

# THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,  
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

[Entered, according to act of Congress, in the year 1883, by Wm. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

VOL. 36.

SATURDAY, MAY 5, 1883.

NO. 932.

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## The 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 One Year (including postage).....	\$17 20.
For Six Months do.....	6 10.
Annual subscription in London (including postage).....	22 7s.
Six mos. 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.

### Liverpool Office.

The office of the CHRONICLE in Liverpool is at No. 5 Brown's Buildings, where subscriptions and advertisements will be taken at the regular rates, and single copies of the paper supplied at 1s. each. 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, } WILLIAM B. DANA & CO., Publishers,  
JOHN G. FLOYD. } 79 & 81 William Street, NEW YORK.  
POST OFFICE BOX 958.

### THE FINANCIAL SITUATION.

Business affairs remain very quiet, and there is little activity either of a speculative or of a legitimate kind. It is felt that so much depends upon the present season's crops, that it would be unwise to enter upon new business of any kind, pending their outcome. At the same time, confidence in the general situation is very strong, and as each succeeding day's favorable weather increases the promise for a large yield of cereals,—assuring a continued heavy tonnage to the railroads and an active and profitable general trade, not only in the farming districts but all through the country,—our mercantile classes become inspired with fresh courage and disposed to view the outlook for the future with most hopeful feelings. Consequently, we find that while values on the Stock Exchange do not show any pronounced tendency towards higher figures, there is yet a very firm undertone, which does not admit of any great decline in prices.

One drawback upon active business at the moment, is the prolongation of cool temperatures, which have now been so long continued that the spring trade is almost hopelessly lost for this year. This is an influence

which though temporary in its nature, can not be entirely ignored. Until within the last two days the weather can not be said to have been even reasonably mild in middle latitudes, and yet large stocks of goods were laid in by many houses in anticipation of a heavy demand for them early in April. The wholesale trade has not, perhaps, suffered so much, but among retail dealers—particularly in dry goods—the complaint is well-nigh universal that sales of spring styles of goods have not been possible to even a moderate extent thus far this year. It is feared, therefore, that large portions of the stocks now held will have to be carried over to another season, and while there is no evidence that the trade has been indulging in excess of its limits in its orders this year, or will not be abundantly able to take care of the goods, still collections, where sales were made on credit, can not be expected to be as prompt as they otherwise would be, and the fact of a general disappointment remains, which only an active summer business can remove.

A favorable feature in the financial situation at the moment is the readiness with which railroad loans of large amounts are negotiated, the public being apparently eager to make investments in them and also seemingly possessed of a good deal of ready cash. Within the last few weeks this tendency has become quite pronounced, and some of our leading banking houses have deemed the time opportune for placing heavy blocks of securities, both abroad and in this country, their efforts being in each case crowned with success. Another evidence that would seem to show renewed confidence in railroad properties, and a disposition to again regard them with favor, is the activity that has developed in the better class of bonds on our Stock Exchange, carrying prices for them up very rapidly and very sharply. Each day seems to present some new feature in this respect, and now one and now another of the issues of bonds sold on the Exchange attracts the attention of a horde of apparently greedy buyers, and scores a large advance, prices sometimes rising 2@3 points in a single day. By many this demand for, and rise in, bonds, in the face of a languishing stock market, is hailed with satisfaction as preliminary to a general return of the public to active speculation in stocks, but there are some skeptical enough to believe that it indicates an entire loss of faith in share properties and a disposition on the part of the investor to let the cliques manipulate stocks hereafter at their own expense, rather than at the expense of the public, as heretofore. Besides, it is not at all certain that some of the activity in the bond market on the Exchange—particularly in "specialties"—has not been the work of those intent upon forcing higher stock values.

The market for stocks has this week been affected less by news regarding the crops than it has by speculative manipulation. The leaders seem to recognize the fact that nothing reliable can be ascertained regarding the yield of the important staples of the country at least for a month, and they have apparently left the market in the hands of the professional traders. These speculators, in order to influence prices of certain specialties, put in circulation stories of intended combinations, a few of which may have some basis of truth, but it is probable that the majority have very little foundation in fact. One feature of the market this week was a sharp advance in the bonds of the N. Y. West Shore & Buffalo road. This was accepted by some speculators as an indication that prominent capitalists expected that this new line would prove a very formidable opposition to the N. Y. Central, and free sales of the stock of the last-named company were made, accompanied by the rumor that the New York Central would reduce its dividends. In the early part of the week comparatively little support was given the property, but on Thursday it reacted, the recovery being aided by the favorable exhibit made by the Lake Shore of the business of last year, which, however, showed results no different from those indicated in the preliminary statement as long ago as last December. The rise in Denver & Rio Grande was caused by the announcement that the line will be opened to Ogden, where it will connect with the Central Pacific, by the 10th of May, and there was also a report that the Union Pacific would consent to a favorable traffic arrangement with the road. Central New Jersey was strong in view of the early meeting of its stockholders to take action upon the matter of the removal of the receivership and also upon reports of a lease of the road by the Reading. The combination is now said to include the Reading, the N. Y. Central and the Baltimore & Ohio. As said above, the general market shows a very strong undertone even though there is no positive advance in prices.

Money on call was in good demand early in the week, but this was due to a calling in and changing of loans usual on or about the 1st of May. When this exceptional inquiry ceased, the market resumed its normal condition of ease, aided by the very large payments made by the Treasury for interest and called bonds. The exchanges on New York at nearly all interior points favor this centre, and the return flow of currency is actively in progress. The New York Clearing-House banks, according to reports collected by us, have received from and shipped to the interior gold and legal tenders as follows the past week.

Week Ending May 4, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$3,131,000	\$425,000	Gain. \$2,706,000
Gold.....	.....	360,000	Loss. 360,000
Total gold and legal tenders.....	\$3,131,000	\$785,000	Gain. \$2,346,000

The above shows the actual changes in the bank holdings of gold and legal tenders caused by this movement to and from the interior. In addition to that movement our City banks have gained \$6,244,701 through the operations of the Sub-Treasury, and \$200,000 by payments by the Assay Office for Canadian coin. Adding these items, therefore, to the above, we have the following, which should indicate the total gain to the New York Clearing-House banks of gold and legal tenders for the week covered by the bank statement to be issued to-day. As however the larger portion of the Treasury payments were made during the last few days, and will therefore count only in small part in this week's return, (under the Clearing House system of averaging the bank holdings), the

gain here indicated will not be shown to anywhere near its full amount in to-day's report.

Week Ending May 4, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$3,131,000	\$785,000	Gain. \$2,346,000
Sub-Treasury operations, net .....	6,244,701	.....	Gain. 6,244,701
Imports of gold, or Assay Office payments.....	200,000	.....	Gain. 200,000
Total gold and legal tenders.....	\$9,575,701	\$785,000	Gain. \$8,790,701

Foreign exchange has been a little more active this week, and at one time the market was strong, particularly for sight, mainly in consequence of the expectation that the Bank of England rate would be advanced on Thursday, money in the open market at London being close up to the minimum rate at the Bank. When it was seen that there was no change on the regular Bank day, sterling fell off, and the market became dull again. Bankers do not look for any very decided fall in exchange for the present at least. So far as securities are concerned, the movement is not large either way. The following shows relative prices of leading bonds and stocks in London and New York at the opening each day.

	April 30.		May 1.	May 2.		May 3.		May 4.	
	London prices.*	N.Y. prices.		London prices.*	N.Y. prices.	London prices.*	N.Y. prices.	London prices.*	N.Y. prices.
U.S. 4s. c.	119.79	119 3/4	Holiday in London.....	119.92	119 3/4	119.87	119 3/4	119.43	119 3/4
U.S. 3 1/2%	103.27	103		102.77	103	102.77	103	102.66	103
Erie.....	37.05	36 3/4		36.97	36 3/4	37.09	37	36.93	37 1/4
2d con.	98.17	98		98.27	98	98.27	98	98.17	98
Ill. Cent.	144.82	144 1/2		144.49	144 1/2	144.73	145	144.72	145
N. Y. C.	125.68	125 1/2		124.05	123 3/4	124.54	124	123.93	123 3/4
Reading	27.82 1/2	55 3/4		27.60 1/2	54 3/4	27.73 1/2	55	27.70 1/2	55 1/4
Ont. W'n	27.94	28		27.73	27 1/2	27.73	27 1/2	27.21	28 3/4
St. Paul	103.51	103 1/4		102.77	102 3/4	103.38	103 1/4	103.76	103 3/4
Exch'ge. cables.	4.86				4.86 1/2		4.86 1/2		4.86

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

The Bank of England return for the week shows a loss of £175,000 bullion, and of 4 1/2 per cent in the proportion of reserve to liabilities. The Bank of France reports an increase of 7,650,000 francs gold and of 4,125,000 francs silver, and the Bank of Germany, since the last return, shows a decrease of 3,720,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	May 3, 1883.		May 4, 1882.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	21,010,805	.....	23,272,928	.....
Bank of France.....	40,297,058	41,999,254	35,324,120	16,041,228
Bank of Germany.....	7,661,256	22,983,750	7,026,000	21,078,000
Total this week.....	68,969,113	64,983,004	66,123,048	67,119,228
Total previous week.....	68,971,946	65,212,670	66,122,594	66,801,214

The Assay Office paid \$338,037 for domestic and \$200,000 for foreign bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Apr. 27...	\$372,554 01	\$60,000	\$27,000	\$193,000	\$92,000
" 29...	224,520 48	15,000	15,000	161,000	34,000
" 30...	483,319 08	76,000	36,000	242,000	129,000
May 1...	542,286 30	60,000	56,000	285,000	141,000
" 2...	287,973 53	26,000	15,000	164,000	82,000
" 3...	431,696 37	21,000	20,000	269,000	122,000
Total.	\$2,342,349 77	\$258,000	\$169,000	1,314,000	\$600,000

**THE PROGRESS IN OUR FOREIGN TRADE.**

Continued improvement marks the course of our foreign trade. Especially noteworthy is the progress compared with a year ago. Then our merchandise imports monthly exceeded our exports, and gold in large quantities

went out; now the trade balance is in our favor, exports exceed imports, and gold is coming in. The contrast is forcibly shown in the return of our foreign commerce for March, issued this week by the Bureau of Statistics, recording an excess of merchandise exports for the month of \$16,912,703, against a similar excess of 10½ millions in February, and against an excess of imports in March last year of about 6 millions. Thus there is a difference in favor of this year for the latter month, of almost 23 million dollars. For the first quarter of the year the excess in our favor is \$50,900,163, against an excess last year on the wrong side of \$245,495, making a difference for that period of over 51 million dollars. This change is to be ascribed mainly to our larger exports—particularly of breadstuffs and cotton—but also in some measure to our smaller imports, the three months of this year showing, on the latter, a total over 10 millions below that of 1882. In the following table we have an interesting comparison of the monthly imports and exports for five years past. It will be observed that the balance in our favor for the three months is not as large as it was in either 1879 or 1881, but is over twice as large as it was in 1880.

