

MERCHANTS' MAGAZINE, Weekly Lewspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES. [Entered, according to act of Congress, in the year 1882, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

VOL. 34.

SATURDAY, JUNE 17, 1882.

NO. 886.

CONTENTS.

THE CHRONICLE.

The Financial Situation 671 Erie's Cincinnati Line 673	Monetary and Commencial	
Railroad Earnings and the	Compensed and Missellaneous	677
Stock Exchange 675	News	678

Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is published in New York every Saturday morning. [Entered at the Post Office, New York, N. Y., as second-class mail matter.]

TERMS OF SUBSCRIPTION-PAYABLE IN ADVANCE: For Six Months

Annual subscription in London (including postage) ... £2 7s.

8ix mos. do do do 1 8s.

Subscriptions will be continued until ordered stopped by a written order, or at the publication office. The Publishers cannot be responsible for Remittances unless made by Drafts or Post-Office Money Orders.

A neat file cover is furnished at 50 cents; postage on the same is 18 cents. Volumes bound for subscribers at \$1 00. WILLIAM B. DANA.

JOHN G. FLOYD.

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

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 Missouri Pac.

Missouri Pac.

Mobile & Ohio.

Morris & Essex

Nashy.C.&St.L.

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.

1				
1	-SHDINK ACE			
,	-SHRINKAGE		-SI	IRINKAGH.
	Per Value		<i>Fer</i>	Value.
C	ent. \$		Cent.	
4 71	5 175,000	N W Control	eent.	\$
Pos Ain Line and		N. Y. Central.	. 3138	
Bos. Air Line, prf 1	94,070	N. Y. Elevated	30^{1}_{2}	1,982,500
B. C. R. & Nor 2	1,100,000	Erie	105	
	6.900.000	De	195_8	
Coden E & Min O	-,	Do pref	291_{2}	2.251,449
Cedar F. & Min. 2	5 ¹ ₂ 404,633	N.Y. N. H. & H	. 22	3,410,000
Central Iowa 1	5 315,000	N.Y. Ont. & W	021-	10,000
Cent. N. Jersey. 4	71. 9.017.50	T. I. OHU. W.	2312	13,656,766
Control Design		Norf'k & West.	. 61 ₂ 1	195,000
Central Pacific. 1	7 10,076,835	Do pref.		3.869,500
Ches, & Ohio 1	4 2,226,85	Northern Pac	001	0.000,000
	1 7.200,000			10,902,000
Do 186 prei. 2	1 1,522,038		2138	9,044,295
Do 2d pref. 1	6 1,310,160	Ohio Central	2412	1 000 000
	812 3,187,554	Ohio & Mica		4,900,000
('h R &O (n ath) 5	5 0,107,559			6,600,000
Ch.B.&Q.(n.stk) 5		Do pref.	35^{1}_{4}	1,420,575
St. Paul 2	434 5,050,038	Olio Southern.	2513	
Do pref 2		One for The second	20-3	1,536,000
			23	4,600,000
Northwest 1		Panama	10	700,000
Do pref. 1	2,553,954	Peo. Dec. & Ev.	203.	0.551,000
Rock Island 2:	3 0 650 000	Dunding	3234	2,751,000
(this St. T. Lat O			23-4	7,608,864
Chic.St.L.&N.O. 2	0 2,000,000	Pitt. Ft. W &Ch.	8^{1}	1,675,707
Omaha 2	$1\frac{1}{4}$ 3,656,232		GA	2,000,000
Do pref. 15	,	Tien. & Allegi.		3,200,000
	4.		72	2,880,000
Cin. San. & Clev 2		R. & W. Pt. (inc.		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
C. C. C. & Ind 30	5,434,527	for 5 millions)	1071-	10 107 000
	9 1.011.987	Deel S Friday		19,125,000
Cal followill a manual of		Roch. & Pitts	274	1,090,000
Col.&Gr'lie pref 2		Rome W. & Og:	3012	1,614,639
C.C. & I. Central 2:	7 = 3.763.503	8t. L. A. & T. H.	5712	
Del. Lack. & W. 14		7.		1,322,500
Then for Die Co. 19		Do pref.	8834	2,190,705
Den. & Rio Gr. 61		St. L. & San F.	$20\frac{1}{2}$	2,152,500
Dub. & S. City	300,000	Do pref.	3814	0 (:05,000
E.Tenn.Va.&Ga 12	2 262 750		30-4	3,825,000
		Do 1st pref.	36'8	1,625,625
Dopref. 17	2,887,500	St. P. & Duluth	1612	669,141
Han.& St.J.com		Do pref.	2112	1 100 107
(corner).260	23,856,620			1,102,197
	20,000,020	Manitob. (1882)	281_{4}	4,237,500
Do pref. 45	2,287,350	Texas & Pac	3914	10,210,495
Hou.& Tex. Cent 45	3,477,105	Tol. Del. & Bur.		
Ill. Central 18			27-2	1,925,000
Ind DI & Work		Union Pacific	2434	15,064,953
Ind. Bl. & West. 21	1,827,500	Wabash	3714	10,028,258
Keok. & Des M. 16	435,567	Do pref.	503	10 200 200
Do pref. 36	519 060	Am Dict Tol		12,380,330
T TI		Am. Dist. Tel	434	1,038,000
L. Erie & West. 39	-,	Canton	134	95,108
Lake Shore 37	6,667,977	Col. Coal & I	29	2 000 000
Long Island 13		Del. & Hudson.		2,900,000
		Dei. & Huuson.	1212	2,500,000
Louis & Mo.R. 23		N.Y.&T'x.Lond	12	180,000
Louisv. & Nash. 49	¹ ₂ 8,974,795	Ore. R. & N. Co.	62	11,160,000
Louisv. N.O.&C. 60		Pacific Mail		11,100,000
	0,200,000	Tacino Mail	254	5,050,000
Manhattan El. 16		Pullman Pal	34	4,266,116
Manhatt'n B'ch 34	$^{3}8$ 1,608,750	Sutro Tunnel	418	780,450
Mar.&Cin.1stpf 16	1,296,896	West Union		100,400
		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	
Metropolit'n El. 42	2,730,000	II Q Ilymana		1,440,000
	1. 0.077 400	U. S. Express.	9	630,000
dichigan Cent. 49		Wells-Fargo	. 2	125,000
Iil. L.S.&W.,pf. 23	¹ 8 1,156,250	Consol. Coal	15	1,537,500
Min. & St. Louis 11		Many land Clast	00	
Do pref. 11		Mary land Coal.	22	968,000
	8 465,000	Penn. Coal	14	700,000
Io. Kan. & Tex. 27	8 11,297,800	Cameran Coal.	184	456,250
fissouri Pac 28	8,400,000			
Jobile & Ohio. 27		New Cen. Coal.	2134	1,087,500
forming to Onio. 27			-	
forris & Essex 111	4 1 687 500	Total "	=	14 003 000

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. 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 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 Superintend. ent 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 This abnormal condition of the money cent for use. 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 disturb. ance, 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 In view of the possibility that Congress his opinion. 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 60,000	\$548,000 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 Interior movement	1,600,500		\$3,315,107 1,028,500
Gold exported this week Total		\$1,992,000	*1,420,000 \$2,923,607

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

Data			Consist	ing of-	141
Date.	Duties.	Gold.	U. S. Notes.	Silver Dollars.	Silver Certificates.
June 9	\$353,256 02	\$239,000	\$32,000	\$	\$81,000
" 10	367,624 58			1,000	
" 12	523,525 10	388,000		,,,,,,	109,000
" 13	423,484 73		31,000	1,000	
" 14	277,820 03	178,000	35,000		63,000
" 15	261,409 40	191,000			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.

	Jun	e 12.	June	e 13.	June	14.	June	e 15.	June	e 16.
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y.
U.S.4s,c. U.S.3½s Erie 2d con. Ill.Cent. N. Y. C Reading	101·43 33·93 89·67 132·79 127·89	120% 101% 34% 89 132% 127% 53%	120·29 101·43 35·03 89·18 133·67 129·36 27·44+	1011/8 351/4	35·40 92·12 134·01 129·36	1011/8 351/6 925/8 1333/4 1291/8	120·54‡ 191·48 36·01 94·08 134·87 129·36‡ 29·15†	1011/8 361/8 94 1343/4	120·54 101·43 35·77 94·08 134·50 ±128·87 25·48+	12036 10116 3576 94 134 ‡12914 5816
Exch'ge, cables.	4.0	0	4.90		4.80		4.9	0	4.9	0

* 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.	
	2	£	2		
Bank of England	23,640,704		26,522,419		
		46,307,034			
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 demon strates 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 Southwestern 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 perniless.

In the peculiar circumstances of the ease, 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 difficulty.

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 de. sired 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 cooly 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

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 EX-CHANGE.

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 tc-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, 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 impro." priety, 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 satisfac-"tory 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.					OH	ANGE	ON LONDON.
on-	Time.	R	ate.	Late Dat		Time.	Rate.
Amsterdam .	Short.		$@12.41_{2}$	June	3	Short.	12.05
Amsterdam.	3 mos.		$@12.21_{2}$		•		
Antwerp	66-	25.4712	$@25.521_{2}$	June	3	Short.	25.20 .
Brussels	66	25.4712	@25.5212	June	3	66	25.20
Hamburg	**	20.62	@ 20·65	June	3	66	20.45
Berlin	"	20:62	@20.65	June	3	. 66	20.45
Frankfort	"	20.62	@20:65	June	3	66	20.45
Copenhagen.	"	18.46	@18.50		.		
St.Petersb'g.	66	24	237_8		.		
Paris	Short.	25.24	$@25\cdot 22^{1}_{2}$	June	3	Short.	25.1412
Paris	3 mos.	25.40	@25.50	June	3	Long.	25.1812
Vienna	46.	12.10	$@12.12_{2}$	June	3	Short.	12.05
Madrid	"	4618	@46		.		
Cadiz		. 4638	$@46^{1}8$.		
Bilbao		4614			. 1	, j.	1111111
Genoa	+6	26.05	@26.10	June	3	Short.	25.80
Lisbon	66	515	305112				2.5 0.0
Alexandria.				May	31	3 mos.	97^{1}_{4}
New York			2	June	3	Short.	4.86^{1}_{2}
Bombay	60 d'ys	18	. 8d.	June	3	4 mos.	1s. 85 ₁₆ d.
Calcutta	60 d'ys		. 8d.	June	3	46	1s. 814d.
Hong Kong				June	3	66	38. 934d.
Shanghai				June	3	"	58. 278d.

[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 21/2 to 21/4 per cent, while the quotations for short loans is only 134 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 4034 per cent, against 455% per cent last year, and the bank rate of discount is 3 per cent, against 2½ per centthe open market quotation being 21/2 to 21/4 per cent, against 13/4 to 1% 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 30, being a net decrease in 1882 to date of 213.

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:

Bank rate	ent.
	214
Open-market rates— 6 months' bank bills 2187	24
30 and 60 days' bills 218@214 4 & 6 months' trade bills. 3 @ 3 months' bills	4

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

Ì		Per cent.
١	Toint-stock hanks	rer cent.
١	Joint-stock banks	2
١	Discount houses at call	2
١	Do with 7 and 14 days' notice	214

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. <u>\$</u>	19 3 0.	18 79
	Circulation	26,330,880	26,761,795	27,051,450	29,390,365
	Public deposits	5,741,023	7,056,216	8,288,076	
	Other deposits	24,952,669	25,350,070	25,250,309	27,716,936
3	Governm't securities.	13,474,213	15,876,151	15,694,812	
	Other securities	22,468,401	19,484,775	20,082,527	19,696,233
	Res've 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	4558		
	Bank rate	3 p. c.		3 p. c.	2 p. c.
-	Consols	102 ¹ 4d.			9712xd.
Ì	Eng. wheat, av. price	47s. Od.	44s. 1d.	44s. 11d.	41s. 5d.
1	Mid. Upland cotton	69_{16} d.	5 ¹³ 16d.	658d.	634d.
	No. 40 mule twist	1034d.	978d.	1134d.	10d.
ı	Clearing-House ret'n.1	26,100,000	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	312	34	Madrid and other	
Berlin	4	3	Spanish cities 412	4
Frankfort		3	St. Petersburg 6	514
Hamburg		3	Geneva 412	412
Amsterdam	4	334	Genoa 5	4
Brussels	412	448	Copenhagen 4	4
Vienna	4	314@312	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. 7 2d. and above will receive in full, and for bills at six mouths at £98 19s. 5d. about 35 per cent. This result is equivalent to a discount rate of 11/8 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 dedecrease 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

88 59 58

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 searcity 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 affoat 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 28,305 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:

1981-82.	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	7,805,145	6,733,137
Sales of home-grown			
produce28,841,400	24,605,600	20,487,000	37,014,700
· ·			
Total80,273,590	77,582,347	73,082,032	79.820.433
Deduct exports of		, ,	
wheat and flour 970,691	1,038,342	1,101,818	1,464,341
Result 79,302,899	76,544,005	71,977,264	78,356,142
Av'ge price of English	,,	, ,	. 0,000,212
wheat for season (qr.) 46s. 8d.	43s. 0d.	46s. 8d.	10- 03
Wheat for Season (qr.) 408. 60.	438. Vu.	408. 80.	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.					
Wheatcwt.4		43,048,179	44,789,637	36,027,646					
Barley1	0,708,968	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	1,332,577	1.843.598	2.011,557	1,089.724					
Indian corn1	6,420,855	25,752,538	21,076,255	25.039.666					
Flour	7,085,587	9,928,568	7,805,445	6,733,137					
	EXI	PORTS.							
	1881-82.	1880-91.	1879-80.	1878-79.					
Wheatewt.	851,635	935.863	976,002	1,357,005					
Barley	86,161	44.539	26,149	93,593					
Oate	628,406	565.514	79,047	74.523					
Peas	55.037	68.029	87.649	15.148					
Beans	26,049	24.136	39,406	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 ozd.	524	5218	5248	52	52	52
Consols for money	10012	100716	100518	1004	100916	1007.
Consols for account	1005g	100918	100716	10038	1001116	10008
Fr'ch rentes (in Paris) fr.		83.0213		52.90	55.90	x81.30
U. S. 58 ext'n'd into 312s		103	103	103	103	103
U. 8. 4 ¹ 28 of 1891	11614	11614	11614	1164	1164	1164
U. S. 4s of 1907	12234	12234	123	x122	123	123
Erie, common stock	3413	3434	36	364	37	3634
Illinois Central	135	136	13612	1374	139	137
Pennsylvania	5612	5634	58	584	5934	5914
Philadelphia & Reading.		2734	284	2858	3014	2934
New York Central	130	131	13242	x1304	132	132
Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
						FIG.
	s. d.	s. d.	s. d.	s. d.	s. d.	8. d.
Flour (ex. State 100 lb.	13 9	13 9	13 9	13 9	13 9	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 8
Winter, West., n "	10 4	10 4	10 4	10 4	10 4	9 8
Cal. white "	9 8	-9 8	9 8	9 8	9 8	9 8
Corn, mix., West. "	6 0	6 012			6 2	6 14
Pork, West. mess % bbl.	86 0	87 0	87 0	87 0	87 0	87 0

Commercial and Miscellaneous News.

88 000

Bacon, long clear, new. 57

Cheese, Am. choice, new 58

Beef, pr. mess, new, #tc. Lard. prime West. # cwt.

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 Gen'l mer'dise	\$394,324 5,278,252		\$1,593,750 7,713,802	\$1,349,639 6,362,479
Total	\$6,172,576	\$11,945,215	\$9,307,552	\$7,712,118
Since Jan. 1. Dry goods Gen'l mer'dise	\$39,652,483 99,822,376	\$59,187,759 171,819,121	\$49,501,122 141,563, 07 5	
Total 23 weeks	\$139,474,859	\$231,008,880	\$191,061,197	\$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 Prev. reported		\$10,802,522 159,943,055		
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, 1382:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

0.13	Exp	oorts.	Imports.			
Gold.	Week.	Since Jan.1.	Week.	Since Jan.1.		
Great Britain France. Germany West Indies Mexico. South America. All other countries.	752.750		\$ 6,808 3,000 10,675	86,226		
Tetal 1882 Total 1881 Total 1880			\$20,493 14,121 (7,371	\$549,781 25,112,588 1,749,438		
Silver. Great Britain France. Germany. West Indies Mexico. South America. All other countries.	\$192,301 60,000		\$15,086 1,263 27,726 1,108	115,351 715,162 323,476		
Total 1882 Total 1881 Total 1880	\$252,301 252,431 112,087	\$5,243,898 4,950,508	\$45,183 70,576 104,769	1,430,170		

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 soin.

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

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 southeast-erly 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 mean-time 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:

Kaministiquia to Sunshine Creek, 45 miles, re-	Present Estimate.	Contract Sum.
duced to 3212	\$313,200 1,417,208	\$293,360
English River to Eagle River. Eagle River to Keewatin	1,767,357	1,037,061 2,300,196
Lewatin to Cross Lake	2,904,153 2,619,585	4,130,707 1,844,085
Cross Lake to Selkirk.	733,602 1,192,600	402,950 1,746,150
British Columbia.	1,368,670 1,927,000	2,056,950 2,573,640
	2,324,000 2,486,000	2,727,300 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 Brancisco via the Control and Union Pacific railway in Francisco via the Central and Union Pacific railroads is the 26th by Wells, Fargo & Cc.

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 compate 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,

Chester & Lenoir.—Extended from Lincolnton, N. C., north to Malden, 8 miles. Gauge, 3 ft.
Chicago Milwaukee & St. Paul.—A branch is completed from Emmetts-burg, 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., northwest 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 Di ision is extended

East Tennessee Virginia & Georgia.—The Ohio Di ision 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

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, northwest 7 miles. Gauge. 3 feet.

Salt Lake & Western.-Track laid from Lehi, Utah, westward to

Salt Lake & Western.—Track laid from Leni, Utan, 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 1978, 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 Cheronicle, 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 Homestake Mining Company, payable on

The Bankers' Gazette.

DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)
Itailroads. Boston & Lowell	2 4 1 \$4 3 \$2 50 3 1 12 1 12 4	July 1 June. July 20 July 17 July 15 July 1 July 1 July 15 July 1 July 1	July 1 to July 23 June 16 to ——— June 18 to July 2 June 16 to ———
Western Union Telegraph (quar.).	112	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@2½ per cent, and on stock collateral at 2½@3½ 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% per cent, against 43¼ 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,

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

	1882. June 10.	Differ'nces fr'm previous week.	1881. June 11.	1880. June 12.
Loans and dis. Specie Circulation Net deposits Legal tenders.	54,374,900 18,592,100 300,635,900	Inc. 682,000 Dec. 43,100 Inc. 1,978,300	19,236,100 345,643,200	63,192,700 19,682,500
Legal reserve. Reserve held.	\$75,159,975 80,294,300			
Surplus	\$5,135,325	Inc.\$1,184,225	\$8,805,300	\$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 487 for 60 days' sterling and 489½ 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 86¼ and for demand 4 88¾@4 89.

The market for Continental bills is also weak, with the actual rates as follows: Francs $5.18\frac{1}{2}$ @ $5.17\frac{1}{2}$ and 5.15@ $5.14\frac{1}{3}$; Marks 95@ $95\frac{1}{3}$ and $95\frac{1}{4}$ @ $95\frac{1}{3}$; and Guilders $40\frac{1}{4}$ and $40\frac{5}{8}$.

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. Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort or Bremen (reichmarks)	$egin{array}{cccccccccccccccccccccccccccccccccccc$	4 88 ¹ 2 704 89 ¹ 2 4 87 ¹ 2 704 88 4 87 704 88 5 14 ³ 8 705 13 ¹ 8 40 ³ 8 70 40 ⁵ 8 95 ⁵ 8 70 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 12.	June 13.	June 14.	June 15.	June 16.
6s, continued at 3½ 5s, continued at 3½	J. & J.	,993 ₄	*9934 *1011e		*9934		*9934
4 ¹ 28, 1891 reg. 4 ¹ 28, 1891 coup.	QMar.	*11448	*11418	*11418	114	*11418	114 ¹ 4 114 ¹ 8
4s, 1907reg.	QJan. QJan.	$ ^{*1191_2}_{1203_8}$	*119_2 *120_8	$^{1193}_{21203}$	*1193 ₈ *1203 ₈	$^{1191_2}_{^{1}203_8}$	*11932
6s, cur'cy, 1895reg. 6s, cur'cy, 1896reg.	J. & J.	*130	*130	*129 *130	*129 *130	*130	*129 *130
63, cur'ey, 1897reg. 63, cur'ey, 1898reg. 63, cur'ey, 1899reg.	J. & J.	*132	*131 *132 *133	*131 *132 *133	*131 *132 *133	*131 *132 *133	*131 *132 *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 543/4@551/2. 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.
45 North River Ins. Co....105¹4
133¹3 Mech. & Trader's Bk...100
7 Continental Nat. Bank.117¹4 11 Howard Ins. Co...... 96 5 Home Ins. Co...... 153 ... 924 Co..... for \$100

Shares. \$10,000 Columbus & Ind. RR.

Co. pref. 1st,7s, due 1883.103¹4 \$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 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

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.

