43	11	114
Boston.....	203	192	188	164	47	32	826
Baltimore.....	.....	.....	.....	.....	.....	696	696
Philadelp'a, &c.	275	249	220	595	40	362	1,741
Totals this week	1,865	3,105	2,190	1,880	1,865	2,753	13,658

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

Receipts to June 16.	1881-82.		1880-81.		Stock.	
	This Week.	Since Sep. 1, 1881.	This Week.	Since Sep. 1, 1880.	1882.	1881.
Galveston.....	516	425,343	3,457	653,516	9,522	38,197
Indianola, &c.	6	13,721	5	15,158	.....	.....
New Orleans...	2,407	1,165,299	7,023	1,527,143	83,636	134,123
Mobile.....	1,216	260,867	1,175	379,864	4,176	9,653
Florida.....	1	27,207	.....	20,358	.....	5,086
Savannah.....	1,630	721,754	2,254	855,656	5,756	11,532
Brunsw'k, &c	.....	7,026	.....	4,855	.....	.....
Charleston.....	1,307	490,534	1,025	614,348	6,970	7,499
Pt. Royal, &c.	9	24,392	.....	49,955	.....	49
Wilmington....	217	134,712	130	116,563	1,271	1,668
M'head C., &c	2	26,516	50	30,215	.....	.....
Norfolk.....	2,714	606,391	3,790	695,925	8,717	9,134
City Point, &c	206	191,059	141	203,694	.....	.....
New York.....	114	158,711	2,185	168,990	230,477	156,877
Boston.....	826	222,945	3,386	165,522	9,100	10,340
Baltimore.....	696	20,820	1,487	45,704	24,002	4,932
Philadelp'a, &c.	1,741	88,874	2,110	70,226	11,223	10,894
Total.....	13,658	4,586,171	23,218	5,622,692	394,850	399,984

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

Receipts at—	1882.	1881.	1880.	1879.	1878.	1877.
Galvest'n, &c.	522	3,462	572	1,496	1,146	615
New Orleans.	2,407	7,023	4,146	1,194	1,777	1,855
Mobile.....	1,216	1,175	316	171	657	609
Savannah....	1,680	2,254	722	703	2,372	1,775
Charl'st'n, &c	1,316	1,025	1,064	257	329	318
Wilm'gt'n, &c	219	180	148	107	673	58
Norfolk, &c..	2,920	3,931	3,402	446	2,049	577
All others....	3,378	9,168	9,500	2,914	1,718	2,719
Tot. this w'k.	13,658	28,218	19,870	7,188	10,721	8,526
Since Sept. 1.	4,586,171	5,622,692	4,801,566	4,414,610	4,230,436	3,932,137

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 32,173 bales, of which 24,388 were to Great Britain, 2,681 to France and 5,104 to rest of the Continent, while the stocks as made up this evening are now 394,850 bales. Below are the exports for the week and since September 1, 1881.

Exports from—	Week Ending June 16.				From Sept. 1, 1881, to June 16, 1882.			
	Great Brit'n.	France	Conti-nent.	Total Week.	Great Britain.	France	Conti-nent.	Total.
Galveston.....	.....	.....	.....	.....	179,482	15,145	63,421	258,048
New Orleans..	3,775	2,034	510	6,319	640,024	251,879	216,510	1,108,413
Mobile.....	.....	.....	.....	.....	36,822	6,313	3,231	46,366
Florida.....	.....	.....	.....	.....	3,900	.....	.....	3,900
Savannah....	.....	.....	.....	.....	188,600	21,000	179,025	338,625
Charleston *.	.....	.....	.....	.....	159,550	20,472	128,757	308,779
Wilmington..	.....	.....	.....	.....	53,584	1,430	8,819	63,833
Norfolk.....	7,376	.....	.....	7,376	311,879	2,580	15,840	330,299
New York.....	10,023	647	3,944	14,619	389,509	29,498	81,988	500,995
Boston.....	410	.....	.....	410	147,274	.....	4	147,278
Baltimore....	874	.....	650	1,524	78,611	961	51,776	131,348
Philadelp'a, &c	1,925	.....	.....	1,925	73,894	.....	200	79,094
Total.....	24,388	2,681	5,104	32,173	2,218,129	349,278	749,571	3,316,978
Total 1880-81	28,384	6,172	6,753	41,309	2,628,893	532,733	1,096,082	4,257,708

*Includes exports from Port 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.

JUNE 16, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans....	7,961	8,671	1,990	355	18,977	64,659
Mobile.....	None.	None.	None.	None.	None.	4,176
Charleston....	None.	None.	None.	750	750	6,220
Savannah....	None.	None.	None.	800	800	4,956
Galveston....	1,031	None.	1,377	19	2,427	7,095
Norfolk.....	2,558	None.	None.	None.	2,558	6,159
New York.....	3,800	None.	1,850	None.	5,650	224,827
Other ports....	1,500	None.	300	None.	1,800	43,796
Total.....	16,850	8,671	5,517	1,924	32,962	361,898
Total 1881.....	35,473	7,939	11,823	3,541	58,776	341,208
Total 1880.....	20,469	5,508	7,321	787	34,085	284,501

The speculation in cotton for future delivery at this market has been very dull for the week under review, and the fluctuations in prices were unusually narrow. The opening on Saturday last was with a slight upward tendency. The report of the Bureau of Agriculture for June was issued on Saturday. It was less unfavorable than was generally expected it would be, especially in respect to the decrease of acreage, and caused depression in prices of futures. Still, the decline was very slight, and was arrested towards the close of Wednesday's business, and Thursday was slightly dearer on a demand to cover contracts, prompted by better foreign advices. To-day there was an unsettled opening, but the final close was firm at 5 @7 points advance. Cotton on the spot has not been so active as last week, yet a very fair business was done for export and home consumption. The concentration of stocks at this market and the superiority of our shipping facilities bring buyers to this market. But holders have met the demand readily, and on Tuesday quotations were reduced 1-16c. To-day there was a further reduction of 1-16c., but it was recovered, middling uplands closing at 12 3-16c.

The total sales for forward delivery for the week are 338,300 bales. For immediate delivery the total sales foot up this week 11,757 bales, including 8,208 for export, 2,864 for consumption, 685 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.