	1879.	1880.	1881.	1882.	1883.
<i>Exports Merchandise.</i>	\$	\$	\$	\$	\$
January.....	59,109,194	66,997,173	74,078,062	64,921,051	80,330,253
February.....	64,828,737	59,956,673	67,733,807	58,606,539	66,855,289
March.....	66,154,745	77,350,547	85,063,794	62,413,872	77,650,374
Total.....	190,992,676	204,304,393	226,881,563	184,141,456	224,835,866
<i>Imports Merchandise.</i>					
January.....	33,515,640	55,203,488	45,284,555	56,956,224	56,947,514
February.....	35,373,419	55,647,471	47,759,493	58,826,926	56,300,518
March.....	41,856,611	70,886,561	60,709,174	68,603,801	60,737,671
Total.....	110,745,070	181,742,520	153,753,222	184,386,951	173,985,703
Excess of Exports.....	79,647,006	22,561,873	73,128,038	def. 945,495	50,900,163

The exports for the three months are larger than in any other year except 1881, and not 2 millions behind that year; while the imports are smaller than in either 1882 or 1880, but above 1881, and of course very much larger than in 1879, when enforced contraction, consequent upon many years of business depression, was still the rule. It is the last month of the three—March—however, that is particularly noteworthy for progress towards lower figures in imports. In that month we imported 8 millions less than in the corresponding month of 1882, 10 millions less than in 1880, and but a trifle more than in 1881, so that the comparison may be said to be favorable to the present on every year except 1879, when, for the reason stated, imports were very small. It is possible that the smaller total this year is in part due to a disposition to take advantage of lower duties later on, by reason of the change in the tariff laws, but as the same object would be attained by keeping the goods in bond, and as the major part of our imports represent goods ordered many weeks previously—which in the present case would carry the orders back into February, before the law was passed—the influence of the change in duties should be most clearly seen in an addition to the stocks in the warehouses. And here we find a further increase of 2 millions during the month of March, bringing the total up to \$35,471,813 on the 1st of April, against \$27,947,622 on the 1st of December, and against only \$23,845,962 on the 1st of April a year ago.

While the imports fell off eight millions, compared with a year ago, the exports increased no less than fifteen millions, thus accounting for the difference of twenty-three millions between March, 1882, and March, 1883, in the balance in our favor, alluded to above. The large excess of exports in the latter period—almost seventeen million dollars—also shows what basis there was for the resump-

tion of gold imports during that month. The total influx to be sure was not very large, the net amount being about three million dollars, but still it was an improvement on the months immediately preceding and was accepted as an earnest of the improved condition of our trade. The movement of gold the other way during February, which the preliminary return for that month disclosed, was not at first understood, but it is known now that it was due to mere temporary circumstances. It should be said that instead of over a million dollars having been sent out, as the earlier report stated, only \$745,715 it appears by the corrected figures was actually sent, and of this we find on examination just \$600,000 was shipped to the Dominion of Canada, to relieve the stringency in money which prevailed there at that time. With the exception of February, however, every month since last August has shown a net movement of gold in favor of the United States, the total varying from about one million to pretty nearly four millions per month. As a consequence, the seven months from September to March, inclusive, record an influx of gold of \$14,204,457, against which there was a total efflux of only \$1,626,784, leaving the net import of gold during that period somewhat over 12½ million dollars. Of course, silver—which finds little favor with us in the present condition of things, and which, being one of our domestic products, must seek a market abroad—shows a balance on the side of exports, the total outward movement reaching \$11,477,306, against an import movement of \$7,088,076 during the same seven months, leaving the net silver export \$4,389,230.

As to the merchandise exports, and how the increase of 15 millions over March, 1882, was brought about, it is only necessary to say that the breadstuffs exports contributed a gain of 5½ millions and provisions a gain of 2 millions, or together 7½ millions—one-half the total increase—and that cotton and other items contributed the remainder, the cotton exports in 1883 being 503,290 bales, against 401,661 bales in March, 1882, though prices this year were pretty nearly two cents per pound lower than then. The following table shows the exports, as well as the imports, at each port, for March and the three months to the end of March, this year and last.

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

<i>Exports (Domestic and Foreign.)</i>	1883.		1882.	
	March.	Since Jan. 1.	March.	Since Jan. 1.
New York.....	\$ 32,141,329	\$ 89,458,621	\$ 25,572,484	\$ 79,179,745
New Orleans.....	11,048,656	33,238,607	9,819,988	22,534,100
Baltimore.....	4,914,768	14,818,582	2,936,017	7,071,239
Boston, &c.....	6,253,846	15,592,859	5,991,300	16,067,396
Philadelphia.....	4,032,693	9,837,772	1,883,065	7,546,926
San Francisco.....	4,079,368	12,838,836	4,315,951	13,046,663
All other ports.....	15,179,714	49,100,589	12,095,127	38,695,387
Total.....	77,650,374	224,885,966	62,613,872	184,141,456
<i>Imports.</i>				
New York.....	\$ 42,182,761	\$ 123,923,100	\$ 45,879,312	\$ 129,740,716
New Orleans.....	698,873	2,235,069	1,368,942	3,365,512
Baltimore.....	1,279,909	3,540,620	1,366,467	3,295,449
Boston, &c.....	6,875,349	17,898,589	7,457,636	17,768,140
Philadelphia.....	3,195,665	7,524,493	3,736,435	9,195,225
San Francisco.....	3,259,078	10,373,873	3,954,689	8,719,938
All other ports.....	3,246,036	8,439,959	4,790,270	12,303,971
Total.....	60,737,671	173,985,703	68,603,801	184,356,051

Here every port shows larger exports in March, 1883, than in March, 1882, except San Francisco, and considering the special prominence which that port had last year in the breadstuffs exports, the decrease there this year is insignificant. A fact of some importance, however, in connection with San Francisco's breadstuffs shipments, is the high average realized this year on the March exports of wheat. We see that while in March, 1882, that port sent out 2,831,578 bushels, valued at \$2,781,873, in March 1883 it sent out only 1,849,359 bushels, but valued at as much as \$2,177,455.

In other words, while the shipments last year were at an average of about 98 cents per bushel, this year they were at an average of about \$1 18 per bushel, or 20 cents more, and this despite the fact that the total production of wheat in the country this last year was 120 million bushels greater than in the previous season. The explanation is found in the outlook that prevailed with regard to next season's crop and in the low rates of freight ruling this year. The latter of course is an important element in the calculation, since freight constitutes quite an item in the total cost to the foreign consumer, and any fall in it, therefore, offers, other things being equal, a corresponding margin for a rise in values here.

Now in March the outlook for the present season's wheat crop in California was anything but cheering. There had been a long period of drought, and the plant was in a very precarious condition, which nothing but immediate rains could relieve. There was consequently not only a disposition to hold on to last year's surplus in anticipation of higher prices later on should the crop prove a total failure, but also a very strong tendency to discount the possibility of a failure by an immediate rise in values. These facts checked exports at San Francisco, as we see by the falling off of pretty nearly a million bushels from March, 1882, and this falling off in exports diminished the demand for freight-room and caused a decline in rates, thus offering still further opportunity for holders to advance prices.

With copious rains, however, the latter part of March, which came just in the nick of time, the speculation for higher prices was broken, and in April there was a heavy fall in values and an immediate increase in exports. In its issue of April 12 the San Francisco *Herald* remarked that up to that date in April more grain charters had been written than during the whole of March; that freights had advanced; and that, since the rains, wheat had declined 40 cents a cental, equivalent to 24 cents a bushel. Another month, therefore, we may expect to see a much lower average for San Francisco's wheat exports. The following table shows the breadstuffs and provisions exports from each port, which, when taken in connection with the large increase in the cotton shipments, will, in most cases, explain the difference between this year and last in the export movement at the ports in the table above.

EXPORTS OF BREADSTUFFS AND PROVISIONS FROM LEADING PORTS.

Breadstuffs.	1883.		1882.	
	March.	Since Jan. 1.	March.	Since Jan. 1.
New York.....	\$ 6,919,806	\$ 19,232,100	\$ 5,429,692	\$ 15,107,721
New Orleans.....	1,820,562	3,482,588	420,888	511,598
Baltimore.....	2,979,550	8,374,749	1,490,273	3,318,487
Boston.....	1,275,789	3,211,388	1,042,153	2,801,954
Philadelphia.....	1,589,192	3,438,746	262,385	1,111,766
San Francisco.....	2,784,608	9,658,814	3,155,615	9,317,928
Other ports.....	432,768	2,012,447	613,900	2,898,169
<b>Total.....</b>	<b>17,802,275</b>	<b>49,410,862</b>	<b>12,414,906</b>	<b>35,567,623</b>
<b>Provisions, &amp;c.</b>				
New York.....	7,174,517	21,066,617	4,668,407	20,236,787
New Orleans.....	8,066	26,514	4,523	17,076
Baltimore.....	90,037	741,963	122,091	339,092
Boston.....	1,482,505	4,577,268	2,000,836	5,248,391
Philadelphia.....	893,901	2,544,889	727,681	3,264,571
San Francisco.....	45,948	98,856	32,174	87,013
Other ports.....	246,455	994,196	437,612	1,247,360
<b>Total.....</b>	<b>9,941,429</b>	<b>30,050,303</b>	<b>7,993,329</b>	<b>30,440,290</b>

As in the previous months of this year, the main features in the individual items of breadstuff exports are the continued large shipments of flour and the heavy increase over 1882 in the exports of corn. Of the latter we exported in March this year 8,197,829 bushels, against only 2,586,726 bushels in March, 1882; but what is most significant is that the shipments of corn for the three months

reach 17,673,264 bushels, while for the whole of 1882 they were only 15,389,658 bushels. The following table gives the details of the breadstuffs exports for March and the first quarter of the year.

EXPORTS OF BREADSTUFFS IN MARCH AND SINCE JANUARY 1.

March.	Quantity.		Value.	
	1883.	1882.	1883.	1882.
Barley.....bush.	41,585	8,526	\$ 31,541	\$ 6,863
Corn.....bush.	8,197,829	2,586,726	5,638,189	1,879,330
Corn-meal.....bbls.	17,654	18,976	63,041	66,328
Oats.....bush.	19,753	23,708	11,354	13,155
Rye.....bush.	83,620	115,449	61,517	104,390
Wheat.....bush.	6,158,652	6,292,243	7,265,037	7,328,727
Wheat-flour...bbls.	803,200	499,326	4,728,043	3,016,063
<b>Total.....</b>			<b>17,802,275</b>	<b>12,414,906</b>
<b>Since Jan. 1.</b>				
Barley.....bush.	72,495	28,760	52,326	22,936
Corn.....bush.	17,673,264	6,664,571	12,208,513	4,787,662
Corn-meal.....bbls.	56,189	56,699	200,135	191,971
Oats.....bush.	59,592	69,365	31,646	39,411
Rye.....bush.	195,095	264,783	153,840	251,778
Wheat.....bush.	18,429,983	18,383,037	21,368,110	21,204,107
Wheat-flour...bbls.	2,641,319	1,508,556	15,393,292	9,069,158
<b>Total.....</b>			<b>49,410,862</b>	<b>35,567,623</b>

In the provisions shipments there is a tendency towards larger exports in some items, but this is significant chiefly as showing that we are improving somewhat on the low totals of a year ago. The figures do not as yet begin to approach those of 1881. For instance, though the total for March is two millions above last year, it is pretty nearly 4½ millions below 1881, and the shipments of bacon and hams, which are adversely affected by European prohibition, are less than 5 millions this year, against over 7 millions in March, 1881. Subjoined are the figures for two years.