	1	DAILY H	IGHEST A	ND LOWES	T PRICES		1	ī	Jan. 1, 1882.	For Ful	11
STOCKS.	Saturday June 10.		Tuesday, June 13.	Wednesday, June 14.			Sales of the Week, Shares.	Lowest.	Highest.	Low. Hig	
RAILROADS. Albany & Susquehanna Boston & N. Y. Air-Line	* 135		. * 135	* 135	* 135	* 135		130 Jan. 6 324 Jan. 18	135 Mar. 21 324 Jan. 18	120 135	
Burlington Cedar Rap. & No Canada Southern	67 67	47 477	75 75 8 • 48 483		5034 503	74 74 1 ₄ 50 1 ₄ 50 3 ₄	3,000 5 1,557	60 Jan. 6 67 June 10 44 Feb. 23	75 June 13 85 k Feb. 2 56 k Jan. 16	45 71 69 90 50 90	1 ₂
Cedar Falls & Minnesota Central Iowa Central of New Jersey Central Pacific	6658 67	7 ₈ 667 ₈ 691	8 68 ¹ 4 69 ⁷ 4 88 ⁵ 8 89	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$		300 79,406	15 Feb. 18 297 ₈ Mar. 17 643 ₄ June 5	23 Mar. 25 37 4 Jan. 4 97 2 Feb. 20	$ \begin{array}{c cccc} & 16 & 40 \\ & 31 & 45 \\ & 82 & 12 & 112 \\ \end{array} $	12g
Chesapeake & Ohio	20 ¹ 8 20 *27 30 *22 24	$egin{array}{c cccc} 1_8 & 201_8 & 201\\ 28 & 28\\ *21 & 25 \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	21,762 1,325 725 500	86 Feb. 23 19 12 Mar. 9 27 14 Apr. 18	26 Jan. 7 373 Jan. 14	$\begin{vmatrix} 203_4 & 33 \\ 323_4 & 48 \end{vmatrix}$	78
Chicago & Alton Chicago Burlington & Quincy Chicago Milwaukee & St. Paul	$127\frac{3}{4}128\frac{1}{2}109\frac{1}{2}$	$^{1}_{8}$ $^{1}_{108}$ $^{1}_{4}$ $^{1}_{109}$	2^{*131} 133 4^{1304} 1094 1097	$132\frac{1}{8}132\frac{1}{8}$ 129 $130\frac{1}{4}$ $109\frac{7}{8}111\frac{3}{8}$	130 ¹ 4 130 ⁵ 8	$131\frac{3}{4}131\frac{3}{4}$ $130\frac{1}{4}130\frac{1}{4}$ 1095	$\begin{array}{c} 410 \\ 3,228 \end{array}$	127 h Mar. 13	2634 Jan. 14 135 2 Feb. 8 138 Jan. 27 1184 Mar. 30	127 156 133 b 182	la
Do pref. Chicago & Northwestern Do pref. Chicago Rock Isl. & Pacific	$122^{12}123$ $129^{1}41297$ *143 144 $128^{5}8128^{5}$	14312 1431	2 1434 144	$\begin{array}{c} 124\frac{1}{2}126\\ \pm 128\frac{3}{8}132\\ \pm 142\frac{1}{4}144\\ \pm 1203\\ \pm 1203\\ \end{array}$	$egin{array}{c} 125 & 1255 \ 1284 & 130 \ 142 & 143 \ \end{array}$	$124\frac{3}{4}\frac{125\frac{1}{4}}{128\frac{3}{4}}\frac{125\frac{1}{4}}{129\frac{7}{6}}$	$25,497 \ 2,165$	11834 Apr. 14 124 Jan. 4 136 Apr. 10	126 Mar. 28 136 Feb. 2 1453 June 1	$1163_4 140 \\ 117 136 \\ 1311_8 147$	12
Chicago St. L. & New Orleans. Chicago St. Paul Minn. & Om. Do	3512 361	3512 363	$\begin{vmatrix} *75 & 77 \\ 36 & 37 \end{vmatrix}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		*75 77	300 26,100	68 Mar. 8 293 Feb. 23	135 Jan. 13 84 Feb. 1 405 May 8	129 148° 40 88 331 ₀ 51	⁵ 8
Cincinnati Sandusky & Clev Cleveland Col. Cin. & Ind Cleveland & Pittsburg guar		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$		$ \begin{array}{c} 21,710 \\ 300 \\ 1,500 \\ 275 \end{array} $	44 Mar. 9 $65\frac{1}{2}$ June 7	10634 Mar. 22 5712 Jan. 14 84 Jan. 14 13814 Apr. 6	41 ¹ 2 68 1 101 1	34
Columbia & Greenville, pref Columbus Thic. & Ind. Central Delaware Lackawanna & West	11834 1197		120381214	8 8 1214 124	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	1235 1251	$1,670 \\ 154.475$	70 Mar. 16 6 June 7 1164 Apr. 24	104 Feb. 2 217_{8} Jan. 7 128_{2} Feb. 3	$ \begin{array}{c cccccccccccccccccccccccccccccccc$	18 78
Denver & Rio Grande Dubuque & Sioux City East Tennessee Va. & Ga Do pref.	84 84 9	$\begin{bmatrix} 58 & 535 & 56 \\ 84 & 84 \\ 8 & 9 \\ 153 & 16 \end{bmatrix}$	$\begin{bmatrix} 55 \ ^{1}8 & 57 \ ^{1}4 \\ *80 & 85 \\ 9 & 9 \ ^{1}4 \\ 16 & 16 \ ^{1}4 \end{bmatrix}$	914 958	57^{3}_{4} 59^{1}_{4} 9^{1}_{2} 9^{3}_{4}	*84 91 ₄ 93 ₄	$\begin{array}{c c} 220,110 \\ 152 \\ 7,922 \end{array}$	523 ₈ Mar. 14 82 Apr. 15 8 June 12	74 ⁵ ₈ Jan. 20 85 Apr. 28 16 Jan. 14	66 1131 761 ₂ 88 13 21	1 _d
Green Bay Win. & St. Paul Hannibal & St. Joseph Do pref	*90 91	*90 91 77 ¹ 2 78	*90 91 77 78	*90 91 801 ₈ 801 ₉	$\begin{array}{ccc} 17 & 17\frac{1}{4} \\ *90 & 91 \\ 82 & 83 \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c} 2,410 \\ 5 \\ 1,620 \end{array} $	15 ¹ ₂ June 7 8 Feb. 15 90 Mar. 1 76 Mar. 2	16 Jan. 18 110 Feb. 8	23 33 44 ³ 4 350	••
Houston & Texas Central Illinois Central Indiana Bloom'n & West., new		$\begin{vmatrix} 69^{1_2} & 69^{1_2} \\ 132 & 133^{1_4} \end{vmatrix}$	133 134 6934	$133^{3}_{4} 134^{1}_{2}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{bmatrix} * \dots & 70 \\ 134 & 134 \end{bmatrix}$	350	61 Mar. 11	111 ¹ 4 Jan. 9 86 Jan. 14 137 ³ 8 Mar. 30 48 ⁷ 8 Jan. 14	124 1461	1 ₂
Lake Shore Western	$24\frac{1}{4} \cdot 25 \\ 101\frac{3}{8} \cdot 102\frac{3}{8}$	2312 25	$\begin{array}{c} 25^{1}_{4} & 25^{1}_{4} \\ 104 & 105^{1}_{8} \end{array}$	2534 2714	27 2712		1,020	13 ½ Feb. 23 20 Mar. 21 23 ½ June 12	19 Mar. 23 49 Jan. 19 374 Jan. 14	14 30 ¹ 41 56 32 65 ³	14
Lake Shore. Long Island Louisiana & Missouri River Louisville & Nashville	*56½ 57½	5712 5712	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	5612 5612	$ \begin{array}{c} 107^{1_{8}} 108^{1_{4}} \\ 57 57 \\ \hline 67^{3_{8}} 69^{5_{8}} \end{array} $	$\begin{bmatrix} 107\frac{1}{2} & 110\frac{1}{8} \\ 57 & 57 \end{bmatrix}$ $\frac{66\frac{3}{8} & 68\frac{1}{4} \end{bmatrix}$	241,520 850 211,515	98 June 6 4912 Feb. 24 15 May 26	120 ¹ 8 Mar. 30 60 June 1 24 Mar. 30	$\begin{array}{c cccc} 44 & 63 \\ 16 & 38 \end{array}$	_
Louisville New Albany & Chic Manhattan Do 1st pref	57 57 *91 95	*55 ¹ ₂ 58 *91 ¹ ₂ 95	57 57 *91 ¹ 2 94	57 57 *91 95	55 ¹ 2 57 *91 94	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	100 4,500	61 June 10 57 June 5 43 Apr. 21 8934 May 25	1003 Jan. 3 75 Jan. 9 604 Feb. 11 984 Jan. 28	79 50 15 4 59	12
Manhattan Beach Co	30 30	30 30	*3014 3012	3112 3112	30 31	2818 29	925	25 Jan. 23 8 May 1 4 Apr. 11	37 Mar. 30 15 ½ Jan. 16 9 ¼ Jan. 3	9 24	8
Memphis & Charleston Metropolitan Elevated Michigan Central Milwaukee L. Sh. & West., pref	*86 90 84 ³ 4 85 ⁵ 8 46 ¹ 4 46 ¹ 4	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*87 90 87 88 ¹ 8		$\begin{array}{cccc} 46 & 461_2 \\ 881_2 & 881_2 \\ 881_4 & 891_8 \end{array}$	*87½ 88½ 88 91¾	1,400 100 35,070	44 ³ 4 June 7 84 Jan. 4 77 Apr. 18	82 % Jan. 18 92 Feb. 8 91 34 June 16	41 93 7734 126 8434 1264	L _Q
Minneapolis & St. Louis Do pref Missouri Kansas & Texas	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		28 ⁵ ₈ 29 ¹ ₄	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*46 47½ 29½ 30¾	100	413 Mar. 11 19 Mar. 6 59 Feb. 25	52 12 May 6 25 12 May 11 64 May 8	$\begin{array}{c cccc} 42 & 647 \\ 23 & 301 \\ 621_2 & 705 \end{array}$	12 58
Missouri Pacific	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{cccc} 26 & 25 & 4 \\ 91 & 92 & 1_{8} \\ 16 & 17 \end{array}$	$\begin{array}{ccc} 92 & 94\frac{78}{8} \\ 17 & 17\frac{1}{2} \end{array}$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 29 {}^{1}\!_{2} & 30 {}^{3}\!_{4} \\ 93 {}^{3}\!_{8} & 94 {}^{1}\!_{2} \\ 17 {}^{1}\!_{4} & 17 {}^{3}\!_{4} \end{array}$	2,830	263 Mar. 11 865 Apr. 21 12 June 6	104 la Jan. 28	34 7 ₈ 54 85 114 4 18 4 39 8 18 131	٠
Nashville Chattanooga & St. L. New York Central & Hudson New York Chic. & St. Louis	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$127\frac{3}{4}129\frac{1}{4}$ 11 $11\frac{1}{2}$	$128^{3}_{4} 129^{3}_{4} 11^{1}_{4} 11^{1}_{4}$	$129_{18} 132 \\ *10_{12} \dots$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{bmatrix} 7,300 \\ 58,780 \end{bmatrix}$	$52\frac{1}{2}$ June 5 $23\frac{5}{8}$ May 1 $10\frac{1}{2}$ May 25	87 ¹ 2 Jan. 14 135 ³ 4 Jan. 14 16 Apr. 27	63 1102	
New York Elevated New York Lake Erie & West. Do pref.	$^{*27}_{100}$ $^{105}_{33^{5}_{8}}$ $^{14^{1}_{8}}$	$egin{array}{cccc} 28 & 30^1\!8 \ *102 & 105 \ 33^7\!8 & 35 \ 70 & 70 \ \end{array}$	$\begin{array}{cccc} *102 & 105 \\ 35 & 35^{3} \\ 72 & 72 \end{array}$	*100 105 * * 35 1 ₂ 36 3 ₈ *	36 36%	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	88,080	27 May 27 00 May 15 33 ¹ 4 June 7	35 Apr. 27 09½ Jan. 27 43¼ Jan. 14	96 393 527	8
New York New Haven& Hart. New York Ontario & Western Norfolk & Western pref	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	494 497	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c cccc} 72 & 73 \\ 175 & 180 \\ 23^{3}_{4} & 24^{1}_{4} \\ 50 & 50^{3}_{4} \end{array}$	15,772	67 Mar. 8 68 Feb. 17 20 ¹ 2 June 9 44 ¹ 4 Mar. 8	80 May 6 1 29 2 Mar. 28	$ \begin{array}{c cccc} 80 & 12 & 96 & 13 \\ 64 & 14 & 190 \\ 25 & 43 & 12 \\ \hline 53 & 70 \\ \end{array} $	_
Northern Pacific Do pref Ohio Central	$\begin{array}{cccc} 38\frac{7}{8} & 40\frac{3}{8} \\ 75\frac{5}{8} & 77\frac{1}{2} \\ 12 & 12 \end{array}$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	40^{1}_{4} 41^{1}_{8} 77^{7}_{8} 78^{7}_{8} 13^{1}_{4} 13^{1}_{4}	$40\frac{1}{4}$ $41\frac{3}{8}$ $77\frac{3}{4}$ 79 $13\frac{1}{4}$ $13\frac{1}{4}$	163,843	28 ³ 4 Mar. 9 66 ³ 4 Feb. 23 11 ³ 8 June 7	42 ⁵ 8 May 22 80 ³ 4 Apr. 5 25 ⁵ 9 Jan. 14	3234 51 6418 8814 21 37%	8
Ohio & Mississippi Do pref Ohio Southern Oregon & Trans-Continental	*10 15		*31		3314 3312	3234 33	1,400	27 Feb. 23 903 Mar. 9 12 June 3	39 ³ 4 Mar. 28 10 ¹ 2 Mar. 28 23 ¹ 2 Jan. 16	$\begin{array}{c c} 35 & 60 \\ 973 & 126 \\ 18 & 374 \end{array}$	•
Panama, Trust Co. certificates Peoria Decatur & Evansville Philadelphia & Reading	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 66 & 66 \frac{1}{2} \\ 25 \frac{1}{4} & 26 \frac{3}{4} \\ 53 \frac{3}{4} & 54 \frac{3}{4} \end{array}$	$\begin{array}{ccc} 67 & 69 \\ 26^{1}_{2} & 27^{1}_{4} \\ 54^{5}_{8} & 55^{1}_{8} \end{array}$	$\begin{array}{cccc} 69^{1}_{4} & 71^{1}_{2} \\ 27^{1}_{4} & 27^{3}_{4} \\ 55^{1}_{4} & 59^{1}_{8} \end{array}$	$\begin{array}{c cccc} 70 & 71 \\ \hline 27^{1_2} & 28^{1_4} \\ 58^{1_4} & 59^{5_8} \end{array}$	$ \begin{array}{c cccc} 70 & 71 \\ \hline 26 & 27 \\ 58 \\ 18 & 59 \\ 12 \end{array} $	4,470	90 Jan. 31 2	04 May 9 1 373 Jan. 14	$ \begin{array}{c c} 64 & 83 \\ 90 & 200 \\ 274 & 574 \\ \hline 4 & 743 \\ \end{array} $	
Rensselaer & Saratoga Rich. & Alleghst'ck trust ctfs.		17 17	133 ° 135 ° 174 174	* $^{1343_{4}}_{181_{2}}$ *		133 133	$\begin{array}{c c} 200 & 1 \\ \hline \end{array}$	33 June 16 1 35 Feb. 25 1 16 May 25	38 May 13 1 40 Jan. 17 1	27 142 30 146	Þ.
Richmond & Danville Richmond & West Point Rochester & Pittsburg Rome Watertown & Ogdensb.	$\begin{array}{ccc} 98 & 98 \\ 503_4 & 511_4 \\ 231_8 & 231_4 \end{array}$	99 100 51 52	$\begin{array}{ccc} 51^{1_{2}} & 51^{1_{2}} \\ 23 & 23^{1_{8}} \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{ccc} 98 & 100 {}^{1}\!_{2} \\ 53 & 54 \\ 25 & 26 \end{array}$	$\begin{array}{cccc} 101 & 102 \frac{1}{2} \\ 53 & 53 \frac{1}{2} \\ 25 \frac{3}{4} & 25 \frac{3}{4} \end{array}$	$\begin{bmatrix} 2,005 \\ 7,700 \\ 2,700 \end{bmatrix}$ †4	98 June 10 2 17 May 15 2234 June 8	50 Feb. 7 63 Feb. 15 36 ¹ 2 Mar. 22	$\begin{array}{c c} 99^{1_2} & 171 \\ 22 & 174^{1_2} \\ 22 & 50 \end{array}$	9
St. Louis Alton & Terre Haute Do pref. * St. Louis & San Francisco	$^{*23}_{^{1}_{2}}$ $^{25}_{61}$ 34 34	*23 25	*23 26 *57 60 3334 34	25 25 ³ ₄ *57 60 36 36	60 6234	*26 27 *58 61	1,025	20 ½ Mar. 8 55 Apr. 20	4334 Jan. 16 92 Jan. 16	22 50 ¹ 2 39 77 ¹ 2 35 143 ³ 4	2
Do pref Do lst pref. St. Paul & Duluth	01 01	46 46 85 85	4612 4612	$\begin{array}{cccc} 36 & 36 \\ 47 {}^{1}\!_{2} & 47 {}^{1}\!_{2} \\ 85 & 85 \end{array} .$		36 ¹ ₂ 36 ¹ ₂ 48 ¹ ₂ 48 ¹ ₂	110	43 Mar. 8 793 Feb 24 1	66 2 Jan. 26 4 06 2 Jan. 17	39 55 55 814 90 1154 26 424	3
St. Paul Minneap. & Manitoba Texas & Pacific	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 132\frac{1}{4}134\\ 38\frac{1}{4}39\frac{1}{4} \end{array}$	$\begin{array}{c} 133\frac{1}{2}134\frac{3}{4} \\ 38\frac{5}{8}39\frac{1}{2} \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	134 135 40 ¹ 2 41 ³ 4	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	5,490 118,065	68 Jan. 19 08 2 Jan. 26 34 3 Mar. 9	86 May 20 36 May 31 8 51 5 Jan. 14	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	1
Toledo Delphos & Burlington . Union Pacific		$\begin{array}{c} 106 \stackrel{1}{}_{2} 108 \stackrel{1}{}_{2} \\ 24 \stackrel{1}{}_{4} 25 \stackrel{1}{}_{2} \\ 47 \stackrel{1}{}_{8} 49 \stackrel{1}{}_{8} \end{array}$	2538 264	$26 27_{8}$	$263_4 273_8$	$1097_{8} 11114_{4}$ $267_{8} 281_{8}$	62,545 18,915	10 ½ Feb. 15 16 ½ June 10 123 % June 10	$17\frac{1}{2}$ Jan. 7 $19\frac{3}{4}$ Jan. 16 $38\frac{1}{2}$ Jan. 14	15 38 13134 13134 13134	Ŀ
MISCELLANEOUS. American District Telegraph. Canten Company.	404 47 8	41-8 40-8	4858 4978	49 5158	5038 5158	5012 5178	8	31 Jan. 28	60 Feb. 14 3	34 \ 96 \ 31 \ 74 \ 4 \ 33 \ 73 \ 4	
Delaware & Hudson Canal* New York & Texas Land	10312 104				$45^{1_{2}} 45^{1_{2}} 04^{3_{4}} 105^{3_{4}}$	$\begin{array}{ccc} 43 & 45 {}^{1}_{2} \\ 105 & 105 {}^{1}_{2} \end{array}$	2,320 3 4,680 10	88 Mar. 13 1234 Mar. 13	537 ₈ Mar. 30 09 2 Feb. 20	5 67 1154 49	
Oregon Railway & Nav. Co J Pacific Mail Pullman Palace Car Sutro Tunnel	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$39^{3}440$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	4218 4234	$135 135 \\ 41_{\frac{1}{4}} 42_{\frac{1}{2}} \\ 121_{\frac{1}{4}} 121_{\frac{1}{4}}$	$ \begin{array}{c c} 260 & 12 \\ 5,200 & 3 \\ 1,070 & 11 \end{array} $	28 Jan. 31 1 37 Apr. 24 37 June 5 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	9 624	
EXPRESS.	38 38 82 38 81 34 138 ×	815 ₈ 821 ₂ 134 137 *	823 ₈ 833 ₄ 138 138	83½ 85 137½ 137½ ×1	8418 8478	84 18 85	98,063 7	6 a Mar. 11	1 Jan. 3 93	1	
United States Wells, Fargo & Co	*94½ 96	x92 92 *711 ₂ 73	$\frac{92}{71}$ $\frac{92}{71}$ $\frac{92}{71}$	*92 93 *71 73 *	$\begin{array}{ccc} 92 & 92 \\ 72 & 73 \end{array}$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	260 8	0 Feb. 18 0 June 8	57	25 98 11 79	
Consolidation Coal Homestake Mining			*29 30	*	28	*2712	200 1	8 Mar. 14 3 55 Jan. 17	36% Jan. 16 19% Feb. 4	0 43 4 294	
Maryland CoalOntario Silver Mining	134 2	9 9					800	1 l ₈ June 8 1 l ₄ June 6	2 4 Mar. 27 2 2 Jen. 25	11 ₃ 81 ₄ 3 ₄ 8 73 ₄ 35	
Quicksilver Mining	812 812	*8 9	*8 9	$\begin{bmatrix} 245 & 245 & \\ 834 & 834 \end{bmatrix}$.	*8 8 ³ 4 47 47 *	*8 83 ₄	620 24	0 Jan. 17 29 8 June 8 1	36 May 9 3 45 Jan. 16 24 44 Jan. 14 1 324 Jan. 19 5	2 214	
Standard Consol. Mining Cameron Coal Central Arizona Mining		17 17	33 33	1712 1712	$17\frac{1}{2}$ $17\frac{1}{2}$	1712 1712	420 1	4 Jan. 11 1 7 ¹ 2 Mar. 28 3	934 Apr. 5 1 7 Jan. 12 2	73 27	
Excelsior Mining New Central Cool			5 5 *13 15	*13 15	512 512		$\begin{bmatrix} 200 \\ 200 \\ 1 \end{bmatrix}$	5 Jan. 5 4 Jan. 17 3 May 20	634 Feb. 3 278 Apr. 4 0 Jan. 9 1	4 14 7 354	
Robinson Mining Silver Cliff Mining Stormont Mining								2 May 25 2 Mar. 2	4 Jan. 28 23 Jan. 5	2 1378 238 7 119 4	

^{*} These are the prices bid and asked—no sale was made at the Board.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES. STATE BONDS.