June 10 to June 16.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. # D	99 ¹⁶	99 ¹⁶	9 ¹⁶	91 ¹⁶	91 ¹⁶	9 ¹⁶	91 ¹⁶	91 ¹⁶	9 ¹⁶
Strict Ord...	10 ¹⁶								
Good Ord...	10 ¹⁶	10 ¹⁶	10 ¹⁶	11 ¹⁶					
Str. G'd Ord	11 ¹⁶								
Low Midd'g	11 ¹⁶	11 ¹⁶	11 ¹⁶	12 ¹⁶					
Str. L'w Mid	12 ¹⁶								
Middling...	12 ¹⁶								
Good Mid...	12 ¹⁶								
Str. G'd Mid	12 ¹⁶	12 ¹⁶	12 ¹⁶	13 ¹⁶					
Midd'g Fair	13 ¹⁶								
Fair.....	14 ¹⁶								
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. # D	9 ¹⁶								
Strict Ord...	10 ¹⁶								
Good Ord...	10 ¹⁶	10 ¹⁶	10 ¹⁶	11 ¹⁶					
Str. G'd Ord	11 ¹⁶								
Low Midd'g	11 ¹⁶	11 ¹⁶	11 ¹⁶	12	12	12	12	12	12
Str. L'w Mid	12	12	12	12 ¹⁶					
Middling...	12 ¹⁶								
Good Mid...	12 ¹⁶								
Str. G'd Mid	12 ¹⁶	12 ¹⁶	12 ¹⁶	13 ¹⁶					
Midd'g Fair	13 ¹⁶								
Fair.....	14 ¹⁶								
	Sat.	Mon.	Tues.	Wed	Th.	Fri.	Wed	Th.	Fri.
Good Ordinary..... # D.	9 ¹⁶								
Strict Good Ordinary.....	10 ¹⁶								
Low Middling.....	10 ¹⁶								
Middling.....	11 ¹⁶								

MARKET AND SALES

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex- port.	Con- sump.	Spec- ul't'n	Tran- sit.	Total.	Sales.	Deliv- eries.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
		June.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	
Saturday, June 10— Sales, total..... Prices paid (range). Closing.....	Flatter. 43,800 11.39@12.30 Steady.	1,700 12.10@12.12 12.10—12.11	5,000 12.17@12.21 12.17—12.18	24,500 12.27@12.30 12.27—12.28	6,500 11.97@12.01 11.97—11.98	2,200 11.56@11.58 11.55—11.56	1,000 11.41@11.43 11.41—11.42	800 11.56@11.57 11.55—11.55	100 @11.67 @11.67	300 @11.79 @11.79	— @11.79 @11.79	— @11.82 @11.82	— @11.82 @11.82
Monday, June 12— Sales, total..... Prices paid (range). Closing.....	Dull. 35,800 11.37@12.27	2,100 12.10@12.12 12.10—12.11	6,000 12.16@12.18 12.16—12.18	12,700 12.25@12.27 12.25—12.27	5,400 11.95@11.97 11.95—11.97	3,500 11.53@11.54 11.53—11.54	1,400 11.38@11.39 11.38—11.40	1,300 11.50@11.52 11.50—11.53	— @11.66 @11.66	2,300 11.73@11.76 11.73—11.76	— @11.76 @11.76	— @11.75 @11.75	— @11.76 @11.76
Tuesday, June 13— Sales, total..... Prices paid (range). Closing.....	Lower. 72,400 11.35@12.23	2,400 12.06@12.08 12.05—12.07	19,700 12.11@12.15 12.12—12.13	30,300 12.21@12.23 12.22—12.23	6,700 11.90@11.93 11.91—11.92	3,600 11.50@11.51 11.50—11.51	4,400 11.37@11.37 11.35—11.37	1,300 11.48@11.50 11.48—11.49	— @11.62 @11.62	1,400 11.72@11.73 11.72—11.73	— @11.73 @11.73	— @11.73 @11.73	— @11.73 @11.73
Wednesday, June 14— Sales, total..... Prices paid (range). Closing.....	Variable. 46,100 11.32@12.22	900 12.03@12.07 12.03—12.07	13,600 12.12@12.13 12.12—12.13	33,500 12.17@12.22 12.21—12.22	8,900 11.87@11.91 11.91—11.92	2,400 11.46@11.50 11.48—11.50	2,200 11.37@11.37 11.36—11.37	1,600 11.45@11.48 11.48—11.49	— @11.62 @11.62	1,000 11.70@11.72 11.70—11.72	— @11.72 @11.72	— @11.75 @11.75	— @11.75 @11.75
Thursday, June 15— Sales, total..... Prices paid (range). Closing.....	Firmer. 34,500 11.36@12.23	2,100 12.07@12.09 12.08—12.10	8,200 12.12@12.14 12.13—12.13	27,000 12.21@12.23 12.21—12.22	6,700 11.91@11.93 11.91—11.92	3,900 11.50@11.52 11.51—11.52	2,000 11.37@11.38 11.37—11.38	2,600 11.49@11.51 11.50—11.51	— @11.64 @11.64	600 11.74@11.75 11.74—11.75	— @11.75 @11.75	— @11.77 @11.77	— @11.77 @11.77
Friday, June 16— Sales, total..... Prices paid (range). Closing.....	Hither. 63,600 11.36@12.27	1,300 12.09@12.14 12.15—12.16	14,300 12.11@12.18 12.18—12.19	33,000 12.19@12.27 12.27—12.28	6,500 11.89@11.99 11.98—11.99	6,000 11.50@11.53 11.57—11.55	3,300 11.36@11.44 11.42—11.43	500 11.50@11.56 11.56—11.55	— @11.70 @11.70	— @11.80 @11.82	— @11.82 @11.82	— @11.82 @11.82	— @11.82 @11.82
Total sales this week.....	338,300	10,500	66,800	161,300	40,700	21,600	14,300	8,100	100	5,600	900	900	900
Sales since Sept. 1, '81.....	28,884,500	2,757,000	1,683,000	2,597,200	685,000	380,400	97,600	43,500	19,300	12,700	1,400	1,400	1,400

	1882.	1881.	1880.	1879.
Stock at Liverpool.....bales.	967,000	906,000	761,000	606,000
Stock at London.....	67,200	50,300	55,800	42,000
Total Great Britain stock	1,034,200	956,300	819,800	648,000
Stock at Havre.....	137,000	205,000	81,000	113,000
Stock at Marseilles.....	2,880	4,000	5,330	2,250
Stock at Barcelona.....	22,000	40,100	47,800	42,000
Stock at Hamburg.....	2,000	6,000	3,000	3,000
Stock at Bremen.....	23,400	50,100	45,300	24,750
Stock at Amsterdam.....	18,100	43,100	21,200	33,500
Stock at Rotterdam.....	1,360	5,520	2,550	1,250
Stock at Antwerp.....	2,350	780	1,320	400
Stock at other continental ports.	11,618	11,200	20,600	7,500
Total continental ports....	223,708	365,800	228,100	227,650
Total European stocks....	1,257,908	1,322,100	1,047,900	875,650
India cotton afloat for Europe.	409,000	296,000	316,000	333,000
Amer'n cotton afloat for Europe	137,000	326,000	331,000	158,000
Egypt, Brazil, &c., afloat for Europe	24,000	45,000	25,000	13,000
Stock in United States ports..	394,850	399,984	318,376	207,192
Stock in U. S. interior ports...	62,500	88,232	96,190	29,306
United States exports to-day..	2,400	2,700	5,000	1,000