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

March.	Pounds.		Value.	
	1883.	1882.	1883.	1882.
Beef, fresh and salted.....	17,186,565	11,308,523	\$ 1,750,676	\$ 1,031,317
Bacon and hams	41,325,035	29,950,973	4,833,848	3,051,329
Lard.....	15,882,020	21,383,998	1,841,699	2,412,310
Pork.....	5,062,254	6,177,024	435,146	574,941
Tallow.....	3,361,887	5,131,028	266,227	410,047
Butter.....	2,076,882	488,532	381,524	102,176
Cheese.....	3,391,145	3,693,022	379,309	411,209
<b>Total.....</b>			<b>9,941,429</b>	<b>7,993,329</b>
<b>Since Jan. 1.</b>				
Beef, fresh and salted.....	41,727,111	34,143,792	4,165,949	3,146,203
Bacon and hams	136,817,878	138,096,994	14,583,039	13,813,231
Lard.....	62,230,148	72,022,342	7,028,338	8,227,093
Pork.....	19,043,327	23,632,499	1,830,645	2,053,912
Tallow.....	9,839,238	15,342,255	788,661	1,257,338
Butter.....	3,893,494	1,470,905	744,306	302,850
Cheese.....	8,206,738	14,912,073	909,965	1,639,663
<b>Total.....</b>			<b>30,050,303</b>	<b>30,440,290</b>

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO MAY 1.

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

OVERLAND MOVEMENT TO MAY 1, 1883.

The gross shipments overland during April show a small increase as compared with the corresponding period in the two preceding years. The movement for the month was 89,155 bales, against 80,683 bales last season and 82,083 bales in 1881; for the eight months up to May 1 the gross total reaches 1,078,811 bales, against 997,768 bales to May 1, 1882, and 920,775 bales to the same day in 1881. The figures of net for the month, however, show a decrease from the figures of last season, but are a little in excess of those of the preceding one; still for the season up to date the excess this year is very pronounced, the totals for the eight months being 599,862 bales, against 429,630 bales in 1881-82 and 472,241 bales in 1880-81. The following statement gives the details for the first eight months of this season, and the two previous years.

OVERLAND FROM SEPTEMBER 1 TO MAY 1.

	1882-83.	1881-82.	1880-81.
<i>Since September 1, shipped—</i>			
From St. Louis .....	387,508	332,958	331,059
Over Illinois Central.....	21,448	5,271	37,128
Over Cairo & Vincennes .....	189,075	140,035	102,350
Over the Mississippi River, above St. L..	*111,000	95,969	135,452
Over Evansville & Terre Haute. ....	26,064	14,927	21,377
Over Jeffersonville Mad. & Indianapolis	48,429	90,367	68,593
Over Ohio & Mississippi Branch.....	56,342	21,050	35,616
Over Louisville Cincinnati & Lexington	47,365	96,213	35,950
Receipts at Cincinnati by Ohio River...	40,319	52,238	40,708
Receipts at Cincinnati by Cin. South'rn	68,515	122,362	71,778
Over other routes.....	74,459	12,251	25,628
Shipped to mills, not included above...	8,284	14,127	12,138
<b>Total gross overland .....</b>	<b>1,978,811</b>	<b>997,768</b>	<b>920,775</b>
<i>Deduct—</i>			
Receipts overland at N.Y., Boston, &c.	439,378	443,497	376,615
Shipments between (or South from)			
Western interior towns .....	14,314	5,511	10,659
<i>Shipments inland (not otherwise deduct-</i>			
<i>ed) from—</i>			
Galveston .....	50	11,192	836
New Orleans.....	37	15,097	1,953
Mobile .....	21,963	79,089	43,774
Savannah .....			
Charleston .....			
North Carolina ports .....	754	4,768	5,165
Virginia ports.....	2,453	8,934	9,532
<b>Total to be deducted.....</b>	<b>478,949</b>	<b>568,138</b>	<b>448,534</b>
<b>Leaving total net overland† .....</b>	<b>599,862</b>	<b>429,630</b>	<b>472,241</b>

\* This month's movement estimated.  
† This total includes shipments to Canada by rail, which since Sept. 1, 1882, amount to 34,615 bales.

RECEIPTS, EXPORTS AND SPINNERS' TAKINGS.

The port movement during the month of April, as our weekly statements have indicated, has nearly doubled that during the same month of 1882, and shows an excess over April, 1881, of 273 bales. The total port receipts are now 1,191,954 bales larger than last season, and 270,833 bales greater than in 1880-81. Foreign exports are now 1,068,035 bales in excess of 1881-2, and show an increase over 1880-81 of 243,059 bales. Stocks, both at the ports and the interior towns, are greater than on May 1, last year, the excess in the former being 48,622 bales, and in the latter about 32,000 bales. Our usual table of receipts, exports, &c., is given below.

Movement from Sept. 1, 1882 to May 1, 1883.	Receipts since Sept. 1, 1882.	Receipts since Sept. 1, 1881.	EXPORTS SINCE SEPT. 1, 1882, TO—				Stocks May 1.
			Great Brit an*	France.	Conti- nent.	Total.	
Galveston .....	785,470	410,538	299,235	36,740	151,129	487,204	53,045
Indianola, &c. ....	16,392	13,598					
New Orleans.....	1,578,060	1,147,272	728,838	271,513	405,408	1,405,849	207,419
Mobile.....	304,397	253,277	32,330	9,350	1,190	42,780	20,839
Florida.....	18,230	27,065			100	100	
Savannah .....	788,785	704,784	101,092	25,658	276,979	404,239	22,955
Brunswick, &c. ....	5,508	6,964					
Charleston.....	556,110	480,281	130,781	24,775	197,745	333,301	21,517
Port Royal, &c. ....	23,757	24,071	209		2,096	3,289	603
Wilmington.....	125,123	133,087	51,596		4,590	56,186	5,362
Moreh'd C., &c. ....	18,719	26,229					
Norfolk .....	753,218	581,714	328,082		19,804	317,886	49,202
West Point, &c. ....	217,232	185,858	29,184			29,184	
New York .....	134,713	154,973	408,790	25,370	141,540	570,700	235,605
Boston.....	162,826	201,799	141,095		443	141,538	6,935
Baltimore.....	51,000	14,096	136,301	4,718	49,950	199,969	25,389
Philadelphia, &c. ....	90,839	73,529	70,139		2,986	73,116	14,849
<b>Total 1882-83....</b>	<b>5,630,189</b>	<b>4,438,235</b>	<b>2,453,263</b>	<b>398,124</b>	<b>1,254,854</b>	<b>4,106,241</b>	<b>659,426</b>
<b>Total 1881-82....</b>	<b>4,438,235</b>	<b>2,028,488</b>	<b>316,561</b>	<b>663,157</b>	<b>3,038,206</b>	<b>610,804</b>	
<b>Total 1880-81....</b>	<b>5,359,356</b>	<b>2,392,963</b>	<b>486,131</b>	<b>984,088</b>	<b>3,863,182</b>	<b>592,990</b>	

\* Great Britain exports include to the Channel.

Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached a market through the outports and overland, and the Southern consumption since September 1 this year and the two previous years, is as follows.

	1882-83.	1881-82.	1880-81.
Receipts at the ports to May 1.....bales.	5,630,189	4,438,235	5,359,356
Net shipments overland during same time	599,862	429,630	472,241
<b>Total receipts.....bales.</b>	<b>6,230,051</b>	<b>4,867,865</b>	<b>5,831,597</b>
Southern consumption since September 1.	275,000	210,000	175,000
<b>Total to May 1.....bales.</b>	<b>6,505,051</b>	<b>5,077,865</b>	<b>6,006,597</b>

The increase in the amount of cotton marketed during the first eight crop months of 1882-83 is thus seen to be 1,427,186 bales over 1881-82 and 498,454 bales over 1880-81. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts to May 1, 1883, as above.....bales.	6,505,051
Stock on hand commencement of year (Sept. 1, 1882)—	
At Northern ports.....	98,392
At Southern ports.....	21,830—120,722
At Providence, &c., Northern interior markets ..	3,510— 121,232

<b>Total supply to May 1, 1883.....</b>	<b>6,629,233</b>
Of this supply there has been exported	
to foreign ports since Sept. 1, 1882.....	4,106,241
Less foreign cotton included.....	3,562—4,102,679
Sent to Canada direct from West.....	31,615
Burnt North and South.....	1,344
Stock on hand end of month (May 1, 1883)—	
At Northern ports.....bales	282,478
At Southern ports.....	376,948—659,426
At Providence, &c., Northern interior markets..	17,251—4,815,315

<b>Total takings by spinners since September 1, 1882.....</b>	<b>1,813,968</b>
Taken by Southern spinners .....	275,000

Taken by Northern spinners since September 1, 1882 .....	1,538,968
Taken by Northern spinners same time in 1881-82.....	1,392,887

Increase in takings by Northern spinners this year..bales. 146,081

The above indicates that Northern spinners had up to May 1 taken 1,538,968 bales, an increase over the corresponding period of 1881-82 of 146,081 bales, and an increase over the same months of 1880-81 of 60,153 bales.

AMOUNT OF CROP NOW IN SIGHT.

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

	1882-83.	1881-82.	1880-81.
Total marketed, as above....bales.	6,505,051	5,077,865	6,006,597
Interior stocks in excess of Sept. 1	168,000	112,400	182,000
<b>Total in sight.....bales.</b>	<b>6,673,051</b>	<b>5,190,265</b>	<b>6,188,597</b>

This indicates that the increased movement up to this date of the present year is 1,482,786 bales as compared with 1881-82, and 484,454 bales as compared with 1880-81.

WEIGHT OF BALES.

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

	Eight Months ending May 1, 1883.			Same per'od in 1881-82.	Same per'od in 1880-81
	Number of Bales.	Weight in Pounds.	Average Weight.		
Texas .....	891,762	415,761,703	518.56	504.85	512.93
Louisiana.....	1,578,060	760,782,726	482.10	467.99	485.00
Alabama .....	304,307	153,066,421	503.00	494.00	503.00
Georgia*.....	812,523	392,123,600	482.60	471.63	480.00
South Carolina.	579,867	274,103,131	472.70	462.88	472.05
Virginia.....	970,450	464,457,370	478.60	470.11	473.42
North Carolina.	143,842	67,761,089	471.08	468.76	469.68
Tennessee, &c..	1,314,240	659,091,360	501.50	476.66	500.00
<b>Total.....</b>	<b>6,505,051</b>	<b>3,187,147,400</b>	<b>439.95</b>	<b>474.53</b>	<b>487.49</b>

\* Including Florida.

It will be noticed that the movement up to May 1 shows an increase in the average weight as compared with the same periods of the last two years, the average this year being 489.95 lbs. per bale, against 474.58 lbs. per bale for the same time in 1881-82, and 487.49 in 1880-81.

THE COTTON GOODS TRADE IN APRIL.

The demand for cotton goods was light and irregular throughout the month, and price concessions were found necessary in order to move accumulated stocks of colored cottons and low and low-medium bleached goods. Fine bleached shirtings, fine and heavy-fine brown goods and wide sheetings are in relatively light supply and steady, but in most other respects prices have favored the buyer, and the market closed unsettled. Print cloths were in good demand and steady. The stock of cloths held has been somewhat reduced during the month, and is now about 600,000 pieces, against 750,000 pieces on April 1, 675,000 pieces March 1, and 1,290,000 pieces May 1 last year.