				317	LIE	BONDS.					
SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Biđ.	Ask.	SECURITIES.	Bid.	As
Alabama— Class A, 3 to 5, 1906	80	8012	Michigan— 6s, 1883	103		N. Carolina—6s, old, J.&J 6s, old, A.& O			South Carolina— 6s, Act Mar. 23, 1869 }		
Class A, 3 to 5, small Class B, 5s, 1906			7s, 1890 Missouri— 6s, due 1882 or 1883	120		No. Carolina RR., J.&J. Do A.&O Do coup. off, J.&J.			non-fundable, 1888. Brown consol'n 6s, 1893 Tennessee—6s, old, 1892-8	5	
Class C, 4s, 1906 6s, 10-20s, 1900 Arkansas—		112 112	6s, due 1882 or 1883 6s, due 1886 6s, due 1887		!	Do coup. off, A.&O. Funding act, 1866-1900			6s, new, 1892-8-1900 6s, new series, 1914	54 ⁷ 8 55 55	56 56
68, funded, 1899-1900' 78, L. Rock & Ft. S. iss.		35	6s, due 1888 6s, due 1889 or 1890 Asyl'm or Univ due '92		1 (Do 1868-1898 New bonds, J.&J., '92-8		[Virginia-6s, old		
7s, Memp. & L. Rock RR 7s, L. R. P. B. & N.O. RR 7s, Miss. O. & R. R. RR.			Funding, 1894-'95 Hannibal & St. Jo., '86	100		Do A.&O Chatham RR Special tax, class 1, '98-9	5		6s, new, 1867 6s, consol. bonds 6s, ex-matured coupon.		
7s, Arkansas Cent. RR. Connecticut—6s, 1888-4	103		New York—	100		Do class 2 Do class 3	···.5		6s, consol., 2d series 6s, deferred		
teorgia—6s, 1886		10912	6s, gold, reg., 1887 6s, gold, coup., 1887 6s, Ioan, 1883	112		Consol. 4s, 1910 Small		81	District of Columbia— 3.65s, 1924 Small bonds	$\begin{array}{c} 109 \\ 109 \end{array}$	
7s, gold, 1890			6s, loan, 1891	$\frac{120}{121}$		6s, 1836			Registered Funding 5s, 1899	109 110	
7s, consol., 1914		68	6s, loan, 1893	122		6s, coupon, 1893-99	118	.,	Do small Do registered	110	
	,	R	AILROAD BONDS	AND	MII	SCELLANEOUS SE					-
Railroad Bonds.			Denv.&R.Gr.—Contin'd— 1st consol., 7s, 1910	105	101	2d. 6s. 1901			St. P. Minn. & M.—Cont.— Dakota Ext.—6s, 1910 St. P. & Dul.—1st, 5s, 1931	10734	10
(Stock Exchange Prices.) 1a.Central—1st, 6s, 1918 tch. T.& S. Fe—4 ¹ 2, 1920			Denv.So. P. & Pac.—1st,7s. Det. Mac. & Marq.—1st,6s Land grant 3 ¹ 2s, S. A.		89	6s, 1887			So. Car. Rv.—1st, 6s,1920 2d. 6s. 1931	* 9612	18
tl. & Pac.—1st, 6s, 1910 alt.& O.—1st, 6s, Prk.Br.	100^{1}_{2} 110	1	E.T.Va.&G.—1st, 78.1900 1st cons., 5s, 1930	72	75	6s, subscription, 1833 N.Y.C. & H.—1st, coup		135		• • • • • • •	8
ost. Hartf. & E.—1st, 7s Guaranteed ur. C.Rap.& No.—1st, 5s	40	$\begin{vmatrix} 49^{1}_{2} \\ 47 \\ 99^{1}_{2} \end{vmatrix}$	Eliz.C.& NS.f.,deb.c.68			1st, reg., 1903 Huds.R.—7s, 2d, s.f., '85 Can'da So.—1st,int.guar	$^{134}_{*133}$ $^{12}_{2}$ $^{134}_{2}$ $^{12}_{2}$		1st, Dayt. Div., 6s, 1910 1st, Ter'l trust, 6s, 1910 Va.Mid.—M. inc., 6s, 1927	$597_{\rm p}$	
Minn.&St.L.—1st,78,gu Iowa C. & West.—1st,78			Eliz. Lex. & Big S.—68 Erie—1st, extended, 78	128	93	11arlem—1st, 7s, coup		132	Wab. St. L.& P.—Gen'l, 6 Chic. Div.—5, 1910	7738	8
C.Rap.Ia.F.&N.—1st,6s entral Iowa—1st, 7s, '99 har. Col. & Aug.—1st, 7s		113^{1}_{2}	2d, extended 5s, 1919 3d, 7s, 1883 4th, extended, 5s, 1920.	$110 \\ 105 \\ 4 \\ 108 \\ 9$	10534	N.Y. Elev'd—1st, 7s, 1906 N.Y.Pa.&OPr.l'n,6s,'95 N.Y.C.&NGen.,6s,1910	98		Hav. Div.—6s, 1910 Tol.P.&W.—1st,7s,1917 Iowa Div.—6s, 1921	107	11
hes. & Ohio—Pur. m'y fd., 6s. gold. series A. 1908.	*	100	5th, 7s, 1888	1105	127	N.Y.& New Eng.—1st, 7s 1st, 6s, 1905			Ind'polis Div.—6s, 1921 Detroit Div.—6s, 1921		
6s, gold, series B, 1908. 6s, currency, 1918 Mortgage 6s, 1911	4558	80 47 ¹ 2	1st cons., fd. coup., 7s Reorg., 1st lien, 6s.1908 Long Dock b'ds, 7s, '93.	103 2		N.Y.C.&St.L1st,6s,1921 Nevada Cent.—1st, 6s N.Pae.—G.l.gr.,1st,cp., 6s		1034	Cairo Div.—5s, 1931 Wabash—M. 7s, 1909 Tol.& W.—1st, ext., 7s	88 1094	9
hicago & Alton—1st, 7s Income 7s, 1883	10112	$125 \\ 102 \\ 1_2$	Buff.N.Y & E.—1st,1916 N.Y.L E.&WNew2d 6	128	$\begin{array}{c} 130 \\ 94 \end{array}$	Registered 6s, 1921 N.O. Pac.—1st, 6s, g. 1920	8678	8712	1st, St. L. Div., 7s, '89, 2d, ext., 7s, 1893	9912	
Sinking fund, 68, 1903. Joliet & Chic.—1st, 88		11312	2d, consol., fd. cp., 5s Buf.& S.WM.6s,1908	ý	92	Norf. & W.—G'l., 6s, 1931 Ohio & Miss.—Consol. s.f. Consolidated 7s, 1898		101 4	Equip. 17nds. 7s. 1883		
2d. 7s. 1900		1	Ev.& T.H.—1st. cons., 6s. Fl't&P.Marq.—M.6s, 1920 Gal.Har. & S.Ant.—1st, 6s	104	114	1st. Springfield Div., 7sl	115	$120\frac{1}{2}$	2d. 78. 1893	98	10
1st, guar. (564),7s, '94 2d (360), 7s, 1893	*115		2d, 7s, 1905 Gr'n Bay W.& S.P.—1st,6s	81	85	Ohio Central—1st,6s,1920 1st, Ter'l Tr., 6s, 1920.		94	Ill.&So.I.—1st, 7s, '82 Han.&Naples—1st, 7s	•••••	
2d, guar. (188), 7s, '98 Miss.R.Br'ge—1st, s.f. 6s B.& Q.—8 p. c., 1st, '83.			Gulf.Col. & S. Fe—78,1909 Han. & St. Jos. —88, conv Consol. 68, 1911	1071 ₂ 108 103	10634	1st Min'l Div, 6s, 1921. Ohio So.—1st, 6s, 1921. Oreg'n& Cal.—1st,6s,1921		80	St. L. K. C. & N. — R. e. 7s Om. Div.—1st, 7s Clar'da Br.—6s, 1919	*	10
Consol. 7s, 1903	130 *105	132	Hous.&T.C.—1st, l.gr.,7s. 1st, West. Div., 7s	1124	108 2	Panama—S.f. sub.6s,1910 Peoria Dec. & Ev.—1st, 6s	*104 1 ₂	105	St. Chas.Br.—1st, 6s No. Missouri—1st, 7s.	11912	10
S. F. 4s. 1919	105 *85 128 ¹ ₂	87	1st, Waco & N., 7s 2d consol., main line, 8s	112 119	115	Pac. RRs.—C.Pac.—G., 6s	117 110 18	11704	1900, reg	1154	11
6s, reg., 1917 Keo. & Des M.—1s, g., 58			2d, Waco & N., 8s, 1915 General, 6s, 1921 Hous E.& W.Tex.—1st,7s		93	San Joaquin Branch. Cal & Oregon—1st, 6s State Aid bds, 7s, '84	108 103 78		N.W. Telegraph—7s,1904 Spring Val. W.W.—1st,6s Oregon RR. & N.—1st, 6s	*10912	
entral of N. J.—1st, 90. 1st consol., assented, 99	11712	112	Ill. Cent —Sp. Div.—Cp. 68 Middle Div.—Reg. 58	112 107	111	Land grant bonds, 6s. West, Pac.—Ronds, 6s.	106.	108 115	INCOME BONDS.	7.	
Oonv., assented, 1902 Adjustment, 7s, 1903 Leh.& W.B.—Con.g'd, as	1 11	1001_{2}	Dub. & Sioux City, 1st. Dub. & S. C., 2d Div., 7s Ced. F. & Minn.—1st, 7s	115	120	I Ilnion Pacific_let Re 1	11834	11870	Ala. Cent.—Inc. 6s, 1918. Atl. & Pac.—Inc., 1910	*24 87	
Am.D'k & Im.—5e, 1921 LM.& St.P.—1st, 8s, P.D.	135	93 137	Ind. Bl. & W.—1st prf.,7s 1st, 3-4-5-6s, 1909	116 90	92	Registered 8s, 1893	*	120 4	Central of N. J.—1908 Chic.St.L.&N.O2d,1907 Col. C. & I. C.—Inc. 78, '90	30	4
2d, 73-10, P. D., 1898 1st, 7s, \$ g., R. D., 1902 1st, LaC. Div., 1893	119 122 120	$124 \\ 122 \\ {}^{1}2$	2d, 3-4-5-6s, 1909 Indianap.D.&Spr.—1st,7s	73 1023		Collateral trust, 6s Kans. Pac.—1st, 6s, '95	112 ¹ 2		Cent. Ia.—Coup. deb. ctfs. Ch.St.P.& M.—L.g.inc. 6s	A	
1st, I. & M., 1897 1st, I. & D., 1899	120 *120		2d, 5s, 1911. Int.& Gt.No.—1st,6s,gold Coupon, 6s, 1909		105 89	1st, 6s, 1896	102 8	109 ½ 10238	Chic. & E. Ill.—Inc., 1907 DesM.&Ft.D.—1st,inc.,6s Det. Mack. & Marq.—Inc.	8'	4
let, C. & M., 1903 Consol. 7s, 1905	120 1211 ₆	$125 \\ 121_{2}$	Kent'ky Cen.—M. 68. 1911	106	10734	C.Br.U.P.—F.c.,7s, '95 At.C.&P.—1st,6s,1905	100	95	E.T.V.&GaInc.,6s,1931 El. C.& No.—2d inc., 1970	45	20
2d. 7s, 1884		123	Cleve. & Tol.—Sink. fd. New bonds, 7s, 1886	103-2		At. J. Co. & W.—1st, 6s Oreg. Short L.—1st, 6s Ut. So.—Gen., 7s, 1909	$\frac{103^{1}2}{106}$	10118	G. BayW.& St.P.—2d, inc. Ind.Bl.&WestInc.,1919 Ind's Dec.& Spr'd2d inc.		6
1st, 5s, La. & Dav., 1919 1st S. Minn. Div., 6s, 1910	109		Cleve. P. & Ash.—7s Buff. & Erio—New bds.	*11812	122	Exten., 1st. 7s, 1909 Mo. Pac.—1st cons., 6s.	*100	10014	Int. & Gt. North.—2d inc.		:::
1st, H. & D., 7s, 1910 Ch. & Pac. Div., 6s, 1910 1st Chic. & P.W., 5s, 1921		118^{1}_{2} 111 94^{3}_{8}	Kal. & W. Pigeon-1st.	122		3d, 7s, 1906 Pacific of Mo.—1st, 6s 2d, 7s, 1891		110	2d assented, 6s, 1909 Leh. & Wilkesb. Coal—'88 Lake E. & W.—Inc. 7s, '99	7 5	4
Min'l Pt. Div., 58, 1910 O.& L.Sup. Div., 58, 1921		9338	Consol., coup., 1st, 7s	*120	12634	St.L.& S.F.—2d,6s, cl.A 3-6s, class C, 1906	*90 *83	96	Sand'ky Div.—Inc., 1920 Laf. Bl. & Mun.—Inc. 78, '99	:::::	4
& N'west.—S. fd. 7s, '85 Interest bonds, 7s, 1883 Consol. bonds, 7s, 1915. Extens'n bonds, 7s, '85	102	110	Consol., reg., 1st, 7s Consol., coup., 2d, 7s Consol., reg., 2d, 7s		$126 \\ 123 \\ 124$	3-6s, class B, 1906 1st, 6s, Peirce C. & O. Equipment, 7s, 1895.	84		Mil. L. S. & W.—Incomes Mob.& O.—1st prf. deben. 2d pref. debentures	70	7
181, 78, 1885		110	Long Isl. R.—1st, 7s, 1898 1st consol. 5s, 1931	11634 974	$\frac{117}{973_4}$	So. Pac. of Mo.—1st Tex.&Pac.—1st.6s.1905	108	108	3d pref. debentures 4th pref. debentures	25 *25 18	4
Coupon, gold, 7s, 1902 Bog., gold, 7s, 1902	123 124 *111	$125 \\ 125$	Louisv.&N.,—Cons.7s,'98' 2d, 7s, gold, 1883	10512	1188	Income & l'd gr., reg.	94 61 ¹ 2 80 ³ 4			2812	3
Sinking fund, 6s, 1929. Sinking fund, reg Sinking fund, 5s, 1929.	1	10034	Cecilian Br'ch—7s, 1907 N.O.&Mob.—1st, 6s1930 E.H. & N.—1st, 6s, 1919	90	97	1st, RioG. Div., 6s, 1930 Pennsylvania RR.— Pa. Co's guar. 4 ¹ 2s, 1st c.	*9712		Ohio Cent.—Income, 1920 Min'l Div.—Inc.7s, 1921 Ohio So.—2d inc., 6s, 1921	25	2
Sinking fund, reg Iowa Midland—1st. 8s.			General, 6s, 1930. Pensac'la Div.—6s, 1920	* 9614	963 ₄	Registered, 1921 Pitt.C.& St.L.—1st c.,7s			Ogdens.& L.C.—Inc.,1920 Peoria D.&Ev.—Inc.,1920	63	
Peninsula—1st, conv. 7s Chicago & Mil.—1st, 7s Winona & St. Pet'r—1st	1234	124	St.L. Div.—1st, 6s, 1921 2d, 3s, 1980 Nashv. & Dec.—1st, 7s.	107 ¹ 2 *53 ¹ 2 118 ¹ 2		1st reg., 7s, 1900 2d, 7s, 1913 Pitts Ft. W. & Ch.—1st	*138		Evansv. Div.—Inc., 1920 Roch. & Pitts.—Inc., 1921 So. Car. Ry.—Inc., 6s, 1931	*	4
2d, 7s, 1907 Mil.& Mad.—1st,6s,1905	*		8.&N.Ala.—S.f.,68,1910 Leban'n-Knox—68,1931	*	102	2d, 7s, 1912		13312	St. Louis I. Mt. & So.— 1st, 7s, pref., int. accum.	*	9.
.C.C.& Ind's—1st, 7s ,s f. Consol., 7s, 1914 .St.L.&N.OTen.lien,7s	\	$125 \\ 124 \\ {}^{1}_{2}$	Louisv. C.& L.—6s,1931 L. Erie & W.—1st,6s,1919 Sandusky Div., 6s, 1919	99	9934	Clev.& Pitts —Cons. s.f. 4th, sink. fd., 6s, 1892 Col.C.& I.C.—1st, consol	*1134	125	2d, 6s, int. acc'mulative St'g I.&RySer.B., inc. '94 Plain incomes 6s, 1896.	*	
1st, consol. ,78 ,1897 St.P.M.&O.—Consol.,68	1021	10242	Laf.Bl.& M.—1st, 6s, 1919 Louisy, N. Alb.&C.—1st.6s	101	$100 \\ 103^{1}_{2}$	2d consol., 7s, 1909 1st, Tr'st Co.ctfs., ass'd	:::::		Sterling Mt.Ry.—Inc.,'95 St. L. A.& T. H.—Div. bds		4
O.St.P.&M1st,6s,1918 No. Wis.—1st, 6s, 1930	113	1134	Manhat.B'ch Co.—7s, 1909 N.Y.&M.B'h—1st, 7s, '97 Marietta & Cin.—1st, 7s.		90	2d. Tr'st Co.ctfs.,ass'd 1st, Tr't Co.ctfs,suppl.	115 *		Tol. Del. & BInc., 6s, 1910 Dayton Div.—6s, 1910.		
hic. & E. Ill.—1st, s.f., cur. ol. & Green.—1st, 6s, 1916	*9912		1st, sterling		104	St. L. V. & T. H. – 1st, g., 7s 2d, 7s, 1898 2d, guar., 7s, 1898		109	Miscellaneous List.		
2d, 6s, 1926			2d, 6s, 1899 Mich.Cent —Con.,7s,1902	$124^{\rm i}_2$	90	Pitts.B & B.—1st,6s,1911 Rome W.& Og.—Con., 1st		.95	(Broker's Quotations.) Va. State—New 10-40s	42 90	10
Mortgage 7s, 1907 Syr.Bing.&N.Y1st,7s Morris & Essex-1st,7s		123 139	1st, 8s, 1882, sink'g fd. Equipm't bds., 8s, 1883 6s. 1909			Trust Co. certificates Roch.& Pitt1st.6s 1921 Rich. & Al.—1st, 7s, 1920	103	$104\frac{1}{2}$	Car. Cent.—1st, 6s, 1920. Cent. Ga.—Consol. 7s Stock	$\frac{112}{95}$	110
2d, 7s, 1891 Bonds, 7s, 1900	×116 4	3	Coupon, 5s, 1931		$99\frac{7}{8}$	Rich. & Dany.—Cons.g., 6s Debenture 6s. 1927	6814	102	Chic.St.L.&N.O58,1951 Cin.Ind.St.L.&C1st, 6	100	10
7s of 1871, 1901 1st, consol., guar., 7s.	1201	121^{3}_{4} 121^{1}_{4}	Jack.Lan. & Sag6s,'91 Mil. No1st,4-5-6s,1910	*30	106 98	Atl.& Ch.—1st, p ,7s,'97 Income, 1000		95	Gal.H.& Hen.—7s,g.,1902 Georgia Railroad—7s	121 105	12 10
7s, 1891 1st ,ext. ,7s, 1891	106 4		Mil.L.S.&W1st,6s,1921 Minu.&St.L1st,7s,1927 Iowa Ext1st,7s,1909		101	Scioto Val.—1st, cons., 7s St. L. & Iron Mt.—1st, 7s 2d, 7s, 1897	93 *116 103½	$^{116\stackrel{1}{\scriptstyle 1}_2}_{104}$	Kansas & Neb.—1st 2d	55 15	2
Coup., 7s, 1891	*116		2d, 7s, 1891 S'thw.Ext.—1s:.7s,1910	110	100	Arkansas Br.—1st Cairo & Fulton—1st	10378	109 12	Long Island—1st Mein. & Char.—1st, cons.	115 18 105	
1st, Pa. Div., cp., 7s, 1917 Reg., 7s, 1917	×	130	Pac. Ext.—1st, 6s, 1921 Mo. K. & T.—Gen. con., 6s	$\frac{101}{77}$		Cairo Ark. & T.—1st Gen. r'v& l. gr., 5s. 1931	105 78	$\begin{array}{c} 106 \\ 80 \end{array}$	1st, consol., Tenn. hen. N.Y.& Gr'nw'd L.—1st, 6s	110 30 8	38
Alb. & Susq.—1st, 7s 2d, 7s, 1885 1st,cons.,guar.7s,1906	1064	126	Cons., 7s, 1904-5-6 2d, income, 1911 H. & Cent. Mo.—1st, '90'	$105\frac{7}{8}$ $56\frac{1}{2}$ 105	108	St. L. Al'on & T. H.—1st. 2d, pref., 7s, 1894 2d, income, 7s, 1894	10334	96	St. Joseph & Pacific—1st 2d	60 20	72 30
Rens. & Sar.—1st, coup 1st, reg., 1921	131	137	Mobile & Ohio—New, 6s. Collat. Trust, 6s, 1892.		1	Belleville & S. Ill.—1st St.P.Minn.&Man.—1st.7s		191	St. Jos. & West'n—Stock Tex. & St. L.—1st, 6s, 1910 Western, N. C.—1st, 7s.	$\begin{array}{c c} 10 \\ 72 \\ 104 \end{array}$	11 80 107
env.&Rio Gr.—1st,1900			Morgan's La.& T.—1st, 6s latest quotations made thi		-	† Ex June coup		11138	western, N. C.—ISI, 78	-1/T	<u></u>

New York Local Securities.