	1882.	1881.	1880.	1879.
Total visible supply.....	2,287,658	2,480,016	2,139,466	1,617,148
Of the above, the totals of American and other descriptions are as follows				
American—				
Liverpool stock.....	586,000	693,000	501,000	469,000
Continental stocks.....	105,000	238,000	160,000	190,000
American afloat for Europe....	137,000	326,000	331,000	158,000
United States stock.....	394,850	399,984	318,376	207,192
United States interior stocks..	62,500	88,232	96,190	29,306
United States exports to-day..	2,400	2,700	5,000	1,000
Total American.....	1,287,550	1,747,916	1,411,566	1,054,498
East Indian, Brazil, &c.—				
Liverpool stock.....	331,000	213,000	263,000	137,000
London stock.....	67,200	50,300	55,800	42,000
Continental stocks.....	118,708	127,900	68,100	37,650
India afloat for Europe.....	409,000	296,000	316,000	333,000
Egypt, Brazil, &c., afloat.....	24,000	45,000	25,000	13,000
Total East India, &c.....	999,908	732,100	727,900	562,650
Total American.....	1,287,550	1,747,916	1,411,566	1,054,498
Total visible supply.....	2,287,658	2,480,016	2,139,466	1,617,148
Price Mid. Upl., Liverpool....	63 ^d	63 ^d	61 ^d	61 ^d

The imports into Continental ports this week have been 66,000 bales. The above figures indicate a decrease in the cotton in sight to-night of 192,558 bales as compared with the same date of 1881, an increase of 147,992 bales as compared with the corresponding date of 1880 and an increase of 670,310 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:

TOWNS.	Movement to June 16, 1882.			Movement to June 17, 1881.		
	Receipts This week.	Since Sept. 1, '81.	Shipments This week.	Receipts This week.	Since Sept. 1, '80.	Shipments This week.
Augusta, Ga.....	133	161,231	1,326	430	205,866	1,200
Columbus, Ga.....	17	101,638	1,083	257	109,570	671
Macon, Ga.....	40	60,028	39	22	63,386	359
Montgomery, Ala.	15	95,866	345	177	107,198	522
Belt, Ala.....	18	72,879	345	136	89,266	273
Memphis, Tenn.	434	334,432	5,154	1,575	458,333	3,390
Nashville, Tenn.	83	55,663	757	218	53,871	3,882
Dallas, Texas.....	5	27,920	225	139	33,599	588
Jefferson, Tex.....	3	11,354	263	4	78,089	72
Shreveport, La.	205	63,576	187	362	33,509	841
Vicksburg, Miss.	77	136,314	187	133	137,517	193
Columbus, Miss.	9	27,749	21	17	27,514	33
Enterprise, Ala.	9	47,816	204	94	30,896	47
Griffin, Ga.....	7	31,290	204	12	35,571	48
Atlanta, Ga.....	142	124,326	1,133	137	126,582	184
Rome, Ga.....	43	82,736	467	108	107,809	102
Charlotte, N. C.	367	31,882	467	102	49,729	184
St. Louis, Mo.....	734	369,750	1,260	1,994	384,644	4,773
Channahon, O.....	876	371,151	69	2,021	307,440	4,492
Total, old towns.....	3,227	2,208,073	12,843	7,914	2,500,680	18,140
Total, new towns.....	917	577,498	2,287	2,901	842,616	5,138
Total, all.....	4,144	2,785,571	15,130	10,815	3,343,296	23,278
						96,917

* These are only the net receipts at Louisville. The total gross receipts there since September 1, 1881, have been about 239,000 bales, against about 241,000 bales for same time last year. † This year's figures estimated.

The above totals show that the old interior stocks have decreased during the week 9,616 bales, and are to-night 25,732 bales less than at the same period last year. The receipts at the same towns have been 4,717 bales less than the same week last year, and since Sept. 1 the receipts at all the towns are 557,731 bales less than for the same time in 1880-81.

*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, 1,473,100; September, January for January, 4,252,500; September-February for February, 2,236,100; September-March for March, 4,411,100; September-April, for April, 3,533,800; September-May, for May, 3,295,800.
 † Includes for May, 1,833,300 at 11.92.
 Transferable Orders—Saturday, 12.15c.; Monday, 12.15c.; Tuesday, 12.10c.; Wednesday, 12.10c.; Thursday, 12.10c.; Friday, 12.20c.
 Short Notices for June—Saturday, 12.10 Monday, 12.07@12.08 c.; Thursday, 12.06@12.09c.

The following exchanges have been made during the week:
 .16 pd. to exch. 600 June for Aug.
 .30 pd. to exch. 400 Sept. for Aug.
 .10 pd. to exch. 100 July for Aug.
 .09 pd. to exch. 500 July for Aug.
 .01 pd. to exch. 100 June s. n. 19th for regular.
 .09 pd. to exch. 400 July for Aug.
 .09 pd. to exch. 100 July for Aug.
 .02 pd. to exch. 400 July for Aug.
 .23 pd. to exch. 200 Sept. for Aug.
 .03 pd. to exch. 100 June for July.

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

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another, at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns.		
	1880.	1881.	1882.	1880.	1881.	1882.	1880.	1881.	1882.
Mch. 31.....	47,393	78,514	54,035	279,831	294,608	233,182	40,691	63,609	33,599
April 7.....	37,923	85,096	44,487	272,988	277,350	215,944	30,480	68,438	27,229
" 14.....	36,910	66,579	33,229	259,333	261,599	201,747	25,255	50,828	19,092
" 21.....	33,714	60,718	29,800	239,175	241,198	180,281	16,556	40,317	8,334
" 28.....	30,858	47,729	33,606	230,890	225,820	157,836	12,573	32,351	11,161
May 5.....	25,661	45,535	34,423	202,218	215,259	143,327	6,987	34,988	19,914
" 12.....	24,636	49,150	25,831	189,763	194,662	127,630	12,183	28,559	10,184
" 19.....	26,514	42,415	20,864	172,823	174,809	115,435	9,574	22,562	8,609
" 26.....	23,764	39,851	13,984	153,917	147,473	104,018	4,388	6,515	2,564
June 2.....	23,674	32,642	15,950	140,127	136,470	93,585	9,854	21,639	5,917
" 9.....	18,550	29,432	15,624	123,764	109,350	83,294	2,217	2,342	5,439
" 16.....	19,874	28,218	13,558	103,979	93,917	72,408	15	15,785	2,672

The above statement shows—1. That the total receipts from the plantations since Sept. 1, in 1881-82 were 4,613,154 bales; in 1880-81 were 5,680,801 bales; in 1879-80 were 4,890,477 bales.

2. That, although the receipts at the out-ports the past week were 13,658 bales, the actual movement from plantations was only 2,672 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 15,785 bales and for 1880 they were 15 bales.

AMOUNT OF COTTON IN SIGHT JUNE 16.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to June 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.