APRIL.	1883.			1882.			1881.		
	Cott'n low mid-ling.	Print-ing cloths, 64x64	Sheet-ings, stand-ard.	Cott'n low mid-ling.	Print-ing cloths, 64x64	Sheet-ings, stand-ard.	Cott'n low mid-ling.	Print-ing cloths, 64x64	Sheet-ings, stand-ard.
1		S.		111 <sup>1</sup> / <sub>16</sub>	3.77	8 <sup>1</sup> / <sub>4</sub>	915 <sup>1</sup> / <sub>16</sub>	313 <sup>1</sup> / <sub>16</sub>	8 <sup>1</sup> / <sub>2</sub>
2	99 <sup>1</sup> / <sub>16</sub>	3.62	8		S.		915 <sup>1</sup> / <sub>16</sub>	313 <sup>1</sup> / <sub>16</sub>	8 <sup>1</sup> / <sub>2</sub>
3	99 <sup>1</sup> / <sub>16</sub>	3.60	8	111 <sup>1</sup> / <sub>16</sub>	3.77	8 <sup>1</sup> / <sub>4</sub>		S.	
4	91 <sup>1</sup> / <sub>2</sub>	3.60	8	111 <sup>1</sup> / <sub>16</sub>	3.77	8 <sup>1</sup> / <sub>4</sub>	915 <sup>1</sup> / <sub>16</sub>	313 <sup>1</sup> / <sub>16</sub>	8 <sup>1</sup> / <sub>2</sub>
5	91 <sup>1</sup> / <sub>2</sub>	3.60	8	111 <sup>1</sup> / <sub>16</sub>	3.77	8 <sup>1</sup> / <sub>4</sub>	10	313 <sup>1</sup> / <sub>16</sub>	8 <sup>1</sup> / <sub>2</sub>
6	91 <sup>1</sup> / <sub>2</sub>	3.59	8	111 <sup>1</sup> / <sub>16</sub>	3.77	8 <sup>1</sup> / <sub>4</sub>	10	313 <sup>1</sup> / <sub>16</sub>	8 <sup>1</sup> / <sub>2</sub>
7	91 <sup>1</sup> / <sub>2</sub>	3.59	8		Holi-day		101 <sup>1</sup> / <sub>16</sub>	313 <sup>1</sup> / <sub>16</sub>	8 <sup>1</sup> / <sub>2</sub>
8		S.			Holi-day		101 <sup>1</sup> / <sub>16</sub>	313 <sup>1</sup> / <sub>16</sub>	8 <sup>1</sup> / <sub>2</sub>
9	99 <sup>1</sup> / <sub>16</sub>	3.59	8		S.		101 <sup>1</sup> / <sub>16</sub>	313 <sup>1</sup> / <sub>16</sub>	8 <sup>1</sup> / <sub>2</sub>
10	99 <sup>1</sup> / <sub>16</sub>	3.56	8	111 <sup>1</sup> / <sub>16</sub>	3.77	8 <sup>1</sup> / <sub>4</sub>		S.	
11	99 <sup>1</sup> / <sub>16</sub>	3.56	8	111 <sup>1</sup> / <sub>16</sub>	3.77	8 <sup>1</sup> / <sub>4</sub>	101 <sup>1</sup> / <sub>16</sub>	313 <sup>1</sup> / <sub>16</sub>	8
12	93 <sup>1</sup> / <sub>8</sub>	3.56	8	111 <sup>1</sup> / <sub>16</sub>	3.77	8 <sup>1</sup> / <sub>4</sub>	101 <sup>1</sup> / <sub>16</sub>	313 <sup>1</sup> / <sub>16</sub>	8
13	95 <sup>1</sup> / <sub>8</sub>	3.56	8	111 <sup>1</sup> / <sub>16</sub>	3.77	8 <sup>1</sup> / <sub>4</sub>	101 <sup>1</sup> / <sub>16</sub>	313 <sup>1</sup> / <sub>16</sub>	8
14	93 <sup>1</sup> / <sub>4</sub>	3.56	8	111 <sup>1</sup> / <sub>16</sub>	3.77	8 <sup>1</sup> / <sub>4</sub>	101 <sup>1</sup> / <sub>16</sub>	313 <sup>1</sup> / <sub>16</sub>	8
15		S.		111 <sup>1</sup> / <sub>16</sub>	3.77	8 <sup>1</sup> / <sub>4</sub>	H'day	313 <sup>1</sup> / <sub>16</sub>	8
16	93 <sup>1</sup> / <sub>4</sub>	3.60	8		S.		H'day	313 <sup>1</sup> / <sub>16</sub>	8
17	911 <sup>1</sup> / <sub>16</sub>	3.60	8	111 <sup>1</sup> / <sub>16</sub>	3.77	8 <sup>1</sup> / <sub>4</sub>		S.	
18	911 <sup>1</sup> / <sub>16</sub>	3.60	8	111 <sup>1</sup> / <sub>16</sub>	3.79	8 <sup>1</sup> / <sub>4</sub>	101 <sup>1</sup> / <sub>16</sub>	313 <sup>1</sup> / <sub>16</sub>	8
19	93 <sup>1</sup> / <sub>4</sub>	3.60	8	111 <sup>1</sup> / <sub>16</sub>	3.88	8 <sup>1</sup> / <sub>4</sub>	101 <sup>1</sup> / <sub>16</sub>	313 <sup>1</sup> / <sub>16</sub>	8
20	93 <sup>1</sup> / <sub>4</sub>	3.60	8	111 <sup>1</sup> / <sub>16</sub>	3.92	8 <sup>1</sup> / <sub>4</sub>	10	313 <sup>1</sup> / <sub>16</sub>	8
21	93 <sup>1</sup> / <sub>4</sub>	3.60	8	111 <sup>1</sup> / <sub>16</sub>	3.94	8 <sup>1</sup> / <sub>4</sub>	10	313 <sup>1</sup> / <sub>16</sub>	8
22		S.		111 <sup>1</sup> / <sub>16</sub>	3.94	8 <sup>1</sup> / <sub>4</sub>	10	313 <sup>1</sup> / <sub>16</sub>	8
23	93 <sup>1</sup> / <sub>4</sub>	3.60	8		S.		10	313 <sup>1</sup> / <sub>16</sub>	8
24	93 <sup>1</sup> / <sub>4</sub>	3.60	8	111 <sup>1</sup> / <sub>16</sub>	3.91	8 <sup>1</sup> / <sub>4</sub>		S.	
25	93 <sup>1</sup> / <sub>4</sub>	3.60	8	111 <sup>1</sup> / <sub>16</sub>	3.91	8 <sup>1</sup> / <sub>4</sub>	10	313 <sup>1</sup> / <sub>16</sub>	8
26	913 <sup>1</sup> / <sub>16</sub>	3.60	8	111 <sup>1</sup> / <sub>16</sub>	3.94	8 <sup>1</sup> / <sub>4</sub>	10	313 <sup>1</sup> / <sub>16</sub>	8
27	913 <sup>1</sup> / <sub>16</sub>	3.60	8	111 <sup>1</sup> / <sub>16</sub>	3.94	8 <sup>1</sup> / <sub>4</sub>	10	313 <sup>1</sup> / <sub>16</sub>	8
28	913 <sup>1</sup> / <sub>16</sub>	3.60	8	111 <sup>1</sup> / <sub>16</sub>	3.91	8 <sup>1</sup> / <sub>4</sub>	10	313 <sup>1</sup> / <sub>16</sub>	8
29		S.		111 <sup>1</sup> / <sub>16</sub>	3.94	8 <sup>1</sup> / <sub>4</sub>	915 <sup>1</sup> / <sub>16</sub>	313 <sup>1</sup> / <sub>16</sub>	8
30	97 <sup>1</sup> / <sub>8</sub>	3.60	8		S.		915 <sup>1</sup> / <sub>16</sub>	313 <sup>1</sup> / <sub>16</sub>	8

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

FINANCIAL REVIEW OF APRIL, 1883.

The month of April was less satisfactory in many respects than bankers had generally anticipated. The city banks recovered very slowly from the drain upon them, which had reduced their reserves for several weeks below the 25 per cent legal requirement, and up to their last statement on the 28th of the month, the banks had but just reached the point where a surplus was shown.

The money market, although not seriously troubled, was kept in a state of uncertainty by the low condition of the banks, and rates on call were higher than they otherwise would have been.

In government bonds the transactions were reasonably active, partly from the purchases of parties in other States who were preparing themselves for taxation on the first of May, and partly from legitimate buying on the part of moneyed institutions and other large investors. In railroad bonds there was a good business, well distributed throughout the list, for investment account. The prices of nearly all the good bonds advanced, notwithstanding the comparatively sluggish condition of the stock market. A feature of the market was the activity in bonds of new roads whose prospects for earning interest on their debt are regarded as favorable, and there were also considerable dealings in land grant and income bonds, which in many cases are commanding increased favor.

In April the course of speculative stocks was unsatisfactory, and it was a disappointment to many holders of stocks that after the market had taken a fair start in the early part of the month, and gave promise of a healthy

active movement, it should again sag off and relapse into such a dull condition. It is possible that some of the large operators availed themselves of the advance to realize on a part of their holdings, but whether or not this was so to any great extent, it seemed obvious that they did little or nothing to advance the general list.

Mr. Gould returned from his southern trip, and the lease of Wabash to St. Louis & Iron Mountain was negotiated; also the sale of Hannibal & St. Joseph stock was made to the Chicago Burlington & Quincy; but these matters failed to galvanize the market into general activity.

Foreign exchange remained tolerably firm in April, and the negotiation of a few loans abroad did not have the effect of materially weakening it. Commercial bills appeared to be only in moderate supply, and were easily absorbed by the demand for them.

The following summary shows the condition of the New York City Clearing-House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st of May, 1881, 1882 and 1883.

STATISTICAL SUMMARY ON OR ABOUT MAY 1, 1881, 1882 AND 1883.

	1881.	1882.	1883.
<b>New York City Banks—</b>			
Loans and discounts.....	\$304,435,206	310,989,100	312,895,000
Specie.....	69,289,400	65,983,900	53,736,800
Circulation.....	18,600,100	18,942,500	16,342,400
Net deposits.....	294,535,300	297,250,800	289,922,400
Legal tenders.....	15,784,700	19,218,400	19,639,000
Legal reserve.....	73,634,075	74,312,700	72,489,600
Reserve held.....	85,074,100	85,208,300	73,375,800
Surplus reserve.....	11,440,025	10,895,600	895,200
<b>Money, Exchange, Silver—</b>			
Call loans.....	3@6	1 1/2@3 1/2	3@7
Prime paper, sixty days.....	4@4 1/2	4 1/2@5	5@6
Silver in London, per oz.....	51 1/4 d.	52 1/4 d.	50 7/8 d.
Prime sterling bills, 60 days.....	4 83@4 83 1/2	4 87 1/2@4 88	4 84
<b>United States Bonds—</b>			
3s, registered, option U. S.....		101 1/4	103 1/4
6s, currency, 1898.....	133	138	130
5s, 1881, (continued at 3 1/2).....		102 1/4	103
4 1/2s, 1891, coupon.....	114 5/8	116	113 1/2
4s of 1907, coupon.....	116 1/8	121	119 7/8
<b>Railroad Stocks—</b>			
New York Central & Hud. Riv.....	145	125 1/4	125 1/4
Erie (N. Y. L. E. & W.).....	47 1/8	35 1/2	37 1/2
Lake Shore & Mich. Southern.....	126 1/2	100 1/4	111 7/8
Michigan Central.....	108 5/8	79 7/8	94 5/8
Chicago Rock Island & Pacific.....	137	128 1/2	126
Illinois Central.....	136 1/4	135 7/8	145 1/4
Chicago & Northwestern, com.....	125	123	135 1/4
Chicago Milw. & St. Paul, com.....	113 1/4	111 5/8	103 5/8
Delaware Lack. & Western.....	118 1/2	118 3/4	128 1/4
Central of New Jersey.....	97 1/4	68 3/4	76 5/8
<b>Merchandise—</b>			
Cotton, Middl'g Uplands, 40 lb.....	10 5/8	12 1/4	10 1/2
Wool, American XX..... 40 lb.....	34@41	36@41	37@47
Iron, Amer. pig, No. 1..... 40 ton.....	24 00@25 00	25 00@26 00	22 00@23 00
Wheat, No. 2 red win..... 40 bush.....	1 25 1/2@1 26	1 48@1 49	1 22 1/2@1 25
Corn, Western mixed..... 40 bush.....	62 1/2	80@85	57 1/2@68
Pork, mess..... 40 bbl.....	17 75	18 37 1/2@18 80	19 90@20 00

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

NEW YORK CITY BANK MOVEMENTS IN APRIL.