Bank Stock List.			Insurance Stock List. [Quotations by E. S. BAILEY, Broker, No. 7 Pine Street.]					
COMPANIES.		PRICE.			1	PR	PRICE.	
Marked thus (*) are not National.	Par.	Bid	. Ask	COMPANIES.	Par.	Bid.	Ask.	
America*	100	158		American	50	143	150	
Am. Exchange	100		1::::	Bowery	100 25	105 200	215	
Denudway	1 25	}		Broadway	25	185	197	
Butchers' & Drov'rs' Central	25 100	1		Brooklyn	17	195	195	
Chase				Citizens'	20 70	153	180 125	
Chatham	25	1:05	1	Clinton	100	135	145	
Chemical	100 25	1951	1	Columbia	30		50	
Citizens' City		251		Commercial	100	100	105	
Dommerce	100	152	152	Eagle	40	235	245 230	
Continental	100	100	1	Empire City	100	80	85	
Corn Exchange*	100 25	168		Exchange	30	100	::::	
East River Eleventh Ward*	25			Firemen's	50 17	120 85	125 90	
Fifth	100		}	Firemen's Trust	10	105	113	
fifth Avenue*	100 100			Franklin & Emp	100	1110	120	
ourth	100			German-American	100 50		200	
fulton	30		1	Globe	50		$\begin{array}{c} 155 \\ 120 \end{array}$	
Fallatin	50	001	001	Greenwich	25		300	
erman American*. erman Exchange*.	75 100	931/6	, ,,		100	65	70	
ermania*	100			Hamilton	15 50		125 153	
reenwich*	25			Hoffman	50	75	80	
lanover	100 100	133 240	265	Home	100	150	155	
mp. and Traders'	50		203	Howard Importers' & Tr'd'rs	50	90	88	
sland City*	50			Irving	100	63	89 80	
eather Manut'trs'.	100	110		Jenerson		145	153	
fanhattan*	50 100	148		Kings County (Bkn.)	20	195	110	
arket	100			Knickerbocker! Lafayette (Br'klyn).	40 50	80	85 115	
lechanics'lechanics' Assoc'n.	25	151		Lamar	100	70	75	
lechanics' Assoc'n.	50	98	105	Lenox	25	75	80	
lechanics' & Tr'drs'	25 100	122	130	Long Island (B'klyn)	50		105	
lerchants'	50	130		Lorillard	25 100	105	65 12	
erchants' Exch'ge	50	•••		Manhattan	100	77	85	
etropolis*	100 100	166	• • • •	Mech. & Traders'		140	45	
ount Morris*				Mechanics' (B'klyn). Mercantile	50		50 80	
urray Hill*	100			Merchants'			15	
assau*ew York	100	103	}	Montauk (Brooklyn)	50	112 1	20	
ew York County	100	::::	.:: [Nassau (Brooklyn) National			60	
. Y. Nat'l Exch'ge.	100			New York Equitable	3736	140	20 50	
inth	100	101		New York Fire			05 ·	
orth America*		113	••••	New York & Boston.	100	16	۶ <u>0</u>	
dental*	25			New York City Niagara	50		67 85	
cific*	50			North River			8 5 ີ ປ ປ	
orkeople's*	100 25		••••]	Pacific	25	190 2	00	
enix	20			Park Peter Cooper			25	
oduce*	50	1		People's			9) 2)	
epublic	100	102	135	Phenix	50 1	43 1	18	
wenth Ward	100 1	1	::::	Relief Republic		85	75	
oond	100			Rutgers'	100 25		85 55	
los and Leatner		124 .		Standard	.50	15 1	25	
ate of New York.	100	iiÿ		Star	100	75	33	
nira			:::	SterlingStuyvesant			50	
angeman'a	40 .	1.		Tradesmen's			33	
nion	100	155	. 11	United States	25 1	80 13	35	
est Side*	100		60	Westchester	10 1	20 12		
est Side*	100			Williamsburg City	50 2	50 26		

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by George H. Prentiss, Broker, 11 Wall Street.]

GAS COMPANIES.		Amount.	Period	Rate.	Date.	Bia.	Ask.
Brooklyn Gas Light Co Citizens' Gas Co (Bklyn) do bonds Jaraev City & Hobelson	25 20			5	May, 32	100	101
do bonds	1,000	1,200,000 815,000	Var.	7 7 9	Jan., '82 1898		70
Harlem	50	1,850,000			Feb., 78		110
		750,000	1. & J.	2	Jan. '32	188	170
Manhattan	50			5	June, '82	205	210
		2,500,000		4	May, 42	165	170
Mutuas, N. Y. do bonds.	100	1,000,000 5,000,000		8	Ann '60	105	109
do bonds.	1.000	1,000,000	F & A		Apr., '82 1882		94
Avadeau, DIOOKIVN	95	1.000,000	Var.	972	Sept., '81	100	103 52
New York Acrip	Va.	700,000	M.&N.	336	May. '82	90	95
		4,000,000	M. & N.	5	May, '82	115	117
People's (Brooklyn)	10	1,000,000	1. & 1.	316	Jan., '76	45	50
		875,000	M. & N.		1997	105	107
		125,000 466,000	Var.	8	1900 &c	80	80
A CONTROLLED ONLY	50	1,000,000			Jan., '82 Feb., '82	75	85 62
		1,000,000	A & O.	3.2			101
		1.000.0001	M. & N.		Jan., '82	60	65
00 honds	100	3,000,0001		3	May. '82	178	180
Fulton Municipal.	1000	750,0000	M. & N.	8	1888	105	110
		1,500,0001		1		80)	86
[Onotations b- II							

[Quotations by H. L. Grant, Broker, 145 Broadway.]	
Bleecker St & Bulk Flow Str.	1
Bleecker St. & Fult. Ferry—St'k 100 900,000 J. & J. 34 Jan., 782 2	
3r09dwo 3r09dwo 1,000 694,000 J. & J., 7 J'ly,1900 10	5 1113
100 2.100.000 Q-J. 2 Apr. 52 14	1150
lst mortgage	3 1164
	220
	110
	200
	170
	1119
	145
VIIIVIIIIIII MONT honda 1 000 1 000 000 1 0 th w th	
dispublication of the property of the contraction o	
	110
Ty Dock E.B.& Batt'ry—Stock 100 1,200,000 Q-F. 4 May, '82 240	
19 June E.B. Batt'ry—Stock 100 1,200,000 Q-F. 4 May. 82 240 115 mortgage, consolidated . 500&c 900,000 J. & D. 7 June, 93/115	215
100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100	1118
1st mortgage Stock 100 1,000,000 Q-J. 3 Apr., '82 200	1
1st mortgage 1,000 203,000 J. & J. 7 Jan. 84 100	1110
203,000 J. & J. 7 Jan., '81 100 100 748,000 M.&N. 6 May, '82 200 100 100 100 100 100 100 100 100 10	
antral Cross m	1115
1st mortgage 1,000 748,000 M.&N. 6 May, '82 200 entral Cross Town—Stock 1,000 236,000 A.&O. 7 Apr., '93 110 1st mortgage 1,000 600,000 A.B. 7 Apr., '93 110	74
1st mortgage	
4	
1st mortgage	110
300nd Avenue—Stock	155
3d mortgage	1103
Consol. convertible 1,000 150,000 A.& O. 7	1001
Extension	1081/2
xth Avenue—Stock 200,000 M.&S. 7 Sept. '83 150 750,000 M.&N. 5 Mar., '82 250	000
1st mortgage 100 750,000 M.&N. 5 Mar., '22 250 Mar. 1,000 500,000 J. & J. 7 July. '90 110	260
1st mortgage 500 500,000 J. & J. 7 July. '94 105 9cond Avenue—Stock 100 1,199,500 J. & J. 4 Jan., '82 150 3d mortgage 1,000 150,000 Å. & O. 7 Apr., '85 113 Extension 500 c 200,000 M. & N. 7 Nov., '88 167 1st mortgage 100 750,000 M. & N. 5 Mar., '82 250 1st mortgage 1,000 1,000 J. & J. 7 July. '90 110 1st mortgage 100 2,000,000 J. & J. 7 July. '90 110 1st mortgage 100 2,000,000 Q.—F. 5 May., '82 200	113
ISL MAPPERSONA	115
wenty-third Street-Stock. 100 800,000 F. & A. 4 Feb, '82 145	
st mortgage	151
1,000 250,000 M.& N. 7 May. '93,110	115

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

Quotations in Boston, Philadelphia and Baltimore.

	I	-			100	TOIL	, 1	TITE	derbui	a and	Bai	um	ore	•
ker.			SECURIT	IBS.		Bid	Ask		. SE	CURITIE	8.	1	Bid.	Ask
		Atch &	BOST (N.				Jan	m. & Atl	. 2d m. 6	3, 1904			
E.			Topeka 1					Car	m. & Bu	lington	Co 69	.07		
lsk.	1	Boston &	& Pacifi Maine 7	incom	e	27	80	1	uo (st,7s, con	10s. 'N	8 1	•••	,
50		Boston a	z Albany	76 68		•••		Cha	THEFT V	new 7s, 1 al., ist m	79 (104111		
10 15	1	Boston &	Lowell	7s 6s		• • •	,	1 Del	aware m	68, cp.	dicen.	vari	16	••••
95		Boston &	Provide	enca 78.			••••	1 5 88	renn.	nd Br., i lst mort	70 'R	R I	:::	125
80 25		do do	lo., land Nebr	.63	Ex 1	1116	101	Las	w W'msp	mooy, 59 ort. 1st n	1,-1930 . 11., 63. 1	i oio i	15	• • •
45 50	1	do	Nebr Burl. & Q	. 69		1	614			5s, per 1st mort st m. 7s,				100
15 15	1 1	Conn. &	Passumo	81c. 78.		1	•••							89
30 35		Cali orni	n Valley a Souther Mass., 4×	rn, 63		077	83	Jun	ction 1st	mort. 6	8. '82	, 50	0914	•••
25		citchbur	mass., 4% g RR., 68.	s, new.		8	• • • •	Leh	igh Valle	mort. 6	s, 1900 , reg.,	93		120
80		Fort Sco	g RR., 68, 78, tt & Gulf	78	i	114	400	1	do 2d	m. 78, re	g., 191	0. 1	334	123
20	li	K. City L	awrence	& So. 58	10	1276	45%		qo c	on. m. s	ו עין פ	9721	11	121
0 0		AH CHIV	St. Jo. 6	C. C: H . D		1	1131/2	Litt N. (le Schuy D. Pac., 1	do 6 lkill, 1st st m. 6s	m. 78,	'82		
0	1	Mexican New York	Central, Co. New	Eng. 64.	:	323%		Nor	th. Penn do	st m., 6s .1st m. 6 2d m. 7s	s, cp.,	85. 10	7	20
53	-	VOW WICK	ico a so.	Fac. 19	1 - 4	10	11416 11316		uo Ec	n. m. 7s. n. m. 7s,	I China I	301112		• • •
0	,)gdensbu	rg&L. (Ch. con.	6].		Nort	no net f'k&Wes	dentura e	8, reg	81 .4	-	···
5 6 0	0	old Colon Old Colon	y, 78 y, 68					1UII C	reer. 18	t 68, cou n. m. 68.	D., 1911)	. 1	28
3	H	ueblo & dutland 6	y, 6s Ark. Val s,let mor	ley, 7s	1 -	1.	:::	1 0	io ge	n. m. 68, 8. m. 68,	cp 19	10	[1	25
0	S	onora 7s	STOCKS.	• • • • • • • • •	10	3 1	0312	d	o con	8.m.68.	ep., 196	15.		
5	A	tchison	& Topek Albany	a	x		84¼ 65	Pak	NVC	L DD To	reg., 19	1		08 25
2	$^{\rm B}$	coston C	in. & Fit	ch]	•••	Perk	iomen l	st m. 68,0	oup.	81 10	334 1	3 4 0 5
5	B	oston &	Lowel! Maine Provider		14	534	30							•••
800000000000000000000000000000000000000	Č	hesnire i	. Michiga	l	ŏ	0 .	69	Phile Phil	Newt'r	do a & N.Y. m. 68,ex.	18t, '	8	5 4	
	C	in. Sandi	isky & C	lev	2	H 3	265%		do	2d m., 7s	8, ep.,9	3. 118	112	20
3	C	onnectic	ut River						ao	18. m7s, do	cp.,191	11 :2:	112	24
	Ç	onnotton	Valley		4	71/2	758 14 %		do imp	s.m.63,g. .m.,63,g.	. C. 189	171		···
	E	astern (N	iass.) Ie w Ha m	pshire).	129	فالم			do ln. n	. m. 63, g n., 78,com	101896	1100	16	
	F	lint & Pe	re Marq do & Guif,	nune	2:	3	83	, ,	00 00	coup., t	ff. 1893		. 1	••
	P:	ort Scott	& Gulf,	pref	12	1/2 i	5:5		do conv	. 78, R. (1893	. 75		::
	10	owa Falls	& Sloux	Citv	01	14	10	Phil.	Wilm.&E	Balt 48,1	r.cert	8	1.9	484
	M	aine en	tral		100)		do	do do	. L. 78, re 78, c & B., 78	g., 190 p., 190	(1119	11	914
	M	ancheste ar. Hong	h. & Oat. h. & Oat.	rence		18	00	KICD.	& Dany.	cons.int	.63.191	51	9	71/6
- 1	N	eshua& L	owell			:	112	sundi	iry & Er	Pottsv. ie ist m.	78. '97.		1	
- 1	N	orthern o	& New E	noshire.	108		11		r: 0	W1st m 2d m. 6s	1. 1933.	1		4¾ 5
1 1	()u	rdengh &	Worcest L. Chair	nnlain	1		11	Cexas	de Pac.	orn'z,lst lst m.,68, o Gr. D	,76,190 g.,190	105	::	
	Po	ortland 8	co & Po	rtsmout	i 116	10			lo con	ns. m.,68	v., 1530 ,g.,190	5	9	3
	Pu Ru	illman Pa itland. pr	aco & Po lace Car eferred	• · • · · • · · · · ·	23	kg 12	4	Jnion	io inc & Titus	ns. m.,6s .& l. gr., v. 1st m.	78 1915 78, '\$0		84	1%
	TO	1. CIU. 00	Die Louis		.1100	34		Inite Varre	d N. J. c en & F. 1	v. ist m. ons. m. ost m. 7s,	88, '94	112	":	
- -	w	orcester	& Nashu	a	. 37	R	2 15	Vest (Jersey 68	debco	up'8	3		:
	W	isconsin do	Central	ref		1/2	. 11	. d	0 18	t m. 68, c t m. 78, '	D., 96.		1::	•
-			DELP ID CITY	HIA.				V. Jei	o co	ns. 6s, 19 tl. 1st in	09 58. cp.	108		:
c. 1	Pe	nna. 58, n	ew, reg. eg., 1894-	.1892-190	1	11	9 11	v este d	rn Penn lo 6s	. RR. 68, P. B.,'96	CD.'93.			
-		do 48. r	eg. 1912.	<u>.</u>	. 1210	1	:		do gei CANAL	n.m.78, c) BONDS.	p., 1901		1	•
I	Pb	41 6- 4	axed, reg taxed re	1000 10	.1	,	. 110	enigi	& Del i n Naviga	st m., 6s,	reg'81	889	41104	iz
	d	0 48, r 0 49, r	eg., '62 '. eg., '81'-	0	1013		.	· ao	mort.	KK rg .	'57	1115:	116	
		RAILRO	AD BTOC	K8.†	1		- 11	do Iorrie	Gr'nw'	d Tr. 7s, an, reg.	rg. '92			
Í	Bu	ffalo Piti	ts. & We	stern	. 10)	34/12	enns	yivania 6	B. CORE.	. 1910	1	95	•
0	Zai	mden &	Atlantic. do p	pref	35		:	d MISC	O 2d I	st m.6s.reg n. 6s, reg OUS BO	Z., 1907	91	92	
C	Cat	awissa	ref		199	4	. P	enn.	Co., 68. T	eg			ļ	
	اما	do ne	w pref. Bound B			55 129	P	d o	ao	co ip	19:0	1 98	98	16
1 R	a.P	it Pennsy	ivania		1		• 11	d	0 (deb. 7s. c 7s, 1892	:ps.off		 	
1	d	lo	do Joy & La	pref	100		•	B	ALTI	MORE	2.]	
H	lui	ntingdon do	& Broad	l Top	113	5 36	110	do	68,1886	881, quar 5, J.& J.		1194	íl	٠.
L	eh		e v	o pref.	00%	59		do	68, 189	v, quarte k. 1890. t	rly		117	*
L	itt	tle Schuy	1K111	•••••	57	58		do	68, 189 68, exe	3, M. & S mpt,'38,1	M.&S.	••••		
N	es	quehoni	ng Valley	· · · · · · · · · · · · · · · · · · ·		51	11-	do	6s, 190	2. 1. & 1		128%		
	-	do		pref		J. ::	N	do orfoli	k water.	8 в		124 131	1249	4
			itral			83		KA.	ILKOAD	BTOOKS.	Par.		195	
P	hil	adelphia	sylvania a & Erie. & Norsi		111	15		do) za t	ref		123		
H	nii hii	a. New 10	& North	Y	203z	1 0 11		do	Was	h. Branc	h.100	9	14	
P	nil	adelphia	& Trent	on	•••	1100		rthei	rn Centr	tersb'g B al and	50	16	47	
Pi	th	sb. Cin. &	g. & Bal	is, com.	····	:	Ce	ntral	Ohio. co	ommon. inelisvill	50	4618		
1		do	lluth R.R	pref.		187	110	RA	ILBOAD			108		
W	es	t Chester	Compani consol.	pref	••••	45	2 Ci	2. &	Baltimor	e. 78. 190	0 1			
W	es		& Atlant	ic	23	45	Pit	tsb.&	c Connel	guar.,'85 lav.;8,'98 al 68, '85,	18.11	2334	125	
		gh Navig	ation	*****	3734	38	11	. 0	10 6	s, 1900, A ld, 1900, J	.EU.	17	119 1194	í
Pe	HI	asylvania	vigation		·•••		IV	n. Oh	10 6s. 1st	m.,'90,M ,gr.,'90,J	.& S.		iii	•
		do RAILRO	AD BOND	pref	•••	125	2	do 1	lst m., ls	390, J. &	J		1144 120	(
Al	leg	gheny Va	1 73-108	1896 xt1910	120		11 .	do 2	2d m., pr	efby W.Co.	1	07	••••	
Re	lv	do in	c. 7s, end a. 1st m.,	1., c.'91.	.	50%	611	do 6	s, 3d m.,	guar., J	& J	1	128	
		ďο ·	2d m.	68. '85	1051			do do	2d. M	1. & N 1, J. & J.		9716	9754 5254	
Ca	m	den & Au do	100 18,0	up., '39		•••	Un		R. 1st. g	uar., J. d on endor	t J 11	17 1	108	•
Car	n)	do r	nort. 6s. st m. 7s,	'bu	1216		Con		lated Ga	is		4136	4116	1
-	_			-		••••	t-	uo ,	001			O B NB		4.
	AL	a default	• 5 T	Per shar	0.									