	1881-82.	1880-81.
Receipts at the ports to June 16..... bales.	4,586,171	5,622,692
Interior stocks in excess of Sept. 1 on June 16.	26,983	58,109
Total receipts from plantations.....	4,613,154	5,680,801
Net overland to June 1.....	441,333	498,632
Southern consumption to June 1.....	224,000	190,000
Total in sight June 16.....	5,278,487	6,369,433

It will be seen by the above that the decrease in amount in sight to-night, as compared with last year, is 1,090,946 bales.

WEATHER REPORTS BY TELEGRAPH.—There has been a considerable improvement in weather conditions at the South during the past week. The temperature has become higher and there have been no excessive rains. The warmer weather has favored the growth of cotton, and crop accounts generally are more satisfactory.

Galveston, Texas.—The weather has been warm and dry during the past week, and crops are good nearly everywhere. Average thermometer 84, highest 88 and lowest 79.

Indianola, Texas.—We have had warm and dry weather the past week. Crop accounts are more favorable, and there are plenty of squares, blooms and bolls. The thermometer has averaged 81, ranging from 72 to 91.

Dallas, Texas.—Good showers have visited this vicinity on two days of the past week, and all crops are prospering. The thermometer has ranged from 52 to 98, averaging 75, and the rainfall reached one inch and two hundredths.

Brenham, Texas.—The weather has been warm and dry during the past week. All agriculture is doing well enough. Average thermometer 84, highest 100 and lowest 68.

Palestine, Texas.—It has been showery on two days of the past week, the rainfall reaching seventy-eight hundredths of an inch. Crops are promising. The thermometer has averaged 79, the highest being 94 and the lowest 64.

Huntsville, Texas.—We have had splendid showers on two days of the past week. Crops are very good. The thermometer has ranged from 66 to 97, averaging 82, and the rainfall reached one inch and thirty-nine hundredths.

Weatherford, Texas.—It has been showery on one day during the past week. The rainfall reached sixty hundredths of an inch. Crop accounts are more favorable. Average thermometer 77, highest 92, lowest 62.

Belton, Texas.—The weather has been warm and dry the past week. Crops are doing very well. The thermometer has ranged from 68 to 98, averaging 85.

Luling, Texas.—We have had dry and warm weather all of the past week. Crops are about as good as possible; bolls are abundant and some cotton is reported as being nearly ready

to open. The thermometer has averaged 82, the highest being 96 and the lowest 67.

New Orleans, Louisiana.—It has rained on two days of the past week, the rainfall reaching fifty-four hundredths of an inch. The thermometer has averaged 81.

Shreveport, Louisiana.—The weather has been warm, sultry and generally fair during the past week. The rainfall reached sixty-three hundredths of an inch, and the thermometer has ranged from 67 to 99.

Vicksburg, Mississippi.—Telegram not received.

Columbus, Mississippi.—The weather has been warm and dry during the past week. Rain is needed. The thermometer has averaged 83, the highest being 96 and the lowest 64.

Little Rock, Arkansas.—The past week has been warm and very propitious for crops. We have had rain on one day, and the rainfall reached seventy-five hundredths of an inch. Crop reports are very favorable, except from three or four counties, in which stands are bad, and rain is wanted very much. The thermometer has averaged 78, ranging from 67 to 94.

Memphis, Tennessee.—It has rained on three days of the past week, on two of which severely, and on one showery. The rainfall reached one inch and fifty-eight hundredths. Average thermometer 81, highest 96 and lowest 66.

Nashville, Tennessee.—We have had rain on one day of the past week, the rainfall reaching eight hundredths of an inch. The thermometer has ranged from 65 to 93, averaging 79.

Mobile, Alabama.—It has been showery on two days of the past week, the rainfall reaching five hundredths of an inch. The fields are clear of weeds. The crop is developing satisfactorily and accounts are more favorable. Average thermometer 81, highest 99 and lowest 69.

Montgomery, Alabama.—We had showers on four days during the early part of the past week, but the latter portion has been clear, pleasant and hot. The rainfall reached sixty-six hundredths of an inch. The crop is developing promisingly. Average thermometer 79, highest 94 and lowest 66.

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 fields are clear of weeds and the crop is developing promisingly. The thermometer has averaged 77, and the rainfall reached forty-four hundredths of an inch.

Madison, Florida.—Telegram not received.

Macon, Georgia.—Telegram not received.

Columbus, Georgia.—The early part of the past week was clear and pleasant, but during the latter portion it has been rainy. The thermometer has averaged 84, ranging from 75 to 91, and the rainfall reached one inch and forty-one hundredths.

Savannah, Georgia.—It has rained on two days of the past week and the remainder of the week has been pleasant. The rainfall reached forty-six hundredths of an inch. The thermometer has averaged 77, the highest being 93 and the lowest 67.

Augusta, Georgia.—The weather during the past week has been more favorable for cotton. We have had light rains on three days, the rainfall reaching seventeen hundredths of an inch. Crop accounts are more favorable. Grass is reported to be somewhat troublesome, but planters are giving more time to the working of crop. Average thermometer 78, highest 93 and lowest 67.

Atlanta, Georgia.—The weather is now fine for crops. It has rained on two days of the past week, the rainfall reaching one inch and fifty-nine hundredths. The thermometer has ranged from 64 to 92, averaging 78.

Charleston, South Carolina.—We have had rain on two days of the past week, the rainfall reaching one inch and seventeen hundredths. Average thermometer 77, highest 92 and lowest 67.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock June 15, 1882, and June 16, 1881.

	June 15, '82.		June 16, '81.	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....Below high-water mark	2	6	3	10
Memphis.....Above low-water mark.	31	7	16	9
Nashville.....Above low-water mark.	6	1	9	7
Shreveport.....Above low-water mark.	15	9	20	7
Vicksburg.....Above low-water mark.	41	6	26	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.

OUR COTTON ACREAGE REPORT.—We expect to publish next week our usual cotton acreage and condition report.

NEW YORK COTTON EXCHANGE.—Next Monday, June 19, there will be an election of a new member. One membership is applied for, and one seat posted for transfer. Visitors this week have been as follows:

L. A. Scarbrough, Galveston.
B. M. Pitts, Fitchburg.
Frank P. Gray, Augusta.
P. Hellwege, New Orleans.
A. H. Greene, North Carolina.
J. L. Marsalis, Dallas, Tex.
E. B. Dixon, North Carolina.

H. J. Warren, Fredericksburg, Va.
Z. C. Mills, Chattanooga, Tenn.
Pierre M. Poutz, New Orleans.
L. J. Plancke, New Orleans.
J. Fourton, New Orleans.
J. M. Leach, Lexington.