N. Y. City Bank Statements.	April 7.	April 14.	April 21.	April 28.
Loans and discounts.....	\$211,039,400	\$310,222,800	\$310,807,000	\$312,895,000
Specie.....	50,620,400	53,062,800	53,869,800	53,736,800
Circulation.....	16,532,000	16,491,800	16,496,300	16,342,400
Net deposits.....	280,980,400	284,149,000	286,676,100	289,922,400
Legal tenders.....	15,923,700	17,855,100	18,423,500	19,639,000
Legal reserve.....	\$70,245,100	\$71,037,250	\$71,669,025	\$72,489,600
Reserve held.....	65,544,100	70,747,900	72,293,300	73,375,800
Surplus.....	* \$3,701,000	* \$289,350	\$624,275	\$895,200
Range of call loans.....	4@15	4@8	3 1/2@6	3@6
Rate of prime paper.....	6@6 1/2	5 1/2@6	5 1/2@6	5@6

\* Deficit.

CLOSING PRICES OF GOVERNMENT SECURITIES IN APRIL, 1883.

Apr.	5s, con-tin'd at 3 1/2	4 1/2s, 1891, coup.	4s, 1907, coup.	3s, opt'n U. S. reg.	6s, Cur., 1898, reg.	Apr.	5s, con-tin'd at 3 1/2	4 1/2s, 1891, coup.	4s, 1907, coup.	3s, opt'n U. S. reg.	6s, Cur., 1898, reg.
1			S.			19		113 3/8	119 5/8	103 3/8	
2			x	x03 1/2		20		113 3/4	119 5/8	103 3/8	
3						21			119 5/8		
4			119 3/8			22				S.	
5		113 1/2	119 3/8	103 3/4		23			119 5/8		
6		113 1/2	119 1/4			24			119 5/8		
7			120	103 1/2		25		113 1/8	119 1/2	103	
8			S.			26		113 1/8	119 7/8		
9		113 3/4	119 3/4			27			119 3/4		
10			119 3/8			28			119 3/4		
11						29			S.		
12		113 3/8		103 1/4		30			119 7/8		
13											
14			119 3/4								
15			S.			Open		113 1/2	x19 3/8	x03 1/2	
16			119 3/4	103 3/8		High		113 3/4	120	103 3/8	
17				103 1/2		Low		113 1/8	119 3/8	103	
18		113 3/8	119 5/8			Clos.		113 1/8	119 7/8	103	

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

Table with columns for April, Consols for money, 5s ext. at 3 1/2, 4 1/2s of 1891, 4s of 1907, and April. It lists various securities and their closing prices.

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the N. Y. Stock Exchange during the months of March and April, 1883.

RANGE OF STOCKS IN MARCH AND APRIL.

Table with columns for Railroads, Feb. 28, Low, High, Mar. 31, Low, High, Apr. 30. It lists various railway and miscellaneous stocks and their price ranges.

\* Prices bid. | Prices asked. † Ex privilege. § Ex dividend.

Table with columns for Railroads, Feb. 23, Low, High, Mar. 31, Low, High, Apr. 30. It lists various railway and miscellaneous stocks and their price ranges.

\* Prices bid. Prices asked. † Ex privilege. § Ex dividend.

BANKERS' STERLING EXCHANGE (POSTED RATES) FOR APRIL, 1883.

Table with columns for Apr., 60 days, Demand, Apr., 60 days, Demand, Apr., 60 days, Demand. It shows exchange rates for various banks and locations.

UNITED STATES TREASURY STATEMENT.

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

Table with columns for Liabilities and Assets, May 1, 1883. It lists various financial items and their values.

New York and San Francisco exchange.....	\$940,000 00
One and two-year notes, &c.....	21 00
Redeemed certificates of deposit, June 8, 1872.....	55,000 00
Quarterly interest checks and coin coupons paid.....	202,105 44
United States bonds and interest.....	372 69
Interest on District of Columbia bonds.....	134,274 00
Speaker's certificates.....	90 00
Pacific Railroad interest paid.....	
	\$421,536,787 66

**THE DEBT STATEMENT FOR APRIL, 1883.**

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of April, 1883:

**INTEREST-BEARING DEBT**

Character of Issue.	Authorizing Act.	When Payable.	Interest Periods.	Amount Outstanding.	
				Registered.	Coupon.
5s of 1881*	'70 and '71	May 1, '81	Q.-F.	\$45,948,100	\$.....
3s of 1882..	July 12, '82	At option,	Q.-A.	300,589,300	.....
4 1/2s of 1891	'70 and '71	Sept. 1, '91	Q.-M.	191,298,650	58,701,350
4s of 1907..	'70 and '71	July 1, 1907	Q.-J.	574,332,000	163,238,650
				\$1,112,169,050	\$221,940,000
4s, ref. cts.	Feb. 26, '79			\$368,950	
3s, navy p.f.d.	July 23, '68			14,000,000	
Aggregate of interest-bearing debt....				\$1,348,478,000	

\* Continued at 3 1/2 per cent.

On the foregoing issues there is a total of \$2,205,615 interest over-due and not yet called for. The total current accrued interest to date is \$7,131,267.

**DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.**

There is a total of over-due debt yet outstanding, which has never been presented for payment, of \$9,091,085 principal and \$369,722 interest. Of this interest, \$215,528 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, \$359,850; do 1864, \$50,400; do 1865, \$63,750; consols of 1865, \$348,300; do 1867, \$761,350; do 1868, \$226,850; 10-40s of 1864, \$266,300; funded loan of 1881, \$463,900; 3's certs., \$5,000; 6s of 1861, continued at 3 1/2 per cent, \$975,100; 6s of 1863, continued at 3 1/2 per cent, \$578,400; 5s of 1881, continued at 3 1/2, \$3,700,150.

**DEBT BEARING NO INTEREST.**

Character of Issue.	Authorizing Act.	Amount.
Old demand notes.....	July 17, '61; Feb. 12, '62	\$59,035
Legal-tender notes.....	Feb. 25, '62; July 11, '62; Mar. 3, '63	346,681,016
Certificates of deposit.....	June 8, '72	10,105,000
Gold certificates.....	March 3, '63; July 12, '82	81,333,620
Silver certificates.....	February 28, '78	80,771,331
Fractional currency.....	July 17, '62; Mar. 3, '63; June 30, '64	\$15,384,907
Less amt. est'd lost or destr'yed, act J'e 21, '79		8,375,934
Aggregate of debt bearing no interest.....		\$525,958,975
Unclaimed Pacific Railroad interest.....		4,619

**RECAPITULATION.**

	Amount Outstanding.	Interest.
<b>Interest-bearing debt—</b>		
Bonds at 5 per cent, continued at 3 1/2..	\$45,948,100	
Bonds at 4 1/2 per cent.....	250,000,000	
Bonds at 4 per cent.....	737,571,650	
Bonds at 3 per cent.....	300,589,300	
Refunding certificates.....	368,950	
Navy pension fund.....	14,000,000	
Total interest-bearing debt.....	\$1,348,478,000	\$9,336,883
<b>Debt on which int. has ceas'd since maturity</b>	9,091,085	369,722
<b>Debt bearing no interest—</b>		
Old demand and legal-tender notes.....	346,740,051	
Certificates of deposit.....	10,105,000	
Gold and silver certificates.....	162,104,951	
Fractional currency.....	7,008,973	
Total debt bearing no interest.....	\$525,958,975	
Unclaimed Pacific Railroad interest.....		4,619
Total.....	\$1,883,528,061	\$9,711,225
Total debt, principal and interest, to date.....	\$1,893,239,286	
Total cash in Treasury.....		319,159,401
Debt, less cash in Treasury, May 1, 1883.....	\$1,574,079,885	
Debt, less cash in Treasury, April 1, 1883.....	1,576,931,288	
Decrease of debt during the past month.....		\$2,851,402
Decrease of debt since June 30, 1882.....		\$114,834,575
<b>CURRENT LIABILITIES—</b>		
Interest due and unpaid.....		\$2,205,615
Debt on which interest has ceased.....		9,091,085
Interest thereon.....		369,722
Gold and silver certificates.....		162,104,951
U. S. notes held for redemption of certificates of deposit.....		10,105,000
Cash balance available May 1, 1883.....		135,233,026
Total.....		\$319,159,401
<b>AVAILABLE ASSETS—</b>		
Cash in the Treasury.....		\$319,159,401

**BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.**

**INTEREST PAYABLE BY THE UNITED STATES.**

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportation	Balance of interest paid by U. S.
Central Pacific ..	\$25,885,120	\$22,676,001	\$4,449,658	\$17,578,070
Kansas Pacific ..	6,303,000	5,940,243	2,886,614	3,053,628
Union Pacific ..	27,236,512	24,140,755	8,897,864	15,242,890
Central Br. U. P..	1,600,000	1,501,808	152,157	1,342,724
Western Pacific..	1,970,560	1,609,132	9,367	1,599,765
Sioux City & Pac.	1,628,320	1,415,447	120,371	1,295,076
Total.....	\$64,623,512	\$57,283,388	\$16,516,033	\$40,112,155

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

**IMPORTS AND EXPORTS FOR MARCH, 1883, AND FOR THE NINE AND TWELVE MONTHS ENDED MAR. 31, 1883.**

[Prepared by the Bureau of Statistics and corrected to Apr. 21, 1883.]

Below is given the ninth monthly statement for the current fiscal year of the imports and exports of the United States.