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:

	Latest Ed	rnings Re	ported.	Jan. 1 to Latest Date.			
Roads.	Weck or Mo	1882.	1881.	1882.	1881.		
Ala.Gt.Southern	May	\$ 54,853	\$ 52,304	308,050	\$ 295,117		
Atch.Top.& S.Fe Bost.&N.Y.AL.	May	1,153,611 $24,945$	1,046.125 $22,884$	5,653,718 $92,710$	4,198,656 86, 2 05		
Buff. Pittsb.&W.	April	59,333	50,515	241,087	193,091		
Bur.Ced.R.& No. Cairo & St. Louis	4th wk M'y	47,477 $7,192$	$\frac{44,430}{9,670}$	1,127,619 $143,997$	835,550 $173,747$		
Cent.Br.Un.Pac. Central Pacific.	1st wk J'ne	$12,176 \\ 2,353,000$	21,739 $2.091.411$	$338,958 \\ 9,952,144$	384,616 8,730,543		
Chesap. & Ohio.	April	267,454	227,343	870,698	802,753		
Chicago & Alton Chic. Bur. & Q	April	155,478 $1,530,838$		2,963,103 6,213,189	2,764,760 5,335,289		
Chic. & East. Ill. Chic. & Gr. Trunk	1st wk J'ne Wk.J'ne 10	$36,483 \\ 35,548$	36,209 $25,947$	718,378	651,787		
Chic. Mil.&St. P.	1st wk J'ne	403,000	400,664	7,923,000	5,789,654		
Chic. & Northw. Ch.St.P.Min.&O.	1st wk J'ne	467.017 $88,796$	486,739 $93,360$	$8,948,846 \\ 1,946,658$	7,223,023 $1,372,725$		
Chie. & W. Mich. Cin.Ind.St.L.&C.	April	126,814 $199,110$	111,247 $191,096$	474,950 1,016,923	373,722 $919,780$		
Cincinnati South	26 dys May	161,596	149,842	920,996	777,304		
Clev. Akron & Col Col. Hock. V. & T.	1st wk J'ne	9,617 $48,805$	$\begin{array}{c} 7,672 \\ 42,453 \end{array}$	201,907 $1,098,107$	175,505 $876,824$		
Denv. & Rio Gr. Des M. & Ft. D.		$124,682 \\ 5,933$	133,824 $6,189$	2,874,695 $141,840$	2,229,883 $114,717$		
Det. Lan. & No	4th wk M'y	52,036	39,776	636,588	499,231		
Dub. & Sioux C. Eastern	April	$21,972 \\ 258,835$	$23,769 \ 244,995$	$486,428 \\ 945,568$	$402,672 \\ 874,340$		
E.Tenn.Va.&Ga. Europ.& No.Am.	May	$\begin{array}{c c} 231,146 \\ 47,132 \end{array}$	$208,075 \\ 41,505$	118,805	103,831		
Evansy. & T. H.	May	63,371	55,748				
Flint & P. Marq. Gal.Har.&San A	4th w': M'y	$39,488 \ 36,180$	$36,756 \\ 22,922$	832,602 515,335	694,473 $481,669$		
Grand Trunk Great Western		$223,070 \\ 93,650$	219,843 85,136	4,455,734 $2,129,291$	4,515,191 $2,308,956$		
Gr.BayW.&St.P.	th wk M'y	11,380	12,129	149,229	139,313		
Hannibal&St.Jo Hous.E.&W.Tex	35015	$ \begin{array}{c c} 36,610 \\ 23,057 \end{array} $	$44,554 \\ 11,708$	$782,825 \\ 98,979$	$861,947 \\ 52,197$		
Illinois Cen.(II) Do (Iowa)	May	534,983 139,766	527,266 145,993	2,682,520 $762,489$	$2,436095 \\ 613,226$		
Ind.Bloom.& W.	1st wk J'ne	50,343	54,780	1,016,645	1,001,582		
Int. & Gt. North. Iowa Central	May	51,349 84,417	35,327 $74,067$	1,157,013 $445,542$	$1,007,086 \\ 300,538$		
K.C.Ft.S. & Gulf K. C. Law. & So.	3d wk May	22,333 $13,553$	$ \begin{array}{c c} 30,491 \\ 10,459 \end{array} $	613,346	531,646		
L. Erie & West'n	1st wk J'ne	23,878	28,465	550,489	526,058		
L. R. & Ft.Smith Long Island	1st wk J'ne	30,200 53,015	$32,700 \\ 48,752$	768,066	683,259		
Louisv. & Nashv. Maine Central.	1st wk J'ne April	207,980 165,578	195,100	5,098,091	4,444,730 556,474		
Mar. Hough. & O.	April	33,000	17,104	105,134	61.546		
Mil. L.Sh. & West Minn. & St. Louis	2d wk May	$\begin{bmatrix} 17,160 \\ 22,790 \end{bmatrix}$	$\begin{array}{c c} 10,984 \\ 20,038 \end{array}$	355,135 490,159	$202,720 \\ 270,243$		
Mo. Kan. & Tex. Missouri Pacific	1stwk J'ne	106,109 116,047	97,676 137,486		1,986,293 $2,562,712$		
Mobile & Ohio	May	137,645	145,803	755,155	981,382		
Nashv.Ch.&St.I N. Y.&N. Engl'd	May	$\begin{array}{ c c c c c }\hline 154,155 \\ 283,244 \\ \hline \end{array}$	$183,526 \\ 217,186$	$\begin{array}{c} 632,115 \\ 1,243,111 \end{array}$	760,245 $1,009,480$		
N. Y. Pa. & Ohio Norfolk & West	April	450,555 171,793	478,250 174,438	1,739,880 664,793	1,812,340 688,638		
Northern Cent.	April	435,129	487,273	1,686,242	1,703,992		
Northern Pacific Ohio Central	. 1st wk May	19,065	96,140 $9,895$	$2,054,732 \\ 309,531$	$\begin{array}{c} 983.350 \\ 176.923 \end{array}$		
Ohio Southern Oregon R.&N.Co	1stwk J'ne	6,913 381,300	7,102	151,126			
Pennsylvania	. April	3,855,850	3,760,372	14,448,214	13,889,505		
Peoria Dec. & Ev Philadelp. & Eric	April	$\begin{vmatrix} 13,395 \\ 277,851 \end{vmatrix}$	$13,296 \\ 293,323$		239,032 $1,028,700$		
Phila. & Reading Do Coal & Ir	April	11.709.712	1.484.864	6,113,297	5,740,991		
Richm.& Dany.	March	+332,702	313,899	908,351	831.863		
Rochest'r& Pitts St.Johnsb.&L.C	. April	17.836	4,778 13,233	113,775 64,945	$92,205 \\ 48,799$		
St. L.Alt. & T.H	1st wk M'y	24,757	44,890	489,369	594,249		
St.L.Iron Mt.&S	. 1st wk J'ne	126.038	110,670	2,827,641	2,971,797		
St.L.&San Fran St. Paul & Dul.	. March	63,538	63,592 49,904		1,265,009 123,493		
St. P. Minn. & M Scioto Valley	. 1st wk J'ne	201,682	89,859	2,976,298	1,632,818		
South Carolina.	April	78.380	83,562	443,499	455,802		
Texas & Pacific Tol. Del. & Burl	lstwk J'ne	84,383 16,698			$\begin{array}{c c} 1,513,289 \\ 243,468 \end{array}$		
Union Pacific Utah Central	. May	2.491.590	2,319,238	10,916,000	8,371,000		
Vicksb'rg& Mer	. May	30.832	29,281		•		
Wab.St.L.& Pac West Jersey	. March	70,103	59,889	6,550,367 176,465			
Wisconsin Cent	. May		116,334	744,009			

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:

			_	Balan	nces.		
	Receipts.		Payments.	Coin.	Ourrency.		
June 10. " 12. " 13. " 14. " 15. " 16.	1,417,971 6 2,205,084 9 *11,794,678 8 676,169 8 1,004,208 2	65 95 86 58 28	1,563,732 55 *11,177,601 39	87,722,283 89 87,260,637 46 86,906,186 13 86,310,763 74	\$ 4,658,497 71 4,663,365 91 4,673,829 86 5,752,553 76 5,708,219 96 5,704,538 17		

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

Span'h Doubloons.15 55 @15 70 Mex. Doubloons..15 45 Fine silver bars .. 1 14 @15 60 @ 1 1334 Fine gold bars... par@14 prem. Dings & 12 dimes. — 9958@ par

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on June 10:

	r	Average amount of				
Banks.	Capital.	Loans and discounts.	Specie.	Legal Tenders.	Net dept's other than U.S.	Circula-
	. 8	8	8	8	8	-
New York	2,000,000	10,045,000	2,417,000	512,000	10,192,000	495,000
Manhattan Co	2,050,000 2,000,000	8.066,000 7,350,000	1,088,000 878,700	264,000 1,314 300	6.685,000	
Merchants Mechanics'	2,000,000	7,886,000	1,088,000	918,000	6,721,900 6,591,000	360,000
Union	1.200.000	4,642,300	688,700	353,800	3,798,400	*****
America	3,000,000	8,732,400	1,169,700	679,100	6,409,500	1,100
Phœnix	1,000,000	3,525.000	763,000 3,726,700	85,000	3,305,000	287,000
City Fradesmen's	1,000,000 1,000,000	5,568,800 2,828,200	261,100	878,000 87,900	7,502,700	
Fulton	600,000	1,587,000	538,000	151,200	1,450,500 $1,445,500$	792,500
Chemical	300,000	14,299,006	4,178,300	626,800	15,309,700	. **** •
Merch'nts' Exch.	1,000,000	3,956,300	576.300	318,900	3,406,200	551,700
Fallatin Nation'l	1,000,000	4,390,600 1,676,300	545,100	195,300	2,517,600	758,800
Butchers'& Drov. Mechanics' & Tr.	300,000 200,000	1.043.000	311,400 171,600	175,200 186,000	1,655,100 1,690,000	239,100
Freenwich	200,000	1,017,300	21.400	152,500	1 000 800	143,000
Leather Man'f'rs	600,060	3,255,400	338,700	308,506 94,700	2,565,800	472 100
Seventh Ward	300,000	990,300	184.800	94.700	1,014,900	2,600 472,100 27,400
State of N. York. American Exch.	800,000 5,000,000	3,975,000 12,362,000	535,300 839,000	262,700 1,891,000	3,432,900	45,000
Commerce	5,000,000	15,510,900	2,516,300	661,400	9,498,700	968,700
Broadway	1,000,000	5,299,100	980,606	157,600	4,047,000	897,700
Mercantile	1,000,000	6,748,800	1,081,800	157,600 620,700	1. 6.631 2001	795,900
Pacific	422,700	2.166,700	456,200	246,300 401,800 558,800	2.581,000	
Republic Chatham	1,500,000 450,000	5,816,000 3,223,000	332,600 200,500	558 800	3.579,800	1,125,000
People's	200,000	1,339,100	125,200	120,300	3,341,200 1,605,000	45,000
North America	700,000	2,275,760	332,000	183,000	2.285.500	5,400
Hanover	1,000,000	8,439,400	1,313,900	1,02 1,600 330,700	8,609,200	742.800
rving	500,000	3,176,000 12,758,000	446,800	330.700		422,000
Metropolitan Citizens'	3,000.000 600,000	2,009,800	1,947,000 382,400	643,000 276,300	9,549,000 2,233,200	2,250,000
Nassau	1,000,000	2,592,600	152,800	184,100	2,443,200	267,600 3,900
Market	500,000	2,991,100	443,500	104,700	2.426.500	444,200
St. Nicholas	500,000	2,329,500	807.400	80,300	1.668,500	446,000
Shoe & Leather Corn Exchange	500,000 1,000,000	3,327,000 4,390,100	622,000 203,700	273,000	3,340,000 3,070,400	450,000
Continental	1,000,000	6,488,200	1,139,200	195,000 276,900	6,587,200	4.600 669,200
Oriental	300,000	2,053,300	18,800	395,900		,000,000
Marine Importers' & Tr	400,000		587,000	289.000	3,884,900	45,000
Importers' & Tr	1,500,000 2,000,000	19,492,300 15,742,000	5,895,200	294,800	21,487,100	1,098,700
Park Wall St. Nation'l	500,000	1.278,000	2,206,400	2,317,300 55,500	18,872,600 1,152,600	45,000
North River	240,000	1.251,700	21.000	214.900	1.290.400	******
East River	250,000	1,111,800	153,500	111.500	971,700	224,300
Fourth National.	3,200,000	17.069.600	3,033,300	1,203,900	16,400,100	783,700
Central Nat	2,000,000 300,000	7,794,000 3,382,000	740,000	1,226,000		387,000
Second Nation'l Ninth National	750,000	5,893,800	703,000 644,900	340,000 740,600		597,000
First National	500,000	14,259,000	8,236,700	845,100	15,892,700	437,600
Phird National	1,000,000	5,393,300	315,000	838,400	5,225,600	
N. Y. Nat. Exch	300,000	1,485,300	131,600	120,000		267,600
Bowery National N. York County	250,000 200,000	1,802,500 1,727,300	171,000 18,910	248,200 509,100		225,000
Germ'n Americ'n	750,000		871,400			180,000
Chase National	300,000	1,518.800	919.300	833,000		91,800
Fifth Avenue	100,000	2,073,500	456,306	118,100	2,226,900	
German Exch	200,000		53,100	122,100 192,700	1,751,100	
Germania U. S. Nat	200,000 500,000	1,492,600	48,200			449 10
Lincoln Nat,	300,000	3,958,300 914,800	923,500 139,600	127,500 98,700	4,127,200 882,400	448,100 45,000
* To be increa			04,574,900	20,919,400	900,030,900	18,092,10
The deviation			f nuorio	door no	0 0 0 0 0	llowa.

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

banks for a series of weeks past:

Loans.

Specie. L. Tenders. Deposits.* Circulation. Agg. Clear

**

May 22. 147,028,200 7,419,100 3,714,700 92,302,900 30,873,400 75,504,234

" 29. 147,683,300 7,984,000 4,001,300 93,570,300 30,873,600 65,476,641

June 5. 148,031,600 7,748,100 3,993,500 95,414,000 30,523,200 63,637,220

" 12. 150,348,100 5,077,900 4,006,800 97,657,000 30,668,300 70,007,083 *Including the item "due to other banks."

Philadelphia Banks. -- The totals of the Philadelphia banks are as follows:

ale as lullows.					
	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear
1882.	**- \$	8		*	*
May 22	75,497,149	18,441,362	67,557,037	9,859,333	52,662,666
29	75,297,206	18,209,930	67,557,921	9,752,865	49,775,480
June 5	75,033,398	18,521,189	67,964,594	9,759,255	51.979,508
" 12	74.912.799	18.634.167	67.451.271	9.741.055	50,947,789

Unlisted Securities.—The following are quoted at 38 New

	Street:		
		Asked.	1
	Am. Tel. & Cable 7212	73	N. J.
	Am. Cable Constr. Co		North
	Am. Railway Imp. Co. *	150	N. J.
I	Atl.& P.5lks.,30 p.c.pd10812	110	Orego
	Bost. H. & E., new st'k 118	14	Ď
	Atl. & P. olks., 30 p.c. pd108 2 Bost. H. & E., new st'k 1 1-8 Do old 58	34	Oreg.
į	Buff.N.Y.& Phila. subs. 10		Do
	Chic.& Cal. D.& C.stck	36	
	Do pref. stck. 80	90	Do
	Continental Constr.Co		Do
	Central Railway Con-		Ohio
	struct'n Co.(D. L.W.) 10134		_ Do
	Den & R. GW. sub.ex. 92	95	Pensa
	Do stock 21	29	
	Do bonds 7731		Pitts.
	Den.& R.G. unl'd cons. 100	1014	Pullm
	Denv. & N. Orleans 30		Ric.&
	Edison Electric L. Co.500	750	80 r
İ	Hud.Riv. Contract Co. 92	97	D. D.
	Internat. Imp. Cox46	50	Rich.
	Ind.B. & W., Eas. D.1st 75		~ .
	Do income bonds 49	60	Selma
ı	Ind. Dec. & Sp. com 6	1001	D
ı	Do new 1s,6s,fund101	10212	D D
	Mid.RR. of N.J. stock. 12	25	St. Jo
ı	Do A bonds 9	10	St. Jo
l	Do B bonds 558	6	Tex.S
Į	Mex. Nat. bonds 56	58	Tex.
	Do stock 11	15 ⁷ 8	Tol. C
	Mo.Kan.& Tex. g.mort. 7512 Mutual Un'n Tel. bds. 75	$\frac{78}{75}$	D
	Do stock 24 N. Y. Ch. & St. L. pref	2434	U.S. I Vicks
	Do 1st. ex J'e,'82,cp 83	85	VICES
ĺ	N V & Screnton Cons		* Pr
	A. I. & SCIAHUH CORS		11

	and the desired		-1 -11 -11 -11
,		Bid.	Asked
	N. J. & N. Y. pref		
	North River Const. Co.	75	81
	N. J. Southern	14	112
	Oregon Imp. Co. 1st ex.	8638	87
	Do stock	694	71
	Do stock Oreg. Sh.L.subs.50 p.c.	89	
	Do subs. \$10,000		
	bl'ks ex-bds	110	114
	Do stock	25	104
	Do bonds	100	104
Ì	Ohio Cent. Riv.D. 1sts.	52	55 16
	Do River incomes.		10
Ì	Pensacola & Atlantic.	•••	85
	Do stock		
	Pitts. & Western		
	Pullman's P.Car rghts.	234	
	Ric.&Al.&O.Cen. subs.		73
	80 per cent paid		10
	Do ex bds. & stck	6712	
	Rich. & Dan. ext. subs.	07-2	00
1	Do deb. subs.		
1	Selma Rome & D.stock Do 2d M. st'mp.		
1		···i ₂	34
	St. Jo. & Pacific 1st M.		
1	St. Jo. & Facility 18t M.	10	
	St. Jo. & West. stock Tex.St.L.RR.sb.,60 pd.		85
ı	Tex. & Col. Imp.,40 pd	93	96
١	Tol. Cin. & St. L. 1sts.	6478	65
1	Do income bonds	1512	174
1	Do stock	1012	13
	U. S. Electric Light Co.	95	
	Vicksb. Mer'n com.st'k	5	612

Premiam

Luvestments

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

"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 EQU	IPMENT.	
Total miles and to 1	1880.	1881.
Total miles operated	404	404
Locomotives.	89	89
Passenger, mail and express cars	61	61
Freight cars.	2,652	2,638
Freight cars. OPERATIONS AND FIS	CAL RESULTS.	
Operations—	1880.	1881.
Passengers carried	468,640	569,094
Passenger mileage	34.549.322	40,917,987
Nate per passenger per mile	· 2.097 cts.	1.746 cts.
Freight (tons) moved Freight (tons) miles. Average rate per ten per mile	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.
Earnings-		
Passenger. Freight. Mail express	\$724,666	\$714,440
Freight.	2,918,132	2,590,769
Mail, express, &c	62,881	64,051
Total gross earnings	\$3,705,679	\$3,369,260
Operating ernences.		
anticulance of way to	\$296,175	\$348,937
	388,584	410,343
Transportation expenses	1,620,605	1,791,752
2 CAPOLISON	2,020,000	_,,

	Taxes. Miscellaneous.	1880. \$15,041 85,935	1881. \$15,711 105,602
	Total (including taxes)		\$2,672,345
		\$1,299,339	
	Net earnings.		\$696,915
,	Per cent of operat's expenses to earn'ss	64.94	79.31
	INCOME ACCO	OUNT.	,
	Receipts—	1880.	1881.
	Net earnings	\$1,299,339	\$ 696, 915
	Other receipts	79,901	9,657
	Total income	\$1,377,240	\$706,572
	Disbursements—		
	Interest on debt	407,800	678,625
	Dicharge of balances, old lines	423,286	
	Dividends. (S Miscellaneous.	2 ¹ ₂) 375,000 36,301	88,651
	Total disbursements	\$1,242,387	\$767,276
	Balance		Def. \$60,704
	GENERAL BALANCE AT CLOSE O		
	Assets—	1880.	1881.
	Railroad, buildings, equipment, &c		\$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
1	Uncollected balances & freight charges	568,146	286,758
	Total	\$30,554,773	\$30,180,031
1	Liabilities—		
1	Stock, common.	15,000,000	15,000,000
1	Funded debt, (see Supplement)	13,760,789	13,768,038
1	Bills and accounts payable	795,022	704,243
	Coupons payable	208,603	353,098
1	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 comyany 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.

Earnings.—	1879-80.	1880-81.	1881-82
Passenger	\$837,335	\$901,170	\$980,529
Freight	4 400 000	1,721,789	1,748,871
Mails.	1 1000	36,132	37,179
Express.	FO 101	51,942	51,547
Indianapolis pool		31,735	23,315
	00 100	42,387	28,462
Dayton pool		97,148	91,543
Miscenaneous	100,001	01,110	
Total	\$2,578,816	\$2,882,300	\$2,961,446
Expenses-		****	0101 110
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	010011	293,841	305,794
Office expenses	89,868	111,994	128,180
Miscellaneous	114,199	75,013	136,368
Total enquating expenses	\$1,610,167	\$1,895,300	\$2,031,664
Total operating expenses	82,599	80,022	83,002
Taxes, &c	452,649	579,315	539,516
Interest	131,921	132,902	132,164
D. & M. Dividends		3,710	3,318
Sundries, profit and loss	· · · · · · · · · · · · · · · · · · ·	14,500	10,086
Other items	••••••	14,500	10,000
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	\$161,69 6

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.

"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 earried during the years 1880 and 1881:

earried during the years 1880 and 1881:		
Gross earnings	1880. \$504,694 387,683	Increase. \$283,793 86,219
Net earnings \$314,586	\$117,011	\$197,574
Passengers carried	135,099 88,797	4,221 65,258
From Land Sales and Miscellanco		
Cash proceeds of land sales. Miscellaneous receipts.	\$42,15 5,25	28 24
Total. Less expenditures not included in operating experience arnings as above.	\$47,35 penses44,7	53 33— 2,619 314,586
Total net revenue of the company during the REVENUE FOR THE FIRST QUARTE		\$317,205
From the Operation of Lin	res.	· •
Gross earnings	1881. \$122.867 135,349	1882. \$210,954 123,665
Net earnings(los	8) \$12,481	\$87,288
From Land Sales, &c.		
Cash proceeds of land sales Less expenditures Sale of old material	\$8,6 4,2	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
Total net revenue, first quarter 1882		
"Several causes contributed to this gethe earnings of the company in the year place, owing to the scarcity of ocean to Pacific coast for the export of grain during the scarcity of grain duri	onnage on ring 1880, a	the first the entire large por-
tion of the wheat groun of that gason re	mainad in t	ha comptem

tion 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 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. Devereux has been appointed receiver of the company.

The traffic reported is as follows:

Surplus

1		1851.	1880.
-	Passengers carried	439,560	319,394
1	Tons freight carried	1.251.816	920,129
	Ton miles	196.029.304	148,842,248
	The earnings for the year were as fo		ď
A COMPANY TO SECURE	Earnings. Expenses.	1881. \$2.048,651	1880. \$2,009,922 1,401,107
	Net earnings	\$614,295	\$608,815
	The expenses are heavy for rentals, not sufficient to pay interest.	so that the	net income is

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.

been added the corresponding figures for	or 1880–81.	
EARNINGS AND EXPEN	SES.	
Earnings— From freight. Passengers. Cars. Elevating. United States Mails. Express. Rents.	78.120 17,357 10,498	1880-91. \$385,271 108,032 63,927 16,776 9.564 5,000 3,449
Less use of foreign cars	\$619,278 9,953	\$592,021 13,335
Total Expenses— Maintenance of real estate Repairs of engines, cars, machinery, etc Other expenses of operating the road	1881-82. \$144,620 74.970	\$578,686 1880-81. \$113,220 78,812 191,177
Total operating expenses Net earnings From the net earnings of 1881-82	1 10.001	\$383,210 195,476 paid as fol-
lows: On first mortgage bonds (two coupons) Sinking fund """ Consolidated """ Floating debt		\$36,000
		\$167,263

\$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

"We have since laid another thousand tons of steel rails, which are being charged in the same proportions, to improve-ment 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		\$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, in-	000,000
	New rails for 1882	42.091	cluding April 1, '82	45,550
	Bond account	4,154	Unpaid dividends	540
	Cash	22,305	March bills unpaid	62,073
	8t. J. & L. O. bridge	692	Bil's payable	510,000
	Vt. Central Line claim.	392,000	Engines sold to apply	010,000
	Suspended accounts	4,934	on new ones	6,000
-			_ Total	\$7,098,123
			Excess of liabilities	, . , ,
	Total \$	\$6,838,252	over assets	\$259,871
		Marria	& Essex.	,
	han .	THE CALL OF	M MOSCA.	