AGRICULTURAL DEPARTMENT'S ACREAGE REPORT.—The Agricultural Department at Washington issued on the 10th inst. (Saturday last) its report on cotton condition and acreage. The following is the report:

"The area in cotton is 27-10 per cent less than in 1881. Texas makes an increase, and also the small cotton district of Southeast Virginia. All other States return some loss of area. The largest deficiency is in the States bordering on the Mississippi River, where planting in overflowed districts was not entirely finished on the first of June. The comparison with last year's acreage is:

	Per cent.		Per cent.
Virginia.....	107	North Carolina.....	99
South Carolina.....	98	Georgia.....	95
Florida.....	99	Alabama.....	96
Mississippi.....	95	Louisiana.....	94
Texas.....	105	Arkansas.....	91
Tennessee.....	97		

"The average condition of the entire cotton area indicates a depreciation of 11 per cent from perfect healthfulness and average growth. It is represented by 89. The June condition of the previous crop was 93; it was 99 of the fine crop of 1880. It is better than last year only in South Carolina and Texas.

"The cause of depreciated condition is mainly a temperature too low for thrift. In every State there was destruction of plants by frost. There was also too much rain for healthful growth. Both cases made necessary replanting in some counties of one-fourth of the acreage. Instances are reported of two or three successive replantings, and the replacement was still progressing.

"Condition is best in Florida, worst in Virginia. In Tennessee, North Carolina and Arkansas it is much lower than in the Gulf coast States. The averages of condition are as follows:

	Per cent.		Per cent.
Virginia.....	70	North Carolina.....	82
South Carolina.....	92	Georgia.....	89
Florida.....	97	Alabama.....	95
Mississippi.....	88	Louisiana.....	90
Texas.....	93	Arkansas.....	85
Tennessee.....	80		

"The stand is not so good as usual and is an element of the reported depreciation. The cool, wet weather causes slow growth and unthrifty appearance, favoring the attacks of lice and rust and the prevalence of 'sore shin.'

"A large number of returns say that with recent fine weather cotton is improving, and gives some assurance of a better report in July."

The above statement of condition compared with the reports for previous years is as follows:

AGRICULTURAL DEPARTMENT'S JUNE CONDITION REPORTS.

June Condition.	1882.	1881.	1880.	1879.	1878.	1877.	1876.	1875.	1874.	1873.
No. Car....	82	96	92	98	87	80	101	92	89	85
So. Car....	92	88	104	94	99	91	98	97	81	88
Georgia...	89	92	98	93	101	101	103	91	80	94
Florida....	97	100	90	95	98	92	82	94	90	102
Alabama...	95	102	96	96	101	90	94	101	82	93
Mississippi	88	94	96	99	98	91	92	100	73	92
Louisiana..	90	90	97	95	98	98	89	95	70	94
Texas.....	93	89	106	94	104	91	90	96	90	86
Arkansas..	85	90	100	100	98	94	95	90	90	92
Tennessee..	80	93	99	94	97	94	93	99	85	90
Average.	89	93	99	96	99	.....	.....	.....	.....	.....

The average given above for all the States is the average as given by the Department.

COTTON BLOOMS.—The Charleston News and Courier of the 12th inst. says: "Messrs. Pelzer, Rodgers & Co., factors, Brown & Co.'s wharves, received on Saturday from Mr. E. E. Hughes, Midway, S. C., a fine cotton bloom which opened on the 6th of June. It indicates that the new growth is making good progress."

—The New Orleans Democrat of Sunday, the 11th inst., has the following: "The first bloom of new cotton crop was received yesterday at Shreveport, from E. B. Herndon's place, a few miles above there, in Caddo Parish. It presents a healthy appearance. Crops generally are reported as doing well."

—The following is from the Savannah Morning News of the 12th inst.: "Hack Branch, Montgomery County, Ga., June 8—Editor Morning News: Enclosed herewith I send you a cotton bloom, which is, with me, the earliest of the season. The farmers in this vicinity have just about finished harvesting the finest oat crop that has been raised in our section for years. Crops, owing to the recent rains, are looking well, and should good seasons continue, an abundant support for man and beast will be raised in our county."

—The Charleston News and Courier of the 10th inst. has the following: "Henry N. Folk & Son, of Bamberg, S. C., have sent to the News and Courier a cotton bloom from the plantation of John T. Sanders, on which may be seen the lice which infest the cotton crop in that section. It is not thought that they will inflict much damage beyond delaying the growth of the plant. There have been plenteous rains in that vicinity and the crops are good."

JUTE BUTTS, BAGGING, &c.—Bagging has been taken in small parcels, and the trade is fair for the season. Prices are unchanged, holders still quoting 8c. for 1½ lbs., 8½c. for 1¾ lbs., 9½c. for 2 lbs. and 10½c. for standard grades, but a round lot

could be had at a shade less than these figures. Butts are in the same position. About 1,000 bales have been taken in small lots, but we hear of no large transactions. Prices are about steady, and holders are quoting 2½@2 13-16c. for paper grades up to 2¾@2½c. for bagging qualities.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1881, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1881.	1880.	1879.	1878.	1877.	1876.
Sept'mb'r	425,770	458,478	333,643	288,845	98,491	236,868
October..	837,349	968,318	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	983,440	1,020,802	956,464	893,664	900,119	787,769
January..	543,912	571,701	647,140	618,727	689,610	500,680
February.	291,992	572,728	447,918	566,824	472,054	449,686
March...	257,099	476,582	264,913	303,955	340,525	182,937
April....	147,595	284,246	158,025	167,459	197,965	100,194
May.....	113,573	190,054	110,006	84,299	96,314	68,939
Total year	4,551,808	5,549,410	4,748,873	4,392,277	4,196,104	3,903,725
Percentage of tot. port receipts May 31 ..		94.47	94.94	98.78	96.55	96.67

This statement shows that up to May 31 the receipts at the ports this year were 997,602 bales less than in 1880-81 and 197,065 bales less than at the same time in 1879-80. By adding to the above totals to May 31 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.
Tot. My 31	4,551,808	5,549,410	4,748,873	4,392,277	4,196,104	3,903,725
J'ne 1....	2,361	5,376	2,694	8.	2,269	1,351
" 2....	2,720	3,905	3,731	2,002	8.	1,254
" 3....	2,401	6,351	3,249	2,044	2,359	8.
" 4....	8.	5,842	4,569	1,886	2,396	2,821
" 5....	2,656	8.	2,316	1,044	1,243	2,309
" 6....	3,327	4,790	8.	1,557	1,704	1,812
" 7....	2,245	6,129	5,049	833	2,409	1,247
" 8....	2,002	3,306	2,691	8.	1,401	1,531
" 9....	2,993	4,381	2,913	1,748	8.	1,186
" 10....	1,865	4,984	2,013	954	2,686	8.
" 11....	8.	3,793	3,598	1,142	1,862	1,584
" 12....	3,105	8.	3,484	875	1,920	3,061
" 13....	2,190	6,734	8.	1,060	1,170	1,385
" 14....	1,880	5,719	4,037	1,021	2,192	640
" 15....	1,865	3,741	2,356	8.	1,505	1,121
" 16....	2,753	3,260	2,914	662	8.	1,186
Total.....	4,586,171	5,617,741	4,791,517	4,409,105	4,221,220	3,926,213
Percentage of total port rec'pts J'ne 16		95.63	95.86	99.14	97.13	97.25

This statement shows that the receipts since Sept. 1 up to to-night are now 1,031,570 bales less than they were to the same day of the month in 1881 and 208,346 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 June 16 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 June 15.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain	Continent.	Total.	This Week.	Since Jan. 1.
1882	31,000	31,000	648,000	494,000	1,142,000	33,000	1,466,000
1881	22,000	22,000	217,000	433,000	650,000	40,000	1,015,000
1880	10,000	29,000	318,000	411,000	729,000	24,000	968,000
1879	8,000	9,000	219,000	275,000	494,000	22,000	707,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 7,000 bales, and an increase in shipments of 9,000 bales, and the shipments since January 1 show an increase of 492,000 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 KURRACHEE.