The excess of the value of exports of merchandise was as follows:

Month ended March 31, 1883.....	\$16,912,703
Three months ended March 31, 1883.....	50,900,163
Nine months ended March 31, 1883.....	105,475,632
Twelve months ended March 31, 1883.....	66,294,097

The total values of imports and of domestic and foreign exports for the month of March 1883, and for the nine and twelve months ended March 31, 1883, are presented in the following tables:

**MERCHANDISE.**

	For the month of Mar.	For the 9 m'nths ended Mar. 31.	For the 12 m'nths ended Mar. 31.
1883.—Exports—Domestic.....	\$75,573,872	\$636,381,918	\$790,007,334
Foreign.....	2,076,502	14,135,128	18,719,022
Total.....	\$77,650,374	\$650,517,046	\$808,726,356
Imports.....	60,737,671	545,041,414	742,412,259
Excess of exports over imports.....	\$16,912,703	\$105,475,632	\$66,284,097
Excess of imports over exports.....			
1882.—Exports—Domestic.....	\$61,354,336	\$579,614,316	\$772,952,645
Foreign.....	1,259,536	12,718,631	17,856,375
Total.....	\$62,613,872	\$592,332,947	\$790,809,020
Imports.....	68,603,801	527,238,729	700,842,874
Excess of exports over imports.....	\$.....	\$65,094,218	\$89,966,146
Excess of imports over exports.....	\$5,989,929		

**GOLD AND SILVER—COIN AND BULLION.**

	For the month of Mar.	For the 9 m'nths ended Mar. 31.	For the 12 m'nths ended Mar. 31.
1883.—Exports—Dom.—Gold..	\$165,680	\$7,894,881	\$28,662,024
do Silver..	1,331,105	8,889,090	11,990,720
Foreign—Gold..	118,500	195,601	626,562
do Silver..	1,629,046	5,929,467	7,186,783
Total.....	\$3,235,331	\$22,809,039	\$48,466,089
Imports—Gold.....	\$3,243,859	\$14,791,537	\$15,804,608
Silver.....	1,520,088	8,230,510	10,713,611
Total.....	\$4,763,947	\$23,022,047	\$26,518,219
Excess of exports over imports.....	\$.....	\$.....	\$21,653,972
Excess of imports over exports.....	1,528,616	213,008	
1882.—Exports—Dom.—Gold..	\$3,099,540	\$10,630,482	\$11,359,213
do Silver..	938,720	9,275,016	12,501,382
Foreign—Gold..	129,300	753,294	1,344,162
do Silver..	588,262	3,395,637	4,350,343
Total.....	\$4,755,822	\$24,054,429	\$30,555,140
Imports—Gold.....	\$839,566	\$33,363,985	\$50,360,747
Silver.....	620,754	5,612,235	7,661,064
Total.....	\$1,460,320	\$38,976,220	\$58,021,811
Excess of exports over imports.....	\$3,295,502		
Excess of imports over exports.....		14,921,791	27,466,671

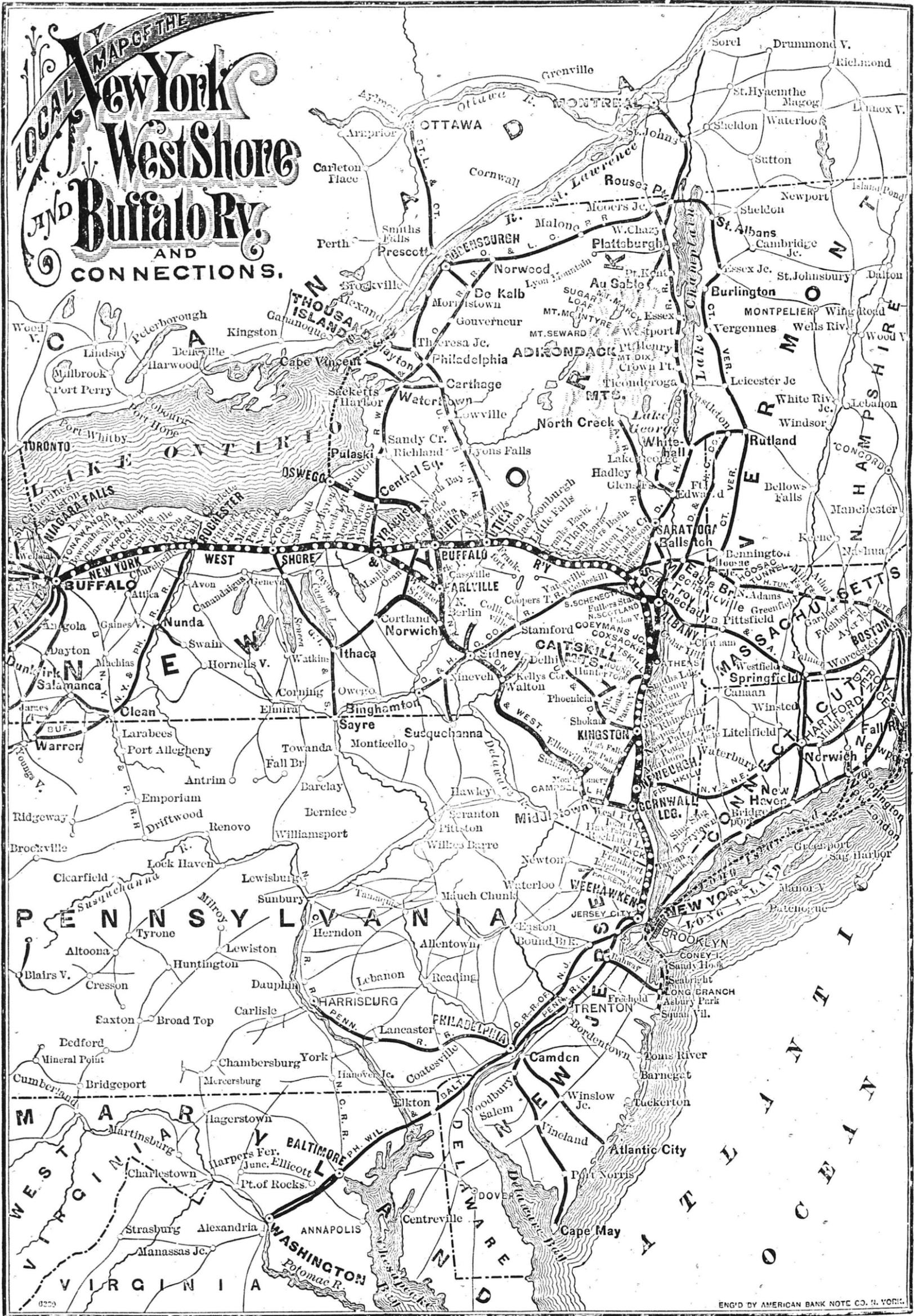
**TOTAL MERCHANDISE AND COIN AND BULLION.**

	For the month of Mar.	For the 9 m'nths ended Mar. 31.	For the 12 m'nths ended Mar. 31.
1883.—Exports—Domestic.....	\$77,070,657	\$653,165,839	\$830,366,078
Foreign.....	3,815,048	20,160,196	26,532,367
Total.....	\$80,885,705	\$673,326,035	\$856,898,445
Imports.....	65,501,618	568,063,461	768,960,476
Excess of exports over imports.....	\$15,384,087	\$105,262,574	\$87,937,969
Excess of imports over exports.....			
1882.—Exports—Domestic.....	\$65,392,396	\$599,519,814	\$797,813,280
Foreign.....	1,977,098	16,867,562	21,550,880
Total.....	\$67,369,494	\$616,387,376	\$819,364,160
Imports.....	70,064,121	566,214,949	758,864,685
Excess of exports over imports.....	\$.....	\$50,172,427	\$60,499,475
Excess of imports over exports.....	2,694,427		

The following is a statement showing, by principal customs districts, the values of merchandise imported into, and exported from, the United States during the month of March, 1883, and the values of imported merchandise remaining in the warehouses of the United States March 31, 1883:

Customs Districts.	Imports.	Domestic Exports.	Foreign Exports.	Remain'g in ware'hse Mar. 31, '83
Baltimore, Md.....	1,279,909	4,913,588	1,180	213,866
Bangor, Me.....	53,217			152
Bath, Me.....	570			127,590
Beaufort, B. C.....		250,989		
Boston & Charlestown, Mass.	6,875,349	6,160,130	93,716	3,093,852
Brazos de Santiago, Tex.....	73,845	123,476	17,211	936
Brunswick, Ga.....		137,169		
Buffalo Creek, N. Y.....	380,196	14,554		1,341
Cape Vincent, N. Y.....	53,265	10,503	4,323	
Champlain, N. Y.....	206,517	105,530	800	13,088
Charleston, S. C.....	10,893	2,317,552		1,574
Chicago, Ill.....	8		104	574,187
Corpus Christi, Texas.....	96,839	100,342	30,560	
Detroit, Mich.....	263,435	215,038	5,173	155,619
Galveston, Texas.....	77,981	3,128,431		30,800
Huron, Mich.....	348,392	438,987	97,735	
Key West, Florida.....	*	35,997	1,297	66,210
Minnesota, Minn.....	51,637	502,858		2,058
Mobile, Ala.....	7,933	428,804		29,482
New Haven, Conn.....	100,175			24,865
New Orleans, La.....	698,873	11,031,986	16,670	774,934
New York, N. Y.....	42,182,761	30,476,930	1,664,379	23,395,490
Niagara, N. Y.....	276,784	657		
Norfolk and Portsm'th, Va.....	5,302	1,662,788		
Oregon, Oregon.....	6,532	103,566		
Oswegatchie, N. Y.....	120,940	33,951	814	10,817
Oswego, N. Y.....				70,182
Passamaquoddy, Me.....	43,199	31,302		5,700
Pearl River, Miss.....	122	51,424		

\* Not received Remaining Feb. 28, 1883.



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Customs Division.	Imports.	Domestic Exports.	Foreign Exports.	Remaining in warehouse Mar. 31, '83
Pensacola, Fla.	\$2,790	\$274,892	\$.....	\$.....
Philadelphia, Pa.	3,195,665	4,029,122	3,571	1,125,181
Plymouth, Mass.	246	.....	.....	214,219
Portland & Falmouth, Me.	297,469	411,299	16,509	126,051
Puget's Sound, Wash. Ter.	6,477	161,881	.....	.....
Richmond, Va.	28,870	172,305	.....	.....
Saluria, Texas.	32,761	90,376	940	.....
San Diego, Cal.	4,626	6,733	51	60,093
San Francisco, Cal.	3,259,078	3,987,876	91,492	2,151,286
Savannah, Ga.	74,881	3,239,697	.....	10,131
Teche, La.	130,882	370	.....	.....
Vermont, Vt.	378,243	161,548	.....	23,221
Willamette, Oregon.	1,558	151,542	.....	11,693
Wilmington, N. C.	4,421	390,666	.....	459
Yorktown, Va.	.....	65,064	.....	.....
Interior ports.	.....	.....	.....	198,506
All other customs districts	97,097	153,932	29,977	155,227
Totals	60,737,671	75,573,872	2,076,502	35,471,813

**NEW YORK WEST SHORE & BUFFALO RAILWAY.**

For years the New York Central & Hudson River Railroad has occupied an exclusive position between New York and Albany and between Albany and Buffalo. The route thus occupied forms literally a chain of cities, with New York at one end and Buffalo at the other. Aside from the enormous through traffic which passes over the road, it has had a local business which could hardly be matched on any road of similar mileage in the country.

The Central for years maintained its unique position, on account of the heavy capital required to be raised in order to build a road which could really be a competitor. Finally, a party of bold, confident and successful railroad capitalists organized the New York West Shore & Buffalo Railway Company. The road is located on the west side of the Hudson River, and between New York and Albany can hardly be considered a close competitor of the New York Central & Hudson River road, which runs on the east side. There is on the west side of the river so large a population with such heavy manufacturing and agricultural interests that a separate railroad to the metropolis is required to accommodate the wants of that district. There are no bridges across the river south of Albany and only eight steam ferries, or an average of one in eighteen miles. The road is approaching completion between New York (Weehawken) and Albany, and is also built a good part of the way to Buffalo, and is expected to be open for through business to that city before next January. It is claimed by the managers of the West Shore Company—and so far as we know the claim has not been denied—that their road is the best constructed *new* road, of anything like a similar mileage, that has ever been built in the United States; it has double-track, with steel rails of 67 lbs to the yard, and in all respects is intended to have the facilities for competing from the outset with the old trunk lines that have been in operation for many years. The road also has a close alliance by contract with the New York Ontario & Western, extending from Oswego on the Lake to Middletown, N.Y., and thence by a new piece of road lately constructed to a junction with the New York West Shore & Buffalo at Cornwall-on-the-Hudson. A map furnished by the company to show the location of its lines and connections is herewith presented. In the next issue of the INVESTORS' SUPPLEMENT another map will also be published, prepared (as are all the maps in the SUPPLEMENT) directly under the supervision of the publishers of the CHRONICLE, showing the geographical position of the West Shore road, as compared with other lines in the same territory.