(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:

Passengers	2 940 124	1880. \$965,836 2,645,681 212,135
Total Expenses.	.\$\frac{\$4,246,657}{2,599,637}	\$3,823,652 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 fol-

	1881.	1880.
Stock. Bonded debt.	\$15.000,000	\$15,000,000
		20,123,000
Total	\$35,713,000	\$35,123,000
Cost of road. Equipment.	\$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 rail-

ington & 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 1832, com-

pared with corresponding time last year:

For the month— Gross Earnings. Ending April, 1982\$1,530,838 Ending April, 18811,574.371	Expenses. \$823,146 875,313	Net Earn'gs. \$707,691 699,057
Increase \$	\$	\$8,634
Decrease	\$52,169	\$
From Jan. 1 to Apl. 30,'82 \$6,213,189 From Jan. 1 to Apl. 30,'81 5,335,289	\$3,487,067 3,052,062	\$2,726,122 2,283,226
Increase \$377,900	\$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 sall to some and professed shareholders of 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 conjugated to an increase in the common stock. ment. 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. 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 passegner 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 parposes, to wit:—

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, 1582, as follows: as follows:

Fifteen per cent of the par value in cash.

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, 1832, payable

April 15, 1883, with interest at 6 per cent per annum.

Fifteen per cent of the par value in note dated July 1, 1832, 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

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 road companies that, while all the late issues of Chicago Bur- than the road itself, and preferring it should belong to the

stockholders rather than be heavily bonded.—Atlanta Constitution.

Metropelitan 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 geometry according to the statement of the President as an agreement. 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

"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	$\$213,840 \\ 217,261$	\$24,090 43,646
February	212,018	265,222	53,203
AprilMay	216,913	$263,544 \\ 283,244$	46,631 66,058
			\$233,628
Total\$	1,009,480	\$1,243,111	φ200,020

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

East-bound cars— Loaded	Harlem River. 3,076	$egin{array}{l} \textit{Newburg.} \\ 2,144 \\ 23 \end{array}$	Total. 5,220 108
_Total	2,161	2,167	5,328
West-bound cars— Loaded Empty	342 $2,552$	$\substack{557 \\ 1,647}$	899 4,199
Total	2,894	2,204 4,371	5,098 10,426
TOWN OF WITH THE STATE OF THE S	,		

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 guage, 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)
Net earnings for year ending June 30, 1882\$2,374,668 Fixed charges\$492,000 8 per cent paid to stockholders996,000— 1,488,000
Net surplus for one year ending June 30, 1882 \$880,668 Net surplus as per last report (June 30, 1881)

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 re-	
turns for May, and estimating the business for June, will	1 050 000
be about.	1,650,000
m-4-3	eo oes 52

From	which	appropriating	for—
------	-------	---------------	------

Interest on bonded debt. \$106,700 Sinking funds. 20,000	\$126,700
Leaves a balance of	\$2,838,831 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 eseaped 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 12%c. 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 8%c. for prime. Stearine held firmly at 12½c. Butter quiet and weak. Cheese dull; fine factory, 103/4@11c.

Rio coffee has been dull and nearly nominal in price all the week at 91/4c. 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 dulness of the trade in their product, and have therefore made few purchases. Fair refining has been nominal latterly at 71/4c., and 96 degrees test centrifugal at 8\%@8\4c.

١		Hhds.	Boxes.	¢	Bags. Melaao.
١	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		41	975.215 302
	Stock June 19, 1881		0,011		1 1 1 1 Cmm

Refined sugar has been dull and declining; crushed closed firm and more active, however, at 10\%@10\%c., powdered at 10@ 101/4c., granulated at 91/2@9 9-16c., and standard soft white "A" at 9@91/3c.

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 5%/@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 Southerns. Refined petroleum for export quiet but steady at 7%c.; crude certificates closed better at 525%@52¾c., after sales at 51@525%c.; July 53¾c.; August 56c.; September, 58¼c.; October 60½c. Ingot copper quiet; 200,0000 lbs. Lake were sold at 18½@18¾c. All other metals were steady although quiet. Woolis 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 33/4d.; 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. delphia 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-nigh and the same items the for corresponding periods of last year.

Desired to	1881-82.			30-81.	Sto	Slock.		
Receipts to June 16.	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					
Florida	1	27,207		20,358		5,086		
Savannah	1,630	721,754	2,254	855,656	5,756			
Brunsw'k, &c		7,026		4,855		,002		
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		1,271			
M'head C., &c	2	26,516	50			2,000		
Norfolk	2,714	606,391	3,790		8,717	9,134		
City Point, &c	206	191,059	141	203,694		0,101		
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		
Baitimore	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.	1 1001	1 1000	1 1070	1	1
zww.pisui-	1882.	1881.	1880.	1879.	1878.	1877.
Galvest'n,&c.		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	
Savannah	1,680	2,254	. 722	703	2,372	1,775
Charl'st'n, &c	1,316	1,025	1,064	257	329	
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	2,814	1,718	2,719
Tot.this w'k.	13,658	28,218	19,870	7,188	10,721	8,526
Since Sept. 1.	4586.171	5622.692	4801 566	4414 610	1230 136	2029 127

Galverton 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	We	ek Endi Export	ing June ted to—	3 16.	From Ser	From Sept. 1, 1881, to June 16, 1882. Exported to—			
from-	Great Brit'n.	1	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total.	
Galveston New Orleans	3,775	2,031	510	6,319	179,482	15,145 251,879		1	
Mobile Florida					36,822	6,313		,,	
Bavannah Charleston *	,				138,600 159,550	21,000	179,025	338,623	
Wilmington Norfolk	7 376			7,376	53,584	1,430	8,819	63,833	
New York Boston	410		3,911		389,509				
Baltimore Philadelp'a,&c	874 1,925		650	1,524 1,925		961	51,776 200	131,348 79,094	
Total	24,388		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.

*	01						
JUNE 16, AT-	Great Britain. France.		Other Coast- Foreign wise.		Total.	Leaving Stock.	
Mew Orleans Mobile Charleston Savannah Galveston Norfolk New York Other ports	7,961 None. None. 1,031 2,558 3,800 1,500	8.671 None. None. None. None. None.	1,990 None. None. None. 1,377 None. 1,850 300	355 None. 750 800 19 None. None.	18,977 None. 750 800 2,427 2,558 5,650 1,860	64,659 4,176 6,220 4,956 7,095 6,159 224,827 43,796	
Total	16,850	8,671	5,517	1,924	32,962	361,898	
Total 1881	35,473 20,469	7,939 5,308	11,823 7,321	3,541 787	58,776 34,085	341,208 284,501	

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	U	PLANI	os.	NEW	ORLI	EANS.		TEXA	3.	
June 16.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues	
Ordin'y.報節	9916	9916	912	91316	91316	934	91316	91316	934	
Strict Ord	1048	1048	10116	1038	1038	10518	1039	1038	10516	
Good Ord	101516	101516	$10^{7}8$	11316	11316	11148	11318	11318	114	
Str. G'd Ord	1138	1138	11518	11108	1158	11916	1158	11158	11916	
Low Midd'g	111316	111316	1134	12110	12118	12	12110	12110	12	
Str.L'w Mid	12116	12116	12	12518	12516	124	12018	12516	124	
Middling	124	124	12316	1242	1242	12716	124	124	12716	
Good Mid	1258	1258	12916	1278	1278	121318	127_{8}	1278	121318	
Str. G'd Mid	1278	1278	121316	1318	13 ¹ 8	13116	1348	1348	13112	
Midd'g Fair	1338	1338	13516	1358	1358	13916	1358	1358	13910	
Fair	1448	1418	14116	1438	1436	14516	1438	1438	14516	
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed		Fri.	
Ordin'y. 報節	912	912	912	934	9.84	934	934	934	934	
Strict Ord	10116	10116	10116	10516	10516	10516	10516	10516	10516	
Good Ord	107g	107g	10^{7} g	114	114	114	1112	1112	1112	
Str. G'd Ord	11516	11516	11516	11916	11916	11916	11916	11918	11918	
Low Midd'g	1134	1134	1134	12	12	12	12	12	12	
Str. L'w Mid	12	12	12	124	124	124	124	124	124	
Middling	12316	12316	12316	12716	12716	12716	12716	12716	12716	
Good Mid	12916	12916	12916	121316	121316	121316	121316	121316	121316	
Str. G'd Mid	121316	121316	121316	13116	13116	13116	13116	13116	13116	
Midd'g Fair	13316	13516	13516	13816	13916	13916	13916	13916	13916	
Fair	14116	14116	14116	14016	14516	14516	14516	14516	14518	
	AINE	D.		Sat.	Mon	Tues	Wed	Th.	Fri.	
Good Ordina	rv		ao Th	910	918	9116	9116	9116	9116	
Strict Good C	rdinar	V		1018	1018	10116	10116	10116	10116	
Low Middlin	0	J		101316	101310	1034	1034	1034	1034	
Middling				111316	111316	1134			114	

MARKET AND SALES

		DITTE IN	mil at	ND DAI				
		SALI	es of s	FUTURES.				
	SPOT MARKET CLOSED.	Ex- port.	Con- sump.	4	Tran- sit.	Total.	Sales.	Deliv- eries.
Sat	Quiet	1,317			٠	1,610		
Tues.	Quiet Steady at 1 ₁₆ dec	2,578	618	150	••••	1,928 3,346	72,400	200
Thurs	Dull and easier Easy	336 1,275	539 416		••••	1,025 1,916		
Fri	Steady	1,417	495	20	•,•••	1,932	65,600	
Total		8.208	2.864	685		11.757	338.300	900

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

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

										=
Sales since Sept. 1, '811 '28,884,500	Total sales this wook.	Friday, June 16— Sales, total	Thursday, June 15- Sales, total	Wednesday, June 14— Sales, total	Sales, total	Monday, June 12- Sales, total	Sales, total	Sales of FUTURES.	Market Prices and	M 44
28,884,500	338,300	Higher. 65,600 11.36@12.27 Firm.	Firmer. 54,500 11.36@12.23 Dull.	Variable. A 66,100 11.32@12.22 Irregular.	Lower. 72.400 11.35@12.23 Dull.	Dull. 35,800 11.37@12.27 Dull.	Firmer. 43,900 11.39 #12.30 Steady.	kange and Total Sales.	Market.	
2,757.000	10,500	1,300 12:09@12:14 12:15—12:16	2,100 12.07æ12.08 12.08—12.10	900 12:03:012:07 12:03-12:07	2,400 12.06 a 12.08 12.05—12.07	2,100 12·10 ø 12·12 12·10—12·11 12·10—12·11 12·17—	1,700 12·10æ12·12 12·10—12·11	June.		-
1,683,000	66,800	14,300 12:11@12:18 12:18—12:18	Firmer. 2,100 8,200 11.36.212.23 12.07.212.09 12.12.2.14 Dull. 12.08-12.10 12.13-	13,600 12:03:212:13 12:12——	19,700 12:11@12:15 12:12—12:13	6,000 12.16æ12·18 12·17——	5,000 12:17@12:21 12:17—12:18	July.		
2,587,200	161,300	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		Variable. 900 13,600 33,800 8,900 1.32 012.22 11.91 11.4. 17.92 11.4. 17.92 12.03 012.07 12.12 - 12.21 11.91 11.4. 17.92 11.91	30,300 12.21@12.23 12.22—12.23	12,700 12.25 a 12.27 11.95 a 11.97 11.52 12.26 - 12.27 11.96 - 11.97 11.54	Firmer. 1.700 5,000 24.500 6,500 2,200 1,800 1,000 800 100 43,900 12·10·012·12 12·17·012·21 12·27·012·30 11·97·012·01 11·56·011·55 11·39·011·40 11·41·011·43 11·56·011·57 — 11·67 Steady. 12·10·12·11 12·17·12·18 12·27·12·28 11·97·11·98 11·55·11·56 11·39·11·40 11·41·-11·42 11·53·11·55·11·65·11·67	August.	DAII	-
685,000	40,700	6,500 11.98 a 11.99	6.700 11.91 æ11.93 11.92— —	8,900 11.87 <i>@</i> 11.91 11.91–11.92	6,700 11.90@11.93 11.91—11.92	5,400 11.95@11.97 11.96—11.97	6,500 11.97@12.01 11.97—11.98	September.	DAILY PRICES	
380,400	21,600	0,000 11.50 @11.58 11.57-11.55	3,900 11.50 æ11.52 11.51—11.52	2,400 11.46@11.50 11.48—11.50	3,600 11.50@11.51 11.50—11.51	3,500 11.53 <i>2</i>)11.54 11.54—11.55	2,200 11.56@11.58 11.55—11.56	October.	AND SALES	
174.100	8,100	700 11.36@11.42 11.42 -11.43	800 11.36 æ — 11.37—11.38	1,100 i1:32@11:33 i1:35—11:30	2,600 11.35@11.36 11.35—11.86	1,100 11.37@11.38 11.38—11.39	1,800 11.39@11.40 11.39—11.40	November.	OF	
97,600	14,300	3.300 11:36@11:44 11:44——	2,000 11.37 @ 11.38 11.38—11.39	2,200 11.33@11.37 11.36—11.37	4,400 11.36 ø 11.37 11.35—11.37	1.400 11.38 # 11.38 11.39-11.40	1,000 11.41.211.43 11.4111.42	December.	FUTURES FOR	
43,000	8,100	500 11.50@11.56 11.56—11.55	2,600 11.49 <i>æ</i> – 11.50–11.51	1,600 11.45@11.48 11.48-11.49	1,300 11.48@11.50 11.48—11.49	1,300 11.50 <i>@</i> 11.52 11.52—11.53	800 11.56%11.57 11.53—11.55	January.	EACH MONTH.	ď
10,000	100	11.68	11.62-11.64	11.60—11.62	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	100 - @11.67 11.65-11.67	February.	TH.	
14,700	10 700	11.80-11.82	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1,400 11.72@11.73 11.73@11.75	2,300 11.73 æ11.76 11.75—11.76	300	March.		
	1.400	9000	- 000	11·82 a	i e) : i :	10:	 @ 	April.		

*Includes sales in September, 1881, for September, 314,000: September-October for October, 416,400; September-November for November, 511,200: September December for December, 1,479,100; September, January for January, 4,252,500; September-February for February, 2,230,100; September-March for March, 4,411,100; September-April, for April, 3,533,800; September-May, for May, 3,295,800.

A Includes for May, 1883, 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@12-08c.; Thursday, 12-06@12-09c. •Includes sales in September, 1881, for September, 314,000: Septem

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.

109 pd. to exch. 400 July for Aug. 109 pd. to exch. 100 July for Aug.
103 pd. to exch. 400 July for Aug.
128 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 affoat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (June 16), we add the item of expor s from the United States, including in it the exports of Friday only:

-						
ı		1882.	1981.	1880.	1000	
I					1879.	
ł	Stock at Liverpoolbales.	967,000	906.000	764,000	606,000	
١	Stock at London	67,200	50,300	55,800	42,000	
١	DOOL OF TOTAL				,000	
١	Total Great Britain stock 1	034 200	956.300	819,800	610 000	
1		107,200			648.000	
١	Stock at Havre	137,000	205,000	81,000	113,000	
١	Stock at Marseilles	2.880	4,000	5,330	2,250	
١	Stock at Barcelona	22,000	40.100	47,800	42,000	
١	Stock at Hamburg	2,000	6.000	3.000	3.000	
Ì	Stock at namong	28,400	50,100	45,300		
1	Stock at Bremen		43,100	01,000	24.750	
1	Stock at Amsterdam	16,100		21,200	33,500	
1	Stock at Rotterdam	1,360	5,520	2,550	1,250	
1	Stock at Antwerp	2,350	780	1,320	400	
	Stock at other conti'ntal ports.	11,618	11,200	20,600	7.500	
	Block at other continues posts.	22,010			7,000	
		000 500	205 000	000 100	00= 0=0	
	Total centinental ports	223,708	365,800	228,100	227,650	
	A					7
	Total European stocks	1,257,908	1,322,100	1,047,900	875,650	
	India cotton affoat for Europe.	409,000	296,000	316,000	333,000	
	Amorto cotton andat for Furine	137,000	326,000	331,000	158,000	
	Amer'n cotton afloat for Eur'pe				100,000	
	Egypt, Brazil, &c., afit for E'r'pe	24,000	45.000	25,600	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 ro-day	2,400	2,700	5.000	1,000	
	Omited bit ten experts to day				-,000	
	Total visible supply	007 650	0 480 016	9 120 486	1 017 140	
	Total visible supply	2,201,000	400,010	2,100,400	1,017,148	
	Of the above, the totals of Amer	ican and o	ther descri	phons are	88 tollog8	
	American-	586,000	693,000	501,000	469,000	
	Liverpool stock					
	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 interior stocks	2,400	2,700	5,000		
	United States exports to-day	2,400	2,700	0,000	1,000	
				1 111 500	1.054.400	
	Total American	1,287,550	1,747,916	1,411,566	1,054,498	
		٥٠		,		
	East Indian, Brazil, &c	221 000	213,000	263,000	197 000	
	Liverpool stock	381,000			137,000	
	London stock	67,200	50,300	55,800	42.000	
	Continental stocks	118,708	127,900	68,100	37,650	
	India affoat for Europe	409,000	296,000	316,000	333,000	
	thura anoautor Europe		45,000		13,000	
	Egypt, Brazil, &c., affoat	2,000	40,000	20,000	10,000	
		000 000	720 100	707 000	E 00 050	
	Total East India, &c	999,908	732,100			
	Total American	1,287,550	1,747,916	1,411,566	1.051,498	
	Total visible supply	2.287.458	2,480,016	2.139.466	1.617.148	
	Total visible supply	634d.	63 ₁₀ d.	613161.	615161	
	crice Mid. Upl., Liverpool	O.A.I.	o.Igu.	01044	0104	
į						
	The imports into Con	ntinental	ports thi	s week h	ave been	

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:

_			me mt	, H	OCCEDENCE ON THE PROPERTY OF I	
Total. all	rotal, new towns	Little Rock, Ark. Brenham, Tex Houston, Tex	Raleigh, N. C Raleigh, N. C Petersburg, Va Louisville, Ky*	2 0	Augusta, Ga Columbus, Ga Macon, Ga Montgom'ry, Ala. Selma, Ala Memphis, Tenn Memphis, Tenn Nashville, Tenn Dallas, Texas Jefferson, Tex. Shreveport, La. Vicksburg, Miss. Columbus, Miss. Eufaula, Ala Griffin, Ga Griffin, Ga Charlotte, N. C St. Louis, Mo Cincinnati, O	Towns.
4,144	917	25 20 477	20 82	3,227	133 17 40 25 18 18 18 18 18 18 18 18 18 19 19 19 19 19 19 19 19 19 19 19 19 19	This
2,785,571	577,498	25,287 24,856 396,021	59.576 30,247	2,208,073	161,231 101,658 60,866 95,866 95,866 95,865 127,920 11,554 136,314 27,749 47,816 27,749 47,816 21,296 38,750 369,750 371,151	Receipts. Shipm'
15,130	2,287		210 296 241	12		18
72,408	9,908	1,307	1,374 3,144 3,633	62,500	5,374 1,361 1,261 1,520 6,016 6,016 721 220 431 220 8,210 1,022 13,305 2,305	Stock June 16.
10,845	2,901	2,133	350 47 50	7,944	430 257 257 178 1,575 136 1,575 138 139 14 15 162 108 1,994 2,021	This meek
3,343,302	842,616	35,592 623,108	73,930 23,257 23,257	2,500,68C 20,379	205,866 107,198 89,266 458,333 89,266 458,333 83,871 43,599 33,509 137,517 27,514 55,276 107,809 49,729 381,644	Receipts. Shi
23.278	5,138	ω	540 187 115	18		pm'ts
96,947	†	1,513 4,661	254 575 453	88,232 302	20,433 20,433 20,433 20,433 20,433 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530 20,530	Stock June 17.

* 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.

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

RECEIPTS FROM PLANTATIONS.

Week	Receip	ts at the	Ports.	St'k at	Interior	Towns.	Rec'pts	from P	ant'ns
ending—	1880.	1881.	1882.	1880.	1881.	1882.	1880.	1881.	1882.
Mch. 31	47,393	78,514	54,035	279,831	294,608	233,182	40,891	63,609	83,500
April 7	37,323	85,698	44,487	272,988	277,330	215,944	30,480	68,438	27,220
" 14	38,910	66,579	33,229	259,333	261,590	201,747	25,355	50,828	19.082
" 21	83,714	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	235,820	157,836	12,573	32,351	11.161
May 5	25,661	45.535	34,423	202,216	215.253	143,327	6,987	34,988	19,914
" 12	24,636	49,150	25,881	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	8,669
" 28	23,764	33,851		153.947			4,888	9.515	2,564
June 2	23,674	32,642		140,127		93,585	9,851	21,639	5,517
" 9	18,550	29,432		123,784		83,394	2,217	2,342	5,439
* 16	19,870	28,218		103 979		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 planta-tions 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 16bales. Interior stocks in excess of Sept. 1 on June 16.	4,586,171 26,983	5,622,692 58,109
Total receipts from plantations. Net overland to June 1. Southern consumption to June 1.	4,613,154 441,333 224,000	5,680,801 498,632 190,000
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 | The following is the report:

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. Grop.