Year.	Shipments this week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
1882.....	7,000	1,000	8,000	218,000	110,000	328,000
1881.....	4,000	1,000	5,000	137,000	61,000	198,000
1880.....	6,000	4,000	10,000	174,000	67,000	241,000
1879.....	10,000	5,000	15,000	133,000	83,000	216,000

The above totals for this week show that the movement from the ports other than Bombay is 3,000 bales more than same week last year. For the whole of India, therefore, the total ship-

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, June 10, 1882, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	2,077,222	1,388,961	478,957	486	209,637
Do. afloat (est.)	534,000	801,000	263,000	.....	38,000
Albany	97,000	22,000	55,000	.....	68,000
Buffalo	430,323	193,073	11,027	.....	1,077
Chicago	2,265,435	2,723,023	93,774	27,971	129,505
Milwaukee	759,488	53,978	1,649	23,484	47,221
Duluth	320,030	.....	.....	.....	.....
Toledo	432,842	93,378	11,689	.....	4,527
Detroit	108,784	12,067	21,294	.....	2,682
Oswego	70,000	45,000	.....	.....	90,000
St. Louis	83,022	291,711	24,693	.....	26,754
Boston	1,070	56,395	164,770	1,228	1,073
Toronto	213,628	.....	3,709	5,811	13,936
Montreal	110,668	31,915	16,993	2,368	52,065
Philadelphia	68,083	63,195	47,532	.....	.....
Peoria	5,011	101,832	49,189	1,313	112,594
Indianapolis	145,500	31,960	5,000	.....	18,200
Kansas City	57,451	25,264	7,607	.....	1,235
Baltimore	332,445	76,548	.....	.....	.....
Down Mississippi	.....	123,036	1,847	.....	.....
On rail	482,395	978,254	706,390	35,151	41,182
On lake	667,310	2,311,951	48,497	.....	.....
On canal	796,529	845,000	.....	20,300	63,099

Tot. June 10, '82.	10,057,797	10,269,541	2,017,617	118,112	964,387
Tot. June 3, '82.	9,547,679	9,945,011	2,052,108	92,474	986,718
Tot. May 27, '82.	9,727,793	9,294,180	2,264,975	130,607	1,017,931
Tot. May 20, '82.	9,894,231	8,158,139	1,896,678	189,701	999,119
Tot. May 13, '82.	10,208,831	8,551,231	1,873,675	264,407	1,002,016
Tot. June 11, '81.	17,220,573	11,522,238	6,332,463	321,569	276,108

The following statement, prepared by the Bureau of Statistics, will show the exports of domestic breadstuffs from the undermentioned customs districts, during the month of May, 1882, and for the eleven months ended the same, as compared with the corresponding months of the previous year:

Customs Districts.	May, 1882.		May, 1881.		Total, 11 mos. ended May 31, 1882.		Total, 11 mos. ended May 31, 1881.	
	Bushels.	Dollars.	Bushels.	Dollars.	Bushels.	Dollars.	Bushels.	Dollars.
New York	1,423,073	2,031,997	1,423,073	2,031,997	1,423,073	2,031,997	1,423,073	2,031,997
Boston	25,833	34,777	25,833	34,777	25,833	34,777	25,833	34,777
Philadelphia	144,824	206,811	144,824	206,811	144,824	206,811	144,824	206,811
Baltimore	357,565	499,167	357,565	499,167	357,565	499,167	357,565	499,167
New Orleans	6,828	8,935	6,828	8,935	6,828	8,935	6,828	8,935
San Francisco	11,717	11,717	11,717	11,717	11,717	11,717	11,717	11,717
Chicago	2,972,953	2,952,534	2,972,953	2,952,534	2,972,953	2,952,534	2,972,953	2,952,534
Detroit	186,561	237,536	186,561	237,536	186,561	237,536	186,561	237,536
Huron	2,121	2,653	2,121	2,653	2,121	2,653	2,121	2,653
Key West	400	344	400	344	400	344	400	344
Miami	.....	.....	.....	.....	.....	.....	.....	.....
Total, May, 1882*	5,296,835	6,151,487	5,296,835	6,151,487	5,296,835	6,151,487	5,296,835	6,151,487
Total, May, 1881*	10,028,342	11,764,384	10,028,342	11,764,384	10,028,342	11,764,384	10,028,342	11,764,384
Total, 11 mos. ended May 31, 1882*	58,429,334	104,977,287	58,429,334	104,977,287	58,429,334	104,977,287	58,429,334	104,977,287
Total, 11 mos. ended May 31, 1881*	180,365,163	194,778,533	180,365,163	194,778,533	180,365,163	194,778,533	180,365,163	194,778,533

	Milwaukee.	New Haven.	Portland.	Richmond.	Willamette.
Barley—					
Bushels	.....	.....	.....	.....	.....
Value	.....	.....	.....	.....	.....
Indian corn—					
Bushels	.....	.....	.....	.....	.....
Value	.....	.....	.....	.....	.....
Indian corn meal—					
Barrels	.....	1,475	.....	.....	.....
Value	.....	7,160	.....	.....	.....
Oats—					
Bushels	.....	.....	.....	.....	.....
Value	.....	200	.....	.....	.....
Rye—					
Bushels	.....	.....	.....	.....	.....
Value	.....	130	.....	.....	.....
Wheat—					
Bushels	.....	.....	.....	.....	.....
Value	.....	.....	.....	.....	176,673
Wheat flour—					
Barrels	.....	625	90	6,225	16,642
Value	.....	4,500	610	45,427	78,000
Total values—					
May, 1882	.....	11,790	610	45,427	254,931
May, 1881	110,000	5,710	137,116	159,944	561,759
11 months—					
1882	379,010	68,897	213,032	1,436,878	6,145,905
1881	462,594	49,275	1,395,549	1,590,845	2,615,008

Exports of Provisions.