A point in regard to the business of this company, which may be overlooked by some persons, is the agreement which it has for running its trains over the N. Y. Susquehanna & Western tracks directly into the Pennsylvania Railroad depot at Jersey City, making there a direct connection for all points South. On passenger business it is claimed that this will be most important, and passengers will be able to get into their parlor cars or sleepers at Buffalo, Utica, Albany, and intermediate points, or (by means of the N. Y. & New England connection at Newburg) at Boston, Providence, Hartford, and intermediate points, and without change of cars go direct to Baltimore, Washington and the South.

Financially the West Shore Company appears to be in easy circumstances, and the last subscription of the syndicate of bankers, headed by Messrs. Winslow, Lanier & Co., gives all the funds estimated to be necessary to complete the road to Buffalo, together with equipment and terminal facilities. The mortgage

bonds will be \$50,000,000 at 5 per cent, making an annual interest charge of \$2,500,000, which the projectors of the road claim will be much less than the amount of net earnings of the road under any probable contingencies. Mr. Robert E. O'Brien, a civil engineer, has made an estimate for the syndicate of the traffic to be expected, and gives the company net earnings of \$3,725,000 in 1884 and \$6,000,000 in 1885.

In the above remarks are presented some of the strong points of the New York West Shore & Buffalo as set forth in the official documents of the company, and as derived from an ordinary observation of the origin and progress of the enterprise, which certainly is one of the grandest of the railroad projects undertaken in the present era of railroad extension. The company embraces in its board of directors some of the best-known railroad capitalists of the country.

**Monetary & Commercial English News**

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

EXCHANGE AT LONDON—Apr. 21.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12-3 $\frac{3}{4}$ @ 12-4 $\frac{1}{4}$	April 21	Short.	12-05
Amsterdam	Short.	12-1 @ 12-2	.....	.....	.....
Hamburg	3 mos.	20-62 @ 20-66	April 21	Short.	20-45
Berlin	.....	20-63 @ 20-67	April 21	.....	20-45
Frankfort	.....	20-63 @ 20-67	April 21	.....	20-45
Vienna	.....	12-10 @ 12-12 $\frac{1}{2}$	April 21	.....	11-97
Antwerp	.....	25-46 $\frac{1}{4}$ @ 25-51 $\frac{1}{4}$	April 21	.....	25-25
St. Petersburg	.....	23 $\frac{5}{16}$ @ 23 $\frac{3}{8}$	April 21	.....	23 $\frac{7}{8}$
Paris	Checks	25-21 $\frac{1}{4}$ @ 25-26 $\frac{1}{4}$	April 21	Checks	25-22 $\frac{1}{2}$
Paris	3 mos.	25-41 $\frac{1}{4}$ @ 25-46 $\frac{1}{4}$	April 21	3 mos.	25-24
Marseilles	.....	25-42 $\frac{1}{2}$ @ 25-47 $\frac{1}{2}$	April 21	.....	.....
Genoa	.....	25-50 @ 25-57 $\frac{1}{2}$	April 21	.....	.....
Madrid	.....	463 $\frac{1}{8}$ @ 465 $\frac{1}{8}$	.....	.....	.....
Lisbon	.....	51 $\frac{7}{8}$ @ 51 $\frac{15}{16}$	April 21	3 mos.	53 $\frac{3}{16}$
Alexandria	.....	.....	April 18	.....	97
New York	.....	.....	April 21	Short.	4-82 $\frac{3}{4}$
Bombay	60 d'ys	1s. 7 $\frac{3}{8}$ d.	April 21	tel. trs	1s. 7 $\frac{3}{8}$ d.
Calcutta	.....	1s. 7 $\frac{3}{8}$ d.	April 21	.....	1s. 7 $\frac{3}{8}$ d.
Hong Kong	.....	.....	April 21	4 mos.	3s. 7 $\frac{3}{8}$ d.
Shanghai	.....	.....	April 21	.....	5s. 0 $\frac{1}{2}$ d.

[From our own correspondent.]

LONDON, Saturday, April 21, 1883.

Money has been fairly wanted during the past week, and the rates of discount have been fully maintained. In fact, very little accommodation has been obtainable under the Bank rate. The quotation for three months' bank bills is 2 $\frac{7}{8}$  per cent, while short loans have been quoted at prices varying from 2 $\frac{1}{2}$  to 3 per cent. The Bank return is not a satisfactory one, the supply of bullion having fallen off to the extent of £240,133. The total is now £21,258,805, against £23,636,172 last year, the total reserve being £11,302,765, against £13,278,822. The liabilities of the Bank have, however, diminished to a moderate extent, and the proportion of reserve to liabilities, which was last week 36.96 per cent, is now 37.45 per cent. The position of the Bank is not regarded as a strong one. The movements in gold may be important during the current year, more especially as some new foreign loans of considerable magnitude are said to be forthcoming; and the constantly decreasing supply of bullion held by the Bank is viewed in consequence with somewhat anxious interest, many holding to the opinion that an advance in the Bank rate of discount is one of the possibilities of the early future. The tendency of the value of money is certainly in an upward direction.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London	Bank Rate.	Open Market Rates.						Interest Allowed for Deposits by		
		Bank Bills.			Trade Bills.			Joint Stock Banks.	At Call.	7 to 14 Days.
		Three Months.	Four Months.	Six Months.	Three Months.	Four Months.	Six Months.			
Mar. 16	3	2 $\frac{7}{8}$ @	2 $\frac{7}{8}$ @	2 $\frac{7}{8}$ @	3 @ 3 $\frac{1}{4}$	3 $\frac{1}{4}$ @ 3 $\frac{1}{2}$	3 $\frac{1}{2}$ @ 3 $\frac{3}{4}$	2	2	2 $\frac{1}{4}$
" 23	3	2 $\frac{3}{4}$ @ 2 $\frac{7}{8}$	2 $\frac{3}{4}$ @ 2 $\frac{7}{8}$	2 $\frac{3}{4}$ @ 2 $\frac{7}{8}$	3 @ 3 $\frac{1}{4}$	3 @ 3 $\frac{1}{2}$	3 $\frac{1}{4}$ @ 3 $\frac{1}{2}$	2	2	2 $\frac{1}{4}$
" 30	3	2 $\frac{7}{8}$ @	2 $\frac{3}{4}$ @ 2 $\frac{7}{8}$	2 $\frac{3}{4}$ @ 2 $\frac{7}{8}$	3 @ 3 $\frac{1}{4}$	3 $\frac{1}{4}$ @ 3 $\frac{1}{2}$	3 @ 3 $\frac{1}{2}$	2	2	2 $\frac{1}{4}$
April 6	3	2 $\frac{3}{4}$ @	2 $\frac{3}{4}$ @	2 $\frac{3}{4}$ @	2 $\frac{3}{4}$ @ 3 $\frac{1}{4}$	3 @ 3 $\frac{1}{4}$	3 $\frac{1}{4}$ @ 3 $\frac{1}{2}$	2	2	2 $\frac{1}{4}$
" 13	3	2 $\frac{3}{4}$ @ 2 $\frac{7}{8}$	2 $\frac{3}{4}$ @ 2 $\frac{7}{8}$	2 $\frac{3}{4}$ @ 2 $\frac{7}{8}$	3 @ 3 $\frac{1}{4}$	3 @ 3 $\frac{1}{2}$	3 $\frac{1}{4}$ @ 3 $\frac{1}{2}$	2	2	2 $\frac{1}{4}$
" 20	3	2 $\frac{7}{8}$ @	2 $\frac{7}{8}$ @	2 $\frac{7}{8}$ @	3 @ 3 $\frac{1}{4}$	3 @ 3 $\frac{1}{2}$	3 $\frac{1}{4}$ @ 3 $\frac{1}{2}$	2	2	2 $\frac{1}{4}$

The Bank rates of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows. There is no material change in the quotations, except at Amsterdam, where the open market rate shows a further decline.

Rates of Interest at	April 19.		April 12.		April 5.		March 29.	
	Bank Rate.	Open Market						
Paris.....	3	2½	3	2½	3	2½	3	2½
Berlin.....	4	2½	4	2½	4	2½	4	2½
Frankfort.....	—	2½	—	2½	—	2½	—	2½
Hamburg.....	—	2½	—	2½	—	2½	—	2½
Amsterdam.....	4½	5½	4½	4	4½	4½	5	4½
Brussels.....	3½	3	3½	3	3½	3	3½	3
Madrid.....	4½	4½	4½	4½	4½	4½	4½	4½
Vienna.....	4	3½	4	3½	4	3½	4	3½
St. Petersburg..	6	5½	6	5½	6	5½	6	5½

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

	1883.	1882.	1881.	1880.
Circulation.....	25,706,040	26,107,350	26,524,719	27,114,410
Public deposits.....	6,999,331	5,504,783	7,135,779	6,355,238
Other deposits.....	22,975,826	24,880,198	24,832,812	26,627,370
Government securities.....	14,354,917	13,382,907	14,989,837	15,962,730
Other securities.....	22,182,240	21,637,902	19,365,421	18,822,642
Res'v'e of notes & coin.....	11,302,765	13,278,822	15,508,441	16,160,749
Coin and bullion in both departments..	21,258,805	23,636,172	26,283,151	28,275,159
Proportion of reserve to liabilities.....	37.45	43.4	48.8	49
Bank rate.....	3 p. c.	3 p. c.	3 p. c.	3 p. c.
Consols.....	102½	101½	101½	98¾
Eng. wheat, av. price.....	—	45s. 11d.	44s. 9d.	47s. 11d.
Mid. Upland cotton.....	5½	6½	6d.	6½
No. 40 Mule twist.....	9¾	10¾	10d.	1s. 0½
Clear'g-house return.....	141,903,000	148,951,000	82,773,000	136,434,000

In reference to the state of the bullion market during the week Messrs. Pixley & Abell report:

Gold.—The demand for gold has continued, and all arrivals have been taken for the Continent; further withdrawals of Dutch coin to the value of £193,000 have taken place from the Bank, the only influx into that establishment being £65,000 sovereigns, chiefly received from Australia. The arrivals have been £5,000 from the Cape, £10,000 from the West Indies, £70,320 from Australia, £2,200 from Brazils, £2,070 from the East—total, £89,590. The Moselle has taken £7,050 to the West and the Verona £5,000 to the East Indies.

Silver.—We have to report a further slight decline in price, the silver by the Pacific steamer having been sold to-day at 50½d. The coin drafts yesterday were allotted, in full, at 1s. 7¾d; the price shows no alteration, but the amount offered was not all taken. We have received since our last £5,000 from the West Indies, £31,330 from Buenos Ayres, £40,000 from New York, £52,000 from Chili—total, £128,330. The W. I. steamer has taken £15,710 to the West Indies, and the P. & O. steamer £18,000 to Bombay.

Mexican Dollars to a large amount have come to hand during the week, and have been placed at 49½d. per oz., a decline of ½d. per oz. from previous rates. The receipts have been £50,000 from New York, £140,000 from Vera Cruz, per French steamer, £6,000 from West Indies—total, £206,000.