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.—The early part of the past week was

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 hun-

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

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 93 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	June 16, '81.	
New Orleans Below high-water mark Memphis Above low-water mark. Nashville Above low-water mark. Shreveport Above low-water mark. Vicksburg Above low-water mark.	31 6 15	Inch. 6 7 1 9 6	Feet. 3 16 9 20 26	Inch. 10 9 7 7 5	

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

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 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.
South CarolinaFlorida	99 95 105	North Carolina. Georgia. Alabama. Louisiana. Arkansas.	$\begin{array}{c} 96 \\ 94 \end{array}$

"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 South Carolina Florida Mississippi Texas Tennessee	97 88 93	North Carolina	95 90 85

"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.

Aditi	Additional										
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	78	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 25/8@2 13-16c. for paper grades up to 23/4@27/8c. 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.

	Year	Beginnin	g Septembe	r 1.			
1881.	1880.	1879.	1878.	1877.	675,260 901,392 787,769 500,680 449,686 182,937 100,194 68,938		
425,770	458,478	333,643	288,848	98,491	236,868		
		888,492	689,264	57 8,533	675,260		
		942,272	779,237	822,493	901,392		
983,440	1.020.802	956,464	893,664	900,119	787,769		
			618,727	689,610	500,680		
			566,824	472,054	449,686		
			303,955	340,525	182,937		
			167,459	197,965			
			84,299	96,314	68,939		
	1		4,392,277	4,196,104	3,903,725		
of tot. port			Late to		-		
	425,770 837,349 951,078 983,440 543,912 291,992 257,099 147,595 113,573	1881.	1881. 1880. 1879. 425,770 458,478 333,643 837,349 968,318 888,492 951,078 1,006,501 942,272 983,440 1,020,802 956,464 543,912 571,701 647,140 291,992 572,728 447,918 257,099 476,582 264,913 147,595 190,054 110,006 4,551,808 5,549,410 4,748,973	1881. 1880. 1879. 1878. 425,770 458,478 333,643 288,845 837,349 968,318 888,492 689,264 951,078 1,006,501 942,272 779,237 983,440 1,020,802 956,464 893,664 543,912 571,701 647,140 618,727 291,992 572,728 447,918 566,824 257,099 476,582 264,913 303,955 147,595 190,054 110,006 84,299 4,551,808 5,549,410 4,748,973 4,392,277 of tot. port 0,005 0,005 0,005 0,005	425,770 458,478 333,643 689,264 578,533 951,078 1,006,501 942,272 779,237 822,493 9543,410 571,701 647,140 572,728 447,918 257,099 476,582 264,913 303,955 113,573 190,054 110,006 84,299 96,314 4,551,808 5,549,410 4,748,873 4,392,277 4,196,104 10,006 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,007 10,0		

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.My31	4.551.808	5,549,410	4,748,873	4,392,277	4,196,104	
J'ne 1	2,361	5,376		8.	2,269	1,351
" 2	2,720	3,905		2,002	s.	1,254
" 3	2,401	6,351	3,249	2,044	2,359	8.
66 A	S.	5,842	110000000000000000000000000000000000000		2,396	2,821
" 5	2,656	1	2,316		1,243	2,309
	3,327	4,790	1	1,557	1,704	1,812
0	2,245	6,129				1,247
	2,002	3,306		8.	1,401	
0	2,993		2,913	1,748	1	1,186
· · · · · ·	1					1
" 10	1,865 S.	3,793		1,142	1	
" 11	1		3,484			3,061
" 12	3,105		8.	1,060	1	
" 13	2,190		1	1,021	2,192	1
" 14	1,880				1,505	
" 15	1,865		1	1927 1000 1000 1000		1,186
",16	2,753			662		
Total	4,586,171	5,617,711	4,791,517	4,409,105	4,221,220	3,926,213
Percentag	ge of total pts J'ne 16					

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.

	Shipme	ents thu	s week.	Shipm	ents since	e Jan. 1.	Rec	ceipts.
Year		Conti-		Great Britain	Conti- nent.	Total.	This Week.	Since Jan.1.
1882 1881 1880 1879	19 000	10.000	22,000	648,000 217,000 318,000 219,000	411,000	729,000	24,000	968,000

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.

GALOUTIA		ents this	. ,	Shipment	s since Jan	nuary 1.
. Year.	Great Britain.	Conti-	Total.	Great Britain.	Conti- nent.	Totas.
1882 1881 1880 1879.	7,000 4,000 6,000 10,000	1,000 1,000 4,000 5,000	8,000 5,000 10,000 15,000	218,000 137,000 174,000 133,000	110,000 61,000 67,000 83,000	328,000 198,000 241,000 216,000

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.

ments this week and since Jan. 1, 1882, and for the corresponding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments	1882.		. 18	381.	1880.	
to all Burope from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay All other p'rts.		1,142,000 328,000		650,000 198,000		729,000 241,000
Total	39 000	1.470.000	27 000	618 000	20,000	070.000

This last statement affords a very interesting comparison of the total movement for the week ending June 15 and for the three years up to date, at all India ports.

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

Alexandria, Egypt, June 15.	1881-82.	1880-81.	1879-80.	
Receipts (cantars*)— This week Since Sept. 1	2,831,720	2,500 2,760,000	1,000 3,204,500	
	This Since week. Sept. 1.	This Since week. Sept. 1.	This Since week. Sept. 1.	
Exports (bales)— To Liverpool To Continent	242,700 174,871	1,500 235,500 139,632	1,000 288,500 153 172,147	
Total Europe	417,571	1,500 375,132	1,153 460,647	

* A cantar is 98 lbs.
† Our cable states: Business suspended; no report.

This statement shows that the receipts for the week ending June 15 were —— cantars and the shipments to all Europe were —— bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that business is quieter at firm prices. We give the prices of to-day below, and leave previous weeks' prices for comparison:

		1882.			1881.	
7	32s Cop. Twist.	8 ¹ 4 lbs. Shirtings.	Cott'n Mil. Upl/s	32s Cop. Iwist.	8 ¹ 4 lbs. Shirtings.	Oott'n Mid. Uplds
Apr 14	d. d. 938@10 938@10 938@10 938@10 938@10 938@10 938@10 938@10 932@1018 912@1018	8. d. 8. d 6 4½07 10½ 6 4½07 9 6 4½07 9 6 4½07 9 6 4½07 9 6 4½07 10½ 6 4½07 10½ 6 4½07 10½ 6 6 08 0 6 6 08 0	61116 61116 658 658 658 658	831 70 950	6 5 12 20 7 8 12 8 12 6 5 12 20 7 8 12 6 5 12 20 7 8 12 6 5 12 20 7 8 12 6 5 12 20 7 8 12 6 6 5 12 20 7 8 12	51516 578 534 578 51516 6116 6316

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 14,619 bales, against 14,746 bales last week.

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1. 1881.

	Week	m	Same		
Мау 24.	Мау 31.	June 7.	June 14.	since Sept. 1.	period previ'us year.
6,103		9,389 1,600	10,028	373,052 16,457	345,966 21,016
6,103	7,955	10,988	10,028	389,509	366,982
560	798	772	647	29,498	34,067 1,439
560	798	772	647	29,498	35,556
1,022 275 1,900	2,269 402	1,786 700 500	1,341 500 2,103	18,259	
3,197	2,671	2,986	3,911		97,665
	601				3,570 1,745
	601			7,793	5,315
9,860	12,025	14.746	14,619	500,995	505,518
	24. 6,103 560 560 1,022 1,900 3,197 9,860	24. 31. 6,103 5,400 2,555 6,103 560 798 1,022 2,269 1,900 402 3,197 2,671 601 9,860 12,025	24. 31. 7. 6,103 5,400 9,388 2,555 1,600 6,103 7,955 10,988 560 798 772 560 798 772 1,022 2,269 1,786 1,900 402 500 3,197 2,671 2,986 601 9,860 12,025 14,746	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$

THE FOLLOWING ARE THE RECEIPTS OF COTTON at New York Boston, Philadelphia and Baltimore for the past week, and since September 1, 1881:

Receipts	New	York.	Bo	ston.	Philad	delphia.	Balt	imore.
from-	This	1 20.000	This	Since	This	Since	This	Since
	week.	Sept. 1.	week.	Sept. 1.	week.	Sept.1.	week.	Sept. 1.
N. Orl'ans	959	206,027						
Texas	347	124.735		3,676				
Savannah Mobile	1.260	239,906	269	37,459	12	31,247	552	72,231
Florida		7,333		4,863		******		•••••
B.Car'lina	638	166,061		2,226			530	25,237
N.Car'lina	418	69,309					2	19,109
Virginia North.pts	790	183,974	536	53,929			287	79,836
Tenn. &c.		1,832 $158,711$	521	103,593	3350	-1.000		56
Foreign	58	3,699	2,569	222,889	2,152	74,866	628	20,124
This year.		*	3,895	423,625	2,164	. :	2,049	216,593
Lastyear.	9,059	t	4.967	393,596	2.722	87,027	5.275	239,400
+ 1 101						0.,0,	0,2.0	200,200

 Shipping News.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 34,206 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the Chronicle last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

Naw York Mariana	Tol	al bales.
NEW YORK-To Liverpool, per steamers Adriatic	. 1,212Ari-	E
zona, 2,163Bessel, 1,735Britannic, 1	,266City of	
Moureal, 1.104 England, 1.338 Gallie	0 1 919	1000
1 10 mayre, der steamer France, 647		QAT.
10 Dremen, per steamer Mosal, 1,341		1 241
1 D Hamburg, per steamer Suevia, 500	7	500
To Amsterdam, per steamer Surrey, 899	•••••	899
To Rotterdam, per steamers P. Caland, 61v	W A Scholton	000
100	v. A. Scholod,	
To Copenhagen, per steamer Hekla, 1,043	• • • • • • • • • • • • • • • • • • • •	161
New Orleans—To Liverpool, per steamers Cha	madllam 4 500	1,043
Jamaican 4 000	incentor, 4,500	
Jamaican, 4,000.	••••••	8,500
To Havre, per ship Crescent City, 4,530.	*************	4,530
CHARLESTON—To Liverpool, per bark Mistletoe,	2,217 Upland	
and 74 Sea Island.		2,291
BALTIMORE-To Bremen, per steamers Herma	ann, 1,207	
Surassurg, (additional) 121		1 200
busion—10 Liverpool, per steamers Therian, 2	99 Illyrian	_,
307 Marathon, 4/2		1 1 2 2
PHILADELPHIA—To Liverpool, per steamers Britisl	h Prince 1 200	-,0
Indiana, 600		1,800
		_,000
Total		34,206
		0 2,200

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

New York N. Orleans. Charleston Baltimore Boston Philadelp'a	$8,500 \\ 2,291$	Havre. 647 4,530	Bre- men. 1,341 1,328	Ham- burg. 500	dam. 899	Rotter-dam. 161	Copenhagen. 1,043	Total. 14,619 13.030 2,291 1,328 1,138
								1,800
Total	23,757	5,177	2,669	500	890	161	1.043	34.206

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d .	180316	18@316	532@732	316@14	316@14	316@14
Do sail d .	••••					
Havre, steamc.	1132@38*	1132@38*	1132@38*	1132@38*	1132 @ 38+	1132 @ 38
Do sailc.						
Bremen, steamc.	516*	516*	516*	ŏ ₁₆ *	516*	516*
Do sailc.	••••					10
Hamburg, steam.d.	5 _{16*}	516*	⋄ 5 ₁₆ *	516+	516*	516*
Do saild.	••••		• • • • •	10	. 10	10
Amst'd'm, steam.c.	14*	14*	14*	14*	14*	14*
Do sail d .					-	-1
Baltic, steamd.	3 ₁₆ -13 ₆₄ *	316-1364*	316-1364*	310-1304*	310-1304*	314-13044
Do sailc.		20 01	10 01	10 04	10	16 -64

* Compressed.

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

	May 26.	June 2.	June 9.	June 16.
Sales of the weekbales.	71,000	46,500	94,000	78,000
Of which exporters took	8,500	6,400		
Of which speculators took	2.000	-,		
Sales American	48,000			
Actual export		,,	11,000	
Forwarded.	10,000			
Total stock -Estimated	989,000		998,000	
Of which A nerican—Estim'd Total import of the week			606,000	
Of which American.	81,000		55,000	
Amount afloat	60,000			
Of which American	405,000 130,000		326,000	
Or which Amorican (130,000	09,000]	70,000	71,000

The tone of the Liverpool market for spots and futures each day of the week ending June 16, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, }	Quiet and steady.	Firm.	Quiet.	Fair demand freely met	Steady.	Steady.
Mid. Upl'ds Mid. Orl'ns	63 <u>4</u> 615 ₁₆	$634 \\ 615_{16}$	63 <u>4</u> 615 ₁₆	63 <u>1</u> 615 ₁₆	63 <u>4</u> 615 ₁₆	63 <u>4</u> 615 ₁₆
Sales Spec.& exp.	10,000 2,000	15,000 2,000	13,000 2,000	12,000 3,000	12,000 3,000	10,000 2,000
Futures.						
Market, { 12:30 P.M. }	Steady.	Dull.	Dull.	Quiet.	Firm.	Quiet and steady.
Market, }	Sellers at previous quotat'ns.	Quiet and un- changed.	Flat.	Steady.	A shade easier.	Offerings free.

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

SATURDAY.

Delivery. d. June	July-Aug64 AugSept64	1. Delivery. 16 ₆₄ Sept. Oct 19 ₆₄ OctNov	$\begin{array}{c} d. \\ 6^{44}_{64} \\ 6^{31}_{64} \end{array}$				
,	MONDAY.						
June-July644 ₆₄	July-Aug64 AugSept 65064@4	16 ₆₄ SeptOct 19 ₆₄ OctNov	6 ⁴⁵ 64 6 ³² 64				
TUESDAY.							
June-July 644 ₆₄ @43 ₆₄ July-Aug645 ₆₄	Aug-Sept 64	864 July-Aug	64464				

	WEDNESDAY.	* *
Delivery. d. June. 64364 June-July 64364 July-Aug. 64464 a4364 a464 a4664 a4764 a4664 a4764	SeptOct.	Delivery. d. July-Aug
	THURSDAY.	
June July 6^{43}_{64} July-Aug 6^{44}_{64}	OctNov	AugSept64784
T 011	FRIDAY.	1 7-1 1 017
June July	@4784 @4884	July-Aug64 64 @48 ₆₄ @47 ₆₄ AugSept6:0 ₆₄ SeptOct645 ₆₄ @46 ₆₄ OctNov631 ₆₄ @32 ₆₄

BREADSTUFFS.

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

The flour market has continued to decline, and the trade has been confined to very moderate limits. Some of the more common grades are now cheaper than they were at this time last year, though wheat is about twenty-five cents higher than then. Holders are not disposed to allow the liberal receipts to accumulate and occasional sales are reported at marked concessions on recent quotations. Complaints are now common among the millers at the unprofitableness of the trade at the present prices. To-day the market was dull and heavy.

Wheat has declined materially within the past week, and it is said that a much greater fall in prices might have occurred but for fear of a corner on July, which continues to be the bugbear of the shorts. The crop advices are still in the main favorable, and if the reports concerning the probable yield of winter wheat prove true, it is believed that the Chicago clique's control of the market, on the bull side at least, can last but a few months longer at the most. There has been a fair speculation here, and at times a fair export trade, but the foreign sales have nevertheless reached anything but a liberal aggregate. To-day the market was dull, and 1@2½: lower; No. 2 red, "free on board," sold at \$1 38@\$1 39 cash, while options sold at \$1 41@\$1 43\% for June, \$1 26\%@\$1 27\% for July, \$1 19@\$1 19½ for August and \$1 18@\$1 18½ for September. It has been hinted latterly that all the July shorts have been settled in Chicago that will be settled without arbitration. At the close to-day large transactions here both for export and on speculation transpired, most of the business on the spot being in No. 2 red at \$1 38@\$1 39 f. o. b.

Indian corn was firmer in the fore part of the week, and some advance in cash corn was caused by reports of continued rains at the West, though options were depressed. Latterly, however, more favorable weather in the growing sections has caused a general decline. It is now what is known as a "weather market," in which the fluctuations in prices are governed by the crop news. To-day the market was dull and lower; No. 2 mixed sold at 77%c. for July, 78%c. for August and 72½c. seller the year.

Rye has declined and at the lower prices there has been rather more business. Malt has advanced.

Oats have been fairly active and show an advance for the week on the spot, after some irregularity, though options are lower. To-day the market was about steady; No. 2 mixed sold at 58%c. for June, 55%4@56c. for July and 43%4@43%c. for

The following are closing quotations:

FIA) C IV.	
No. 2 spring \$\pi\$ bbl. \$2 75 \(\pi\) 3 40	City shipping extras. \$6 500	6 90
No. 2 winter 3 00 à 3 65	Southern bakers' and	
Superfine 3 80 à 4 75	family brands 6400	7 73
Spring wheat extras 4 75 a 5 50	South'n skip'g extras. 5 50 @	6 50
do bakers' 6 50 % 8 00	Rye flour, superfine 380 a	4 25
Wis. & Minn. ryemix. 600@ 700	Corn meal—	
Mina. clear and stra't 5 50 @ 8 25	Western, &c 395 a	4 40
Winter shipp'g extras. 4 60 a 5 30	Brandyvine, &c 4502	4 55
do XX and XXX 6 00 @ 7 25	Buckw't flour, 100 lbsa	
Patents 7 25 0 9 50		
The supplies the action of the control of the contr	AIN.	
	Oats	
Spring.per bush. \$1 10 21 28		60
Spring No. 2 1 24 @1 23		6712
Red winter 1 23 @1 4212	No. 2 mixed 5912 7	
Red winter, No. 2 138 a1 4238	No. 2 white $62\frac{1}{2}\bar{z}$	63
White 1 30 @1 35	Barley-	
Corn-West. mixed 74 @ 77	Canada No 1 D	
West. mix. No. 2. 77 2	Canada bright @	
Western yellow @	State, 4-rowed @	
Western white 90 @ 95	State, 2-rowed @	
Southern white 90 @ 95	Barley Malt-	
Southern yellow @	Canada 1 25 @1	40
Rye—Car lots 80 @ 8112		124
Boat 10ads 80 @ 83		224
		2 ;

(From the "New York Produce Exchange Weekly.") Receipts of flour and grain at Western lake and river ports for the week ending June 10. 1882:

	Flour, bbls.	w neat, bush.	bush.	oais, bush.	Barley, bush.	Rye, bush.	
At-	(196 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)		(56 lbs.)	
Chicago	46,593	66,963	1,181,077	423,793	38,927	20,551	
Milwaukee		108,175	63,930	37,230	20,095	9,550	
Toledo	1,239	220,322	53,483	13,452	•••••	*****	
Detroit	1,805	72,135	23,568	15,135	1,617	•••••	
Cleveland	2,622	28,275	18,500	15,200	1,300	•••••	
St. Louis	24,406	63,722	226,730	154,357	5,230	652	
Peoria	1,680	6,130	248,300	109,500	5,500	19,500	
Duluth	4,200	33,832		•••••	•••••		
		****	1 000 200	=00.00			

Total 151,583 599,574 1,820,588 768,667 71,769 50,253 Same time '81. 170,807 1,759,684 2,732,397 1,743,582 56,374 25,197 Total receipts at same ports from Dec. 26, 1881, to June 10. 1882, inclusive, for four years:

Flourbbls.	1881-82. 3,452,696	1880-81. 3,950,097	1879-80. 2,578,385	1878-79. 2,914,864
Wheat bush. Corn Oats Barley Rye	16,953.907 4,596,996	19,908,412 44,677,974 19,000,031 3,720,750 784,022	21,512,012 66,932,074 13,390,576 2,431,146 1,034,301	27,127,982 41,064,365 12,633,351 2,288,227 1,431,221

Total grain 76,373,521 88,100,189 105,300,109 84,545,146 Comparative receipts (crop movement) at same ports from August 1, 1881, to June 10, 1882, as compared with the previous three years:

	Flourbbls.	1881-82. 6,937,495	1880-81. 7,624,227	1879-80. 5,798,136	1878.79. 5,689,420
	Wheat bush.	98,915,256 32,769,392	73,105,255 105,464,882 40,133,572	79.803,015 107,622,604 26,813,831	83,226,748 81,134,760 28,593,163
-	Rye	3,700,940	$\begin{array}{c} 11,608,572 \\ 3,235,828 \\ \hline 233,553,073 \end{array}$	$ \begin{array}{r} 10,298,890 \\ 3,856,987 \\ \hline 228,395,327 \end{array} $	$9,329,973 \\ 4,387,564 \\ \hline 206,672,209$

Comparative shipments of flour and grain from the same ports from Dec. 26, 1881, to June 10, 1882, inclusive, for four

Flourbbls.	1881-82. 3,230,854	1880-91. 3,856,183	1879-80. 2,392,795	1878-79. 3,090,956
Wheat bush. Corn. Cars. Earley	9,979,386 31,030,858 13,267,691 2,029,136 1,230,261	20,596,791 36,818,995 14,045,488 1,945,500 1,007,201	21,282,549 49,651,070 10,441,272 1,551,885 895,290	24.007,761 34,600,968 9,285,055 1,952,893 1,267,413
(Maha) musim	03 707 995	71.400.020	00.007.004	M1 111 000

Total grain 60,537,335 74,423,978 33,325,066 71,114,090 Rail shipments from Western lake and river ports for the weeks ended:

	1882. Week June 10.	1881. Week June 11.	1880. Week June 12.	1879. Week June 14.
Flourbbls.	53,680	78,037	63,093	98,414
Wheatbush.	203,881 482,220	176,287 720,477	178,619 735,578	379,425 1,813,464
OatsBarley	661,614	695,542 22,839	753,333 $28,732$	451,667 30,867
Яуе	36,132	18,969	31,367	30,822
The state	111029	1 631 114	1 797 690	2 704 945