The following are the exports of provisions from New York, Boston, Baltimore, Philadelphia, Montreal, Portland and New Orleans, for week ending June 10, 1882, and their distribution:

To—	Pork, bbls.	Beef, bbls.	Lard, lbs.	Bacon, lbs.	Cheese, lbs.	Tallow, lbs.
London	.....	.....	33,000	480,465	26,400	48,000
Liverpool	261	123	1,400,153	3,685,162	2,727,720	253,000
Glasgow	.....	261	107,250	363,850	349,080	.....
W. Hartlepool	.....	3	229,181	44,450	.....	110,100
Hull	.....	.....	38,000	329,175	60,240	.....
Havre	.....	.....	12,500	.....	.....	.....
Bremen	25	.....	199,000	.....	.....	.....
Antwerp	10	10	611,000	552,500	74,820	.....
Rotterdam	.....	.....	11,190	.....	.....	38,400
Hamburg	.....	.....	123,750	.....	.....	.....
Amsterdam	.....	.....	7,500	.....	.....	.....
Brazil	.....	.....	7,092	.....	.....	.....
Mexico	.....	.....	.....	.....	.....	4,105
Central Am.	90	15	3,917	378	640	.....
S. Am. ports	469	192	265,879	29,893	1,152	6,802
Cuba	361	105	48,563	2,595	1,918	.....
Hayti	420	4	16,800	1,728	809	.....
San Domingo	10	1	1,600	496	537	35,514
West Indies	1,077	333	190,907	29,843	21,305	.....
Brit. N. A. Col.	2,060	170	6,450	13,677	6,250	.....
Other count's	45	43	2,977	11,278	3,926	.....
Total week	4,833	1,265	3,316,709	5,445,490	3,274,797	495,921
Prev's week	5,163	1,772	2,132,112	4,217,333	1,947,651	496,332

THE DRY GOODS TRADE.

FRIDAY, P. M., June 16, 1882.

There has been a considerable influx of package buyers the past week, some of whom have commenced operations in staple fall goods on a liberal scale, owing to favorable crop reports and the probability of an early advance in West-bound freights. The demand for seasonable goods at first hands has shown little, if any, improvement, but a fair business in nearly all summer fabrics was done by leading jobbers, the activity of the retail trade having been reflected in a constant demand for small assorted lots by personal selection and through the medium of orders by mail and wire. Prices remain steady on the most desirable makes of domestic cotton and woolen goods, and staple imported fabrics are generally firm at unchanged quotations.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 2,629 packages, including 1,461 to China, 289 to Great Britain, 189 to Venezuela, 170 to U. S. of Colombia, 149 to Brazil, 131 to Argentine Republic, 83 to Mexico, &c. Bleached goods were in more active demand, and some large lots of leading makes were shipped "on memorandum" by agents. Brown cottons were also in somewhat better request, and liberal shipments of cotton flannels were made direct from the mills in execution of back orders. Colored cottons were only in moderate request, aside from ducks in which a fair business was reported. Prices of staple cotton goods are generally steady, but slight price and time concessions were made on certain makes of low-grade bleached goods, &c., in order to stimulate their distribution. Light prints ruled quiet, but dark prints were shipped in fair quantities by buyers desirous of economizing in the matter of freights. Gingham and wash fabrics were jobbed freely, but the demand at first hands was only moderate.

DOMESTIC WOOLEN GOODS.—There was an increased force of clothing manufacturers in the market, but their operations were mostly restricted to small lots of medium and fine cassimeres, suitings, cheviots, worsteds and overcoatings, and new business was moderate in the aggregate. The movement in men's-wear woollens on account of former orders was continued on a liberal scale, and stocks are so well in hand that prices remain steady

*Included in the foregoing totals are the reports from Milwaukee New Haven, Portland, Richmond and Willamette, the details for May, 1882, being as follows:

on all goods of a desirable character. For cloakings there was a fair but irregular demand, and low prices enabled agents to work off considerable lots of Kentucky jeans; but satinetts were lightly dealt in. Scarlet flannels have received more attention, and there was a fair business in colored blankets.

FOREIGN DRY GOODS were very quiet with importers, but a fair business in plain and fancy silks, dress goods, velvets, &c., was done by jobbers, and there was a steady though moderate call for linens, white goods, laces, &c., at unchanged prices.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending June 15, 1882, and since January 1, and the same facts for the corresponding periods of 1881, are as follows:

Manufactures of—	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1882 AND 1881.		ENTERED FOR WAREHOUSE DURING SAME PERIOD.	
	Week Ending June 16, 1882.	Since Jan. 1, 1881.	Week Ending June 15, 1882.	Since Jan. 1, 1881.
Wool	183	75,090	186	71,180
Cotton	230	79,584	119	6,614
Silk	99	58,463	84	3,539
Flax	398	57,796	297	1,989,230
Miscellaneous	868	12,199	1,059	74,479
Total	1,778	283,132	1,744	103,616
Ent'd for consumpt.	2,865	930,072	4,122	1,864,412
Total on market	4,643	1,213,204	5,866	1,654,241
Manufactures of—	ENTERED FOR WAREHOUSE DURING SAME PERIOD.			
Wool	178	67,727	361	8,348
Cotton	125	32,707	306	7,336
Silk	83	49,023	249	3,835
Flax	317	76,834	299	1,907,179
Miscellaneous	520	38,300	410	59,271
Total	1,223	264,591	1,625	11,350,243
Ent'd for consumpt.	2,865	930,072	4,122	1,864,412
Total at the port	4,088	1,194,663	5,747	13,214,455

Imports of Leading Articles.

The following table, compiled from Custom House returns shows the foreign imports of leading articles at this port from Jan. 1 to June 9, 1882, and for corresponding period in 1881: [The quantity is given in packages when not otherwise specified.]

	1882.	1881.	1882.	1881.
China, &c.	10,957	8,363	Metals, &c.	
China	24,553	22,204	Iron, pig	133,160
Earthenw.	236,170	206,207	" RR. bars	71,841
Glass	19,013	20,215	Lead, pigs	15,259
Glassware	898	3,281	Spelter, lbs	9,250,031
Glass plate	6,651	4,836	Steel	937,341
Buttons	9,124	24,539	Tin, boxes	975,091
Coal, tons	32,364	32,714	Tin slbs., lbs	7,755,633
Cocoa, bags	1,292,633	1,262,307	Paper Stock	104,068
Coffee, bags	2,398	6,723	Sugar, hlds, tcs., & bbls.	322,728
Cotton, bales	8,246	9,487	Sugar, boxes and bags	1,708,240
Drugs, &c.	16,212	10,314	Tea	452,309
Bark, Peru	2,180	2,013	Tobacco	40,573
Blea. powd.	7,951	30,660	Wines, &c.	
Cochineal	2,838	3,726	Champ'gne baskets	91,718
Gambier	5,907	2,834	Wines	124,783
Madder, &c	287	290	Wool, bales	30,833
Oil, Olive	25,933	22,337	Reported by value.	
Opium	180	404	Cigars	918,007
Soda, bi-cb.	8,260	2,803	Fancy goods	653,108
Soda, sal.	24,186	27,105	Fish	272,298
Soda, ash	38,346	37,243	Fruits, &c.	
Flax	4,239	2,409	Lemons	666,606
Furs	6,208	4,809	Oranges	1,406,008
Gunny cloth	195	1,100	Nuts	602,123
Hair	2,000	2,641	Raisins	773,277
Hemp, bales	177,534	140,863	Hides, undr.	8,351,496
Hides, &c.	1,330	1,177	Rice	283,057
Bristles	3,623	3,057	Spices, &c.	
Hides, dr'sd	47,477	36,063	Cassia	61,828
India rubber	1,388	1,905	Ginger	15,789
Ivory	1,463	806	Pepper	37,038
Jewelry, &c.	610	490	Saltpetre	192,756
Watches	163,627	111,890	Woods	
Linseed	62,322	40,452	Cork	562,733
Molasses	3,281	3,185	Fustic	64,517
Metals, &c.	481	525	Logwood	308,908
Cutlery			Mahogany	192,638
Hardware				200,009