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

	@ 10120 0m	-li-momoo	Arms officers to	TOO TOT TOO	TO LO GLA IV	.020.
Week ending-	Flour,	Wheat, bush.	Corn,	Oats, bush.	Barley,	Rye, bush.
June 10	.128,632	796,191	2,065,207	711,389	31,651	36.132
June 3	156.166	377,600	1,586,519	533,834	17,333	32,538
May 27.	127.183	450.006	1,072,816	666,639	47,497	46,573
May 20	156.112	779.639	1.024.382	665.976	29.746	126.692

Tot., 4 wks. 568.093 2,403,436 5,748.924 2,577.838 136,137 241,930 4 wks.81..736,378 7,214,820 11,659,623 4,256,985 143.903 114,950

Receipts of flour and grain at seaboard ports for the week ended June 10:

	Flour,	Wheat,	Corn,	Oats,	Barley,	Rye,
At-	bbls.	bush.	bush.	bush.	bush.	bush.
New York	96.626	930,758	415.068	226,350		57,200
Boston	47,222	• • • • • •	58,380	91,950		425
Portland	2,200		6,800	5,200		
Montreal	20,150	199,351	1.400	49.145	706	1,300
Philadelphia	20,803	55,000	67,900	34.850		
Baltimore	21,160	76.700	27.700	18,000		·
New Orleans	16.158	12.864	107,627	44.200		
· • •				and the second second		

Total week... 224,317 1,274,673 681,875 419,695 706 58.925 Cor. week '81.. 245,600 2,752,774 2,346,387 627,170 11,035 6,402 Total receipts at same ports from Dec 26, 1881, to June 10, 1882, as compared with the previous three years:

Flourbbls.	bbls. 5,017,111 5,922,203		1879-80. 4,017,967	4,531,207
Wheat bush.	17,395,859	36,219,293 43,186,215	30,923,838 61.134,450	33,343,252 54,169,590 9,125,394
Barley	2,260,574	10,329,473 $2,017,363$ $851,654$	10,586,987 $1,580,678$ $731,268$	1,430,636 1,885,290
f (2)				The second live and property with the last

Total grain 44,926,417 92,603,938 105,257,213 104,957,162 Exports from United States seaboard ports for week ending

o uno 10, 1002	•					
From—	Flour, bbls.	Wheat,	Corn, bush.	Oats, bush.	Rye, $bush$.	Peas, bush.
New York	52,169	309,222	168,625	2,225	16,082	3,560
Boston	5,394		41,447			•••••
Portland	******		-200		*	104 540
Montreal		145,230	75,888	20,464		
Philadelphia	9,503	47,026	1,227		•••••	•••••
Baltimore	17,395	•••••	4,433	20	•••••	
New Orleans	362	•••••	<u>.</u>		• • • • • • •	

Total for w'k 108.235 501.478 291.623 22.712 32.925 108.100 Same time '81. 134.314 2.343.102 1.483.076 119.429 11.191 103.875

ed for FRASER

*Inc New 862,

211,955,113

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:

	Wheat,	Corn.	Oats,	Barley,	Dava
In store at-	bush.	bush.	bush.	bush.	Rye,
New York	2,077,222	1,388,961			bush.
NOW TOTA	534.000		478,957	486	209.637
Do. afloat (est.)			263,000	• • • • • •	56,000
Albany	97,000		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	
Duluth	320,030			,	47,221
Toledo	432,842	93,378	11,689	•••••	
Detroit	109,784	12.067		• • • • •	4,527
	70,000	45,000	21,294		2.682
Oswego	83,022		2		90,000
St. Louis		291,711	24,693		26,754
Boston	1,070	56,395	164.770	1,228	1.073
Toronto	213,628		3.709	5.811	13,986
Montreal	110,668	31,915	16,993	2,368	
Philadelphia	68.083	63.195	47,532		52,665
Peorla	5,011	101.832	49,189	1 212	770 50:
Indianapolis	145,500	31.960	5.000	1,313	112.594
Kansas City	57.451	25,264			18,200
Baltimore	332,446	76,548	7,607	• • • • • •	1,235

Down Mississippi.	490 00	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		,102
On canal	796,529	845,000	*****	20,300	63,099
				-0,000	00,000

Tot. June 10, '82. 10.057,797 10.269,541 2,017,617
Tot. June 3, '82. 9,547,679 9,945,011 2,052,108
Tot. May 27, '82. 9,727,798 9,294,180 2,264,975
Tot. May 20, '82. 9,894,224 8,158,139 1,896,678
Tot. May 13, '82. 10,208,831 8,551,281 1,873,675
Tot. June 11, '81. 17,220,573 11,522,238 6,332,463
Tot. June 11, '81. 17,220,573 11,522,238 6,332,463
Tot. June 12, '82. 10,002,016

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:

Dollars. 564 2,817 2,817 3,381 9,528 140,834	Districts. Bushels. Dollars. Bushels. Dollars. Dollars. Dollars. 543,477 215,636 205,620 543,477 215,636 205,620 156,471 130,998 21,152 18,401 6,857 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,3775 3,000 3,074 3,763 3,7	Districts. Bushels. Dollars. Hushels. Dollars. Dollars.
Dollars. 564 2,817 2,817 2,817 140,834 539,787	Ley. Indian corn. Dollars. Bushels. Dollars. 564 619,653 205,620 156,471 130,998 21,152 18,401 7,591 6,867 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 2,369 3,277 3,000 3,000 3,074 3,528 1,044,077 3,277 4,141,759	Ley. Indian corn. Dollars. Bushels. Dollars. 564 619,653 543,477 215,636 205,620 130,998 21,152 18,401 6,867 2,817 2,369 42,485 40,430 29,514 42,485 40,430 29,514 32,775 3,000 32,775 3,074 3,7636 29,514 29,514 43,125 32,775 3,074 3,7636 29,514 29,514 4,141,759 3,074 3,044,077 9,528 7,218,117 4,141,759 140,834 42,077,848 27,943,146 539,787 82,406,056,45,335,870
	Indian corn. Bushels. 619,653 215,636 215,636 215,636 21,152 18,401 7,591 2,369 2,369 2,369 42,485 40,426 43,125 3,000 3,775 3,000 1,235,554 47,141,759 42,077,848 27,943,146 82,406,056,45,335,870	Indian corn. Bushels. Dollars. 619,653 543,477 215,636 205,620 156,471 130,998 21,152 18,401 7,591 2,369 2,369 42,485 40,430 29,514 43,125 32,775 3,000 32,775 3,000 32,775 7,218,171 4,141,759 42,406,056,45,335,870
ndian corn. bela Dolla 9,653 543, 5,636 205, 1,152 180, 1,152 180, 1,253 42, 2,369 42, 3,125 32, 3,125 32, 3,125 32, 3,125 32, 4,141, 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141, 3,151 4,141,	ndian corn. Indian tels. Dollars. Barrel. 9,653 5043,477 9,278 6,471 130,998 763 1,152 18,401 148 7,591 6,867 63 6,491 6,867 63 6,491 22,366 63 6,491 22,366 63 6,491 32,775 165 3,000 3,074 165 3,000 3,074 165 3,074 4,141,759 39,668 3,171 4,141,759 39,668 3,171 4,141,759 39,668 3,171 4,141,759 39,668 3,171 4,141,759 39,668 3,171 4,141,759 39,668	ndian corn. lels. Dollars. Barrels Dollars. 9,653 543,477 9,275 6,471 130,998 1,152 18,401 1,591 24,918 1,591 42,456 2,366 2,366 2,366 2,366 3,103 42,485 5,369 42,485 5,369 42,485 5,369 42,485 5,369 42,485 5,369 42,485 5,369 42,485 5,369 42,485 5,369 42,485 5,369 42,485 6,399 6,399 6,399 7,490 7,591 1,044,077 19,388 3,171 4,141,759 3,666 117,683 1,044,077 19,388 79,255 1,044,077 19,388 79,255 1,044,077 19,388 3,666 117,683 1,043,146 267,350 308,769 1,113,999
	77.5 19.378 500 700 700 700 700 700 700 700	Indian corn meal. Rarrels Dollars. 42,456 620 7,487 24,919 998 149 597 867 6
Corn meal. Oal Dollars. Bushels. 42,456 11,699 24,919 3,103 597 26 11 296 4,816 200 495 4,816 30 495 117,683 22,204 908,769 495 117,683 92,204 908,769 495 113,999 331,032		1 1 2 1
Corn meal. Oal Dollars. Bushels. 42,456 11,699 24,919 3,103 597 26 11 296 4,816 200 495 4,816 30 495 117,683 22,204 908,769 495 117,683 92,204 908,769 495 113,999 331,032		8. Dollars. 7,419 7,419 7 3,161 7 3,161 10,747 11,550 238,863 152,8561
Corn meal. Oal Dollars. Bushels. 42,456 11,699 24,919 3,103 597 26 11 296 4,816 200 495 4,816 30 495 117,683 22,204 908,769 495 117,683 92,204 908,769 495 113,999 331,032	## Dollars. Bushell 101.86	7,449 Bushell 7,449 101.86 3,161 7 3,161 101.86 11,550 45,46 38,863 867,64 52,856 1,874,44

*Included in the foregoing totals are the reports from Milwaukee New Haven, Portland, Richmond and Willamette, the details for May, 862, being as follows:

Barley— Bushels	Milwau- kee.	New Haven.	Port		
	•••••	•••••	*****		
Indiau corn—		•••••	•••••		
Bushels	,		•••••		•••
Indian corn meal-		•••••	•••••	•••••	******
Barrels\$	•••••	1,475	•••••		
Oats-		7,160	•••••	•••••	•••••
Bushels	•••••	200 130	•••••		*****
Rye— Bushels		.130	•••••	•••••	
Value &		•••••	•••••		
wneat-		• • • • • •	•••••	•••••	
Bushels\$		•••••			176,673
Wheat flour—		•••••	•••••	•••••	176,931
Barrels\$	• • • • • • • • • • • • • • • • • • • •	625	90	6,225	16,642
Total values—	•••••	4,500	610	45,427	78,000
May, 1882\$ May, 1881\$	110,000	11,790	610	45,427	254,931
11 months—		5,710	137,116	159,944	561,759
	379,010	68,897	213,032	1,436,878	6.145.905
	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:

	1	1	1			
То-	Pork, bbls.	Beef, bbls.	Lard, lbs.	Bacon, lbs.	Cheese,	Tallow,
	1					
Liverpool Glasgow	261	128 261	33,000 1,400,153 107,250	3,685,162	2,727,720	253,000
W.Hartlepool Hull Havre			229,181 38.000 12,500	44,450 329,175		110.100
Bremen	25	••••	199,000		•••••	•••••
Antwerp Rotterdam	10	10	611,000 11.190	552,500	74,820	20.400
Hamburg Amsterdam	• • • • •	••••	123,750	•••••	••••	38,400
Brazil	5		7,500 7,092		••••••	•••••
Mexico						4,105
Central Am	90	15	3,917	378	649	2,100
S. Am. ports	469	192	265,879	29,893	1,152	6,802
Cuba	361	105	48,563	2,595	1,918	0,002
Hayti San Domingo	420	4	16,800	1,728	809	
West Indies.	1 077	000	1,600	496	537	35,514
Brit.N.A. Col.	1,077	333	190,907	29,843	21,305	
Other count's	2,060	170	6.450	13,677	6,250	******
the state of the s		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 .	5,168	1,772	2,132,112	4,217,333	1,947,651	496,332
-					1	

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 lowgrade 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. Ginghams 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 woolens on account of former orders was continued on a liberal scale, and stocks are so well in hand that prices remain steady

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 satinets 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:

Total at the port	Total Ent'd for consumpt.	Cotton	Manufactures of—	Total on market	Total Ent d for consumpt.	Manufactures of Wool. Cotton. Silk Flax Miscellaneous	W	Total	Cotton	Manufactures of—		ENTERED FOR CO NSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1882 AND
4,088	1,223 2,865	125 83 317 520	178	4,643	1,778 2,865	183 230 99 398 868	THDRA	2,865	843 601 862 228	331	Week June 1	CO NS
4,088 1,194,663	264,591 930,072		S 67 727	4,643 1,213,204	283,132 930,072	75,090 79,584 58,463 57,796 12,199	WITHDRAWN FROM	930,072	221,872 375,062 148,515 52,095	Value. \$ 132.528	Week Ending June 16, 1881.	UMPTION I
248,911	98,726 150,185	6,420 3,368 10,564 71,080			125,262 150,185	9,447 7,888 3,782 14,418 89,727	WAREHOU	150,185	33,922 19.037 40,108 41,109	16.009	Since Ja	OR THE V
50,695,785	10,882,082	2,149,696 2,300,308 2,079,026 1,409,527		53,158,790	13,345,087 39,813,703	3,782,199 2,744,159 2,690,665 2,828,456 1,299,608	WAREHOUSE AND THROWN INTO THE MARKET	39,813,703	10,989,807 12,028,571 5,794,610 4,010,926	\$ 6.989.789	Since Jan. 1, 1881.	TEEK AND SI
	1,625 4,122	306 249 299 410	361		1,744 4,122	186 118 84 297 1,059	TNI NWC	1,122		Pkgs. 752	June 1	NCE JANI
5,747 1,879,148	472,046 1,437,102		131.926	5,866 1,654,241	247,139 1,407,102	75,384 34,418 58,747 56,888 21,702	O THE MAH	4,122 1,407,102	319,542 526,020 173,056 90,474	\$ 298.010	Week Ending June 15, 1882.	JARY 1, 18
275,583	89,171 186,412	7,336 3,835 10,381 59,271	8.348	290,028	103,616 186,412	7,180 6,614 3,539 11,804 74,479	KET.	186.412	39,563 25,328 40,754 58,364	£2,403	Since Jan	382 AND 18
63,251.229	11,350,243 51,900,986	2,125,054 2,732,189 1,907,172 1,213,388		62,879,379	10,978,393 51,900,986	2,989,035 1,961,305 2,680,377 1,999,296 1,345,386		51,900,986	13,059,580 17,237,344 7,188,970 4,613,508	9.801,584	Since Jan. 1, 1882	1881.

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.]

1	1882.	1881.		. 1882.	1881.
China, &c			Metals, &c-		
China	10,957	8,363	Iron, pig	133,160	101,866
Earthenw .	24,553	22,204	" RR. bars	71,841	143,751
Glass	236,170	206,207	Lead, pigs.	16,539	$15,259 \\ 912,752$
Glassware.	19,013	20,213	Spelter, lbs	9,250,031	912,752
Glass plate.	-1,898	3,281	Steel	937,344	402,350
Buttons	6,651	4,836	Tin, boxes.	975,091	678,378
Coal. tons	9,124	24.539	Tin slbs.,lbs	7,755,633	6,912,765
Cocoa, bags.	32,364	32,714	Paper Stock.	104,068	74,781
Coffee, bags.	1,292,633	1,262,307	Sugar, hhds,		010 500
Cotton, bales	2,398	6,723	tcs., & bbls.	322,728	319,568
Drugs, &c-			Sugar, boxes		1 041 500
Bark, Peru.	8,246	9,487	and bags	1,708,240	1,641,732
Blea. powd.	16.212	10,314	Tea	452,309	
Cochineal	2,180	2,013	Tobacco	40,573	25,000
Gambier	7,951	30,660	Wines, &c		
Gum, Arab.	2.838	3,726	Champ'gne	01 510	10= 7/4
Indigo	5,907	2,834	baskets	91,718	105,744
Madder, &c	287	290	Wines	124,783	117,625
Oil, Olive	25,938	22,337	Wool, bales.	30,833	21,465
Opium	180	404			
Soda, bi-cb.	8,260	2,803		\$ 007	717 070
Soda, sal	24,186	27,105		918,007	711,373
Soda, ash	38,346	37,243	Fancy goods	653,108	575,921
Flax	4,239	2,409	Fish	272,298	205,085
Furs	6,208		Fruits, &c	000,000	200,000
Gunny cloth	195		Lemons	666,606	
Hair	2,000	2,641		1,406,008	1,080,379
Hemp, bales	177,534	140,863	Nuts	602,123	
Hides, &c			Raisins		372,887
Bristles	1,330		Hides, undr.	8,351,496	
Hides, dr'sd	3,623		Rice	283,057	78,909
India rubber	47,477		Spices, &c	01 000	0.400
Ivory	1,388	1,905	Cassia	61,828	
Jewelry,&c-		4.00	Ginger	15,789	
Jewelry	1,463	806		37,038	
Watches	610	490		192,756	181,189
Linseed	163,627	111,890		F00 700	400 100
Molasses	62,322	40,452		562,733	409,186
Metals, &c-		0.100	Fustio	64,517	
Cutlery	3,281	3,185			
Hardware	481	525	Mahogany.	192,638	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.
Ashesbbls.	81	2,903	1,50
Beansbbls.	712	21,079	39,21
Rreadstuffs "I			
Flour, wheatbbls.	107,191	2,110,689	2,533,12
Corn mealbbls.	3,894	57,875	83.78
Wheatbush.	912,832	8,464,572	16,855,08
Ryebush.	17,900	_ 636,903	522.20
Cornbush.	335,052	7,056,317	14,986.66
Oatsbush.	257,450	6,144,526	5,276,42
Barleybush.	30,890	2,863,516	2,383,96
Peas bush.	13,700	413,170	127,81
Cotton seed oil bbls.	7,911	468,510	476,42
Cotton seed oilbbls.	925	14,078	12,58
Flax seed	29,627	269,043	291,72
Grass seedbags.	59	156,435	46,75
HidesNO.	2,622	59,799	75,84
Hidesbales.	1,520	27,929	21.50
Hops Dales.	617	30,381	37.82
Leathersides.	68,767	1,520,487	1,199,72
Leadpigs.	10,047	226,334	51,81
Molasseshhds.		75	3,13
Molassesbbls.	34	27,477	43,08
Naval Stores—			1
Turpentine, crude bbls.		675	1,00
Turpentine, spirits DDIs.	2,088	40,244	31,26
Rosin	11,082	211,378	120,44
Tar	15	14,889	12,44
Pitchbbls	50	948	2,24
Oil cakepkgs.	. 7,180	238,795	312,17
Oil, lard bbls.	175	5 5,085	4,11
Oil, whalegalis.	*****	05.700	0
Peanutsbush.	1,607	35,766	67,04
Provisions -	000	01 000	
Porkpkgs.	860	61,236	56,44
Beefpkgs.	474	18,287 447,734	17,02
Cutmeatspkgs.	17,343		546,29
Butterpkgs.	35,008	480,193	556,21
Cheesepkgs.	64,583	521,745	707,05
Eggsbbls.	18,419	375,731	298,99
Eggs. bbls. Lard tes. & bbls.	7,173	$\substack{161,414\\123,475}$	256,20
Lard Kegs.	1,800	33,020	134,47
Hogs, dressedNo.	555	31,738	35,41 33,70
Ricepkgs.		45,958	57.06
Spelterslabs.	3,384	8.058	8,86
Stearinepkgs.	439	572	7,91
Sugarbuls.	170	1,890	13,36
Sugarhnds.	613	17,205	24,63
rallowpkgs.		55,076	58,79
Tobacco boxes & cases.	2,904	36,974	34,81
Tobaccohhds.	3,158 2,544	107,962	113,44
Whiskey		46,232	28,71
Woolbales.	10,919	40,404	20,11

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:

responding period in 1001	•		,
	Week ending	Since Jan. 1,	Same time
	June 13.	1882.	last year.
Ashes, potsbbls.		437	562 125
Ashes, pearls		31	
Becswaxlbs.		8,385	40,447
Breadstuffs			2,434,413
Flour, wheatbbls.	52,012	1,527,379	1,950
Flour, rye	27	1,222 $47,722$	90,164
Corn meal	2,690	47,722	19,225,712
Wheatbusn.	200,469	8,490,300	593,908
Ryebush.	22,742	$719,228 \\ 67,703$	66,37
Oats	2,316	67,703	14,94
Barleybush.		6,510	132,85
Peasbush.	3,959	207,442	12,446.04
Cornbush.	177,080	5,82 ,566	30,62
Candlespkgs.	2,160	22,154	25,30
Coaltous.	1,109	28,267	275,74
Cottonbales.	14,017	295,129	68,03
Domesticspkgs.	2,629	67,639	38,90
Haybales.	1,233	30,033	17,66
Hopsbales.	21	12,479	17,00
Naval Stores—			
Crude turpentine bbls.		245	3,92
Spirits turpentine bbls.	1,009	9,352	80,42
Rosinbbls.	10,350	141,543	6,41
Tarbbls.	142	7,671	2.44
Pitchbbls.	1 00	3,291	1,265,29
Oil cakecwt.	18,770	1,113,317	1,200,20
Oils—			62,96
Whalegals.	44	80,103	104,64
Spermgals.	17,064	119,599	177,58
Lardgals.	5,825	168,275	17,91
Linseedgals.	1,853	20,215	126,996,93
Petroleumgals.	7,855,481	163,118,580	126,990,00
Provisions—			102,98
Porkbbls.	3,757	94,267	19,74
Beefbbls.		19,873	24,51
Beeftierces.	362	23,907	222,292,88
Cutmeatslbs.	4,211,902	132,801,762	7,363,92
Butterlbs.		2,835,693	35,566,98
Cheeselbs.	2.137,607	26,024,956	118,575,21
Lardlbs.		81,539,013	10,88
Ricebbls.	298	7,130	25,869,94
Tallowlbs.		13,309,094	25,865,57
Tobacco, leafhhds.		28,369	22,72
Tobaccobales and cases.		23,114	2,822,93
Tobacco, manufactured. lbs.		2,887,649	59,80
Whalebonelbs.		129,717	38,00
M Harenone Ing.		1	·