Receipts of Leading Articles of Domestic Produce.

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending with Tuesday last (corresponding with the week for exports), also the receipts from Jan. 1, 1882, to that day, and for the corresponding period in 1881:

	Week ending June 13.	Since Jan. 1, 1882.	Same time last year.
Ashes..... bbls.	81	2,903	1,508
Beans..... bbls.	712	21,079	39,214
Breadstuffs—			
Flour, wheat..... bbls.	107,191	2,110,689	2,533,120
Corn meal..... bbls.	3,894	57,875	83,783
Wheat..... bush.	912,832	8,464,572	16,855,088
Rye..... bush.	17,900	636,903	522,208
Corn..... bush.	335,052	7,056,317	14,986,667
Oats..... bush.	257,450	6,144,526	5,276,423
Barley..... bush.	30,990	2,863,516	2,383,960
Peas..... bush.	13,700	413,170	127,819
Cotton..... bales.	7,911	468,510	476,422
Cotton seed oil..... bbls.	925	14,078	12,588
Flax seed..... bags.	29,627	269,043	291,728
Grass seed..... bags.	59	156,435	46,758
Hides..... No.	2,622	59,799	75,846
Hides..... bales.	1,520	27,929	21,503
Hops..... bales.	617	30,381	37,820
Leather..... sides.	68,767	1,520,487	1,199,725
Lead..... pigs.	10,047	226,334	51,813
Molasses..... hlds.	.....	75	3,138
Molasses..... bbls.	34	27,477	43,050
Naval Stores—			
Turpentine, crude..... bbls.	.....	675	1,003
Turpentine, spirits..... bbls.	2,088	40,244	31,262
Rosin..... bbls.	11,082	211,378	120,449
Tar..... bbls.	15	14,889	12,440
Pitch..... bbls.	50	948	2,245
Oil cake..... pkgs.	7,185	238,795	312,178
Oil, lard..... bbls.	175	5,085	4,117
Oil, whale..... galls.	.....	.....	.....
Peanuts..... bush.	1,607	35,766	67,049
Provisions—			
Pork..... pkgs.	860	61,236	56,442
Beef..... pkgs.	474	18,287	17,024
Cutmeats..... pkgs.	17,343	447,734	546,298
Butter..... pkgs.	35,008	480,193	556,218
Cheese..... pkgs.	64,583	521,745	707,058
Eggs..... bbls.	18,419	375,731	298,999
Lard..... tcs. & bbls.	7,173	161,414	256,209
Lard..... kegs.	1,800	123,475	134,477
Hogs, dressed..... No.	.....	33,020	35,419
Rice..... pkgs.	555	31,738	33,705
Spelter..... slabs.	3,384	45,958	57,068
Stearine..... pkgs.	439	8,058	8,862
Sugar..... bbls.	.....	572	7,917
Sugar..... hlds.	170	1,890	13,367
Tallow..... pkgs.	613	17,205	24,630
Tobacco..... boxes & cases.	2,904	55,076	58,793
Tobacco..... hlds.	3,158	36,974	34,815
Whiskey..... bbls.	2,544	107,962	113,446
Wool..... bales.	10,919	46,232	28,716

Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports from the 1st of January, 1882, to that day, and for the corresponding period in 1881:

	Week ending June 13.	Since Jan. 1, 1882.	Same time last year.
Ashes, pots..... bbls.	.....	437	562
Ashes, pearls..... bbls.	.....	31	125
Beeswax..... lbs.	.....	8,385	40,447
Breadstuffs—			
Flour, wheat..... bbls.	52,012	1,527,379	2,434,415
Flour, rye..... bbls.	27	1,222	1,950
Corn meal..... bbls.	2,690	47,722	90,164
Wheat..... bush.	200,469	8,490,300	19,225,712
Rye..... bush.	22,742	719,228	593,908
Oats..... bush.	2,316	67,703	66,375
Barley..... bush.	.....	6,510	14,946
Peas..... bush.	3,959	207,442	132,852
Corn..... bush.	177,080	5,821,566	12,446,045
Candles..... pkgs.	2,160	22,154	30,622
Coal..... tons.	1,109	28,267	25,304
Cotton..... bales.	14,017	295,129	275,740
Domestics..... pkgs.	2,629	67,639	68,031
Hay..... bales.	1,233	30,033	38,904
Hops..... bales.	21	12,479	17,666
Naval Stores—			
Crude turpentine..... bbls.	.....	245	6
Spirits turpentine..... bbls.	1,009	9,352	3,922
Rosin..... bbls.	10,350	141,543	80,423
Far..... bbls.	142	7,671	6,415
Pitch..... bbls.	60	3,291	2,441
Oil cake..... cwt.	18,770	1,113,317	1,265,291
Oils—			
Whale..... gals.	44	80,103	62,961
Sperm..... gals.	17,064	119,599	104,641
Lard..... gals.	5,825	168,275	177,581
Linsced..... gals.	1,853	20,215	17,916
Petroleum..... gals.	7,955,481	163,118,580	126,996,933
Provisions—			
Pork..... bbls.	3,757	94,267	102,989
Beef..... bbls.	1,049	19,873	19,741
Beef..... tierces.	362	23,907	24,510
Cutmeats..... lbs.	4,211,902	132,801,762	222,292,894
Butter..... lbs.	235,572	2,835,693	7,363,923
Cheese..... lbs.	2,137,607	26,024,956	35,566,987
Lard..... lbs.	1,851,390	81,539,013	118,575,216
Rice..... bbls.	298	7,130	10,886
Tallow..... lbs.	459,323	13,309,094	25,869,947
Tobacco, leaf..... hlds.	983	28,369	31,572
Tobacco, manufactured..... lbs.	1,359	23,114	22,726
Whalebone..... lbs.	148,042	2,887,649	2,822,935