The quotations for bullion are reported as below:

	Price of Gold.		Price of Silver.	
	Apr. 19.	Apr. 12.	Apr. 19.	Apr. 12.
Bar gold, fine...oz.	77 10½	77 9½	50½	50 9-16
Bar gold, contain'g 20 dwts. silver...oz.	78 0	77 11	50½	50 15-16
Span. doubloons...oz.	73 10	73 10	54½	54½
S. Am. doubloons...oz.	73 8½	73 8½	49 5-16	49¾
U. S. gold coin...oz.	78 3½	78 3½	—	—
Ger. gold coin...oz.	—	—	—	—

Messrs. C. J. Hambro & Son have issued the prospectus of a loan for £720,000 for the City of Rome, in 4 per cent bonds at 86½ per £100 bond.

Messrs. Bayle, Campbell & Co. announce that they will accept subscriptions for £150,000 first mortgage 6 per cent sterling bonds of the Montreal & Sorel Railway Company at the price of £97 per bond, redeemable at par in 1912, or if earlier, at 110.

Tenders have been received at the Bank of England this week for £600,000 3½ per cent stock of the Wolverhampton Corporation. The applications amounted to £1,720,900 at prices varying from £97 per cent to £94, the minimum Tenders at £95 1s. received about 93 per cent of the amount applied for, and above that price in full.

The weather has continued favorable, and there has been a general fall of rain, which is calculated to do much good. To-day the temperature is lower, but the weather is fine. Wheat has been in rather better demand, and has been held for higher prices; but only an occasional advance has been established. Indian corn is rather scarce.

The following are the quantities of wheat, flour and Indian corn estimated to be afloat to the United Kingdom:

	At present.	Last week.	1882.	1881.
Wheat.....qrs.	2,186,000	2,192,000	2,205,000	2,342,000
Flour.....	284,000	248,000	212,000	197,000
Indian corn.....	268,000	311,000	162,000	738,000

The following return shows the extent of the imports of cereal

produce into the United Kingdom during the first thirty-three weeks of the season, compared with the corresponding period in the three previous years:

	IMPORTS.			
	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt.	41,347,042	38,471,241	35,881,141	39,217,719
Barley.....	11,575,067	9,065,034	8,814,862	10,700,248
Oats.....	9,323,340	6,033,245	5,795,261	8,688,835
Peas.....	1,381,342	1,174,063	1,476,731	1,390,313
Beans.....	1,718,308	1,103,748	1,495,216	1,071,350
Indian corn.....	11,641,977	13,504,849	19,742,933	15,805,599
Flour.....	11,283,297	5,817,395	8,376,756	6,817,909

	SUPPLIES AVAILABLE FOR CONSUMPTION—33 WEEKS.			
	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.cwt.	41,347,042	38,471,311	35,881,141	39,217,719
Imports of flour.....	11,283,287	5,817,395	8,370,756	6,917,909
Sales of home-grown produce.....	28,989,200	24,786,000	21,124,000	16,545,710

Total.....	81,619,529	69,074,636	63,375,897	62,581,333
Av'ge price of English wheat for season.qrs.	41s. 4d.	46s. 5d.	42s. 7d.	46s. 9d.
Visible supply of wheat in the U. S. .... bush.	22,400,000	11,700,000	20,700,000	23,002,100

Business in Colonial wool in this market since the close of the last public sales has been, observe Messrs. Jacomb & Co., on a very limited scale; some 1,000 bales, chiefly Capes, have changed hands at about late rates. Eight hundred bales of good Cape mohair have been sold at a slight improvement in price. There is a fair trade doing in most of the home and Continental woolen districts, but there is little at the moment to indicate prospect of much change in the values of our article. Several sailing ships from Australasia are making very long passages; the prescribed 350,000 bales available for our sales to commence on the 16th proximo may now be reached any day. Sales of 24,600 bales of South American began at Antwerp yesterday; of 2,132 bales catalogued, only about half were sold; with dull competition the better descriptions ruled weak, whilst short, poor and faulty wools were neglected, at lower and irregular prices.

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending May 4:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	507½	507½	—	507½	507½	513
Consols for money.....	102½	102½	—	101½	102½	102½
Consols for account.....	102½	102½	—	101½	102½	102½
Fr'ch rentes (in Paris) fr.	79.90	79.70	—	80.22½	—	79.80
U. S. 5s ext'n'd into 3½s	106½	106½	—	105¾	105¾	105¾
U. S. 4½s of 1891.....	116½	116½	—	116¾	116¾	116¾
U. S. 4s of 1907.....	123½	123½	—	123½	123	123
Chic. Mil. & St. Paul.....	106½	106½	—	105¾	105¾	106¾
Eric, common stock.....	38	38½	—	37¾	38½	38½
Illinois Central.....	149½	149	—	148½	148½	149½
N. Y. Ontario & West'n.....	28¾	28¾	—	28¾	28¾	29¾
Pennsylvania.....	65¾	65½	—	63¾	63¾	63¾
Philadelphia & Reading.....	28½	28½	—	28¾	28½	28½
New York Central.....	129½	129½	—	128	127¾	127¾

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State)..100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 11	8 11	8 11	8 11	8 11	8 11
Spring, No. 2, n. "	9 4	9 4	9 4	9 4	9 4	9 2
Winter, West, n. "	9 2	9 2	9 2	9 2	9 2	9 2
Cal., No. 1.....	9 5	9 5	9 5	9 5	9 5	9 5
Cal., No. 2.....	9 1	9 1	9 1	9 1	9 1	9 1
Corn, mix., West. "	5 11	5 11	5 11	5 11	5 11	5 11
Pork, West. mess. ½ bbl.	85 0	85 0	85 0	85 0	85 0	85 0
Bacon, long clear, new.	53 0	53 0	53 0	53 0	53 0	53 0
Beef, pr. mess, new, ½c.	95 0	95 0	95 0	95 0	95 0	95 0
Lard, prime West. ½ cwt.	59 3	59 0	59 0	59 0	59 0	59 0
Cheese, Am. finest.....	68 0	68 0	68 0	68 0	68 0	68 0

Commercial and Miscellaneous News

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

- 2,934—The Citizens' National Bank of Fergus Falls, Minn. Capital, \$75,000. James Compton, President; C. C. Warfield, Cashier.
- 2,935—The First National Bank of Watertown, Dakota Territory. Capital, \$50,000. Homer D. Walrath, President; Samuel B. Sheldon, Cashier.
- 2,936—The First National Bank of Corning, Iowa. Capital, \$50,000. Lew E. Darow, President; Charles C. Norton, Cashier.
- 2,937—The First National Bank of Brownwood, Texas. Capital, \$75,000. Jasper L. Vaughn, President; Brooke Smith, Cash.
- 2,938—The Los Angeles National Bank, California. Capital, \$100,000. George H. Bonebrake, President; F. C. Howes, Cashier.
- 2,939—The Ennis National Bank, Texas. Capital, \$100,000. Joseph Baldrige, President; Mark Latimer, Cashier.
- 2,940—The First National Bank of Decatur, Texas. Capital, \$50,000. Henry Greathouse, President; John W. Waldou, Cashier.

The name of the National Bank of Winterset, Iowa, was changed on the 18th of April last to the First National Bank of Winterset, Iowa, in accordance with Act of Congress, approved Jan. 13, 1883.

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank

circulation and to secure public moneys in national bank depositories on May 1. We gave the statement for April 1, in CHRONICLE of Apr. 7, page 387, and by referring to that the changes made during the month can be seen.

Description of Bonds.	U. S. Bonds Held May 1, 1883, to Secure—		
	Public Deposits in Banks.	Bank Circulation.	Total Held.
3s, Act July 12, 1832.....	\$8,481,000	\$199,933,450	\$208,414,450
Currcncy 6s.....	20,000	3,502,000	3,522,000
5 per cents.....		15,000	15,000
4½ per cents.....	1,010,500	38,347,400	39,357,900
4 per cents.....	6,871,000	105,267,950	112,138,950
5s, ext. at 3½.....	455,000	9,787,250	10,242,250
6s, ext. at 3½.....	111,500	486,700	598,200
Total.....	\$16,949,000	\$357,339,750	\$374,288,750

CHANGES IN LEGAL TENDERS AND NATIONAL BANK NOTES TO MAY 1.—The Comptroller of the Currency has furnished us the following, showing the amounts of national bank notes outstanding Apr. 1, together with the amounts outstanding May 1, and the increase or decrease during the month; also the changes in legal tenders held for the redemption of bank notes up to May 1:

National Bank Notes—			
Amount outstanding April 1, 1883.....			\$359,065,781
Amount issued during April.....	\$1,075,650		
Amount retired during April.....	1,591,864	516,214	
Amount outstanding May 1, 1883*.....			\$358,549,567
Legal Tender Notes—			
Amount on deposit to redeem national bank notes April 1, 1883.....			\$39,653,990
Amount deposited during April.....	\$1,025,957		
Amount reissued & bank notes retired in Apr.....	1,595,874	569,919	
Amount on deposit to redeem national bank notes May 1, 1883.....			\$39,084,071

\* Circulation of national gold banks, not included above, \$718,559.

According to the above the amount of legal tenders on deposit May 1 with the Treasurer of the United States to redeem national bank notes was \$39,084,071. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation, was as follows on the first of each of the last five months:

Deposits by—	Jan. 1.	Feb. 1.	Mar. 1.	Apr. 1.	May 1.
Insolvent bks.....	\$ 1,095,894	\$ 1,103,512	\$ 1,097,794	\$ 950,001	\$ 887,346
Liquidat'g bks.....	11,349,272	11,766,715	16,061,683	15,814,829	15,692,130
Reduc'g und'r act of 1874.....	27,435,649	27,353,596	*23677327	22,889,160	22,501,595
Total.....	\$39,940,815	\$40,228,823	\$40,776,801	\$39,653,990	\$39,084,071

\* The large decrease in the deposits of lawful money under the Act of June 20, 1874, and the corresponding increase in the deposits of liquidating banks, is occasioned in part by the transfer of \$4,091,268 from the former to the latter account.

COINAGE BY UNITED STATES MINTS.—The following statement, kindly furnished us by the Director of the Mint, shows the coinage executed at the Mints of the United States during the month of April, and for the four months:

Denomination.	Month of April.		Four months of 1883.	
	Pieces.	Value.	Pieces.	Value.
Double eagles.....	67,000	\$ 1,340,000	312,240	\$ 6,244,800
Eagles.....	38,000	380,000	116,940	1,169,400
Half eagles.....	89,000	400,000	145,440	727,200
Three dollars.....			40	120
Quarter eagles.....			40	100
Dollars.....			1,240	1,240
Total gold.....	185,000	2,120,000	575,940	8,142,860
Standard dollars.....	2,350,000	2,350,000	9,600,619	9,600,619
Half dollars.....			619	309
Quarter dollars.....			615	155
Dimes.....	180,000	18,000	2,021,619	202,462
Total silver.....	2,530,000	2,368,000	11,626,476	9,803,515
Five cents.....	2,636,000	133,300	5,926,433	446,322
Three cents.....			3,919	118
One cent.....	2,430,000	24,300	11,523,919	115,239
Total minor.....	5,066,000	157,600	20,454,276	561,679
Total coinage.....	7,811,000	4,645,600	32,655,692	18,503,084

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$9,710,764, against \$8,497,002 the preceding week and \$9,602,480 two weeks previous. The exports for the week ended May 1 amounted to \$6,090,044, against \$6,186,773 last week and \$6,765,880 two weeks previous. The following are the imports at New York for the week ending (for dry goods) April 26 and for the week ending (for general merchandise) April 27; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods.....	\$2,474,517	\$1,955,590	\$2,040,421	\$2,268,897
Gen'l mer'dise..	8,965,403	9,682,655	8,158,513	7,441,867
Total.....	\$11,439,920	\$11,638,245	\$10,198,934	\$9,710,764
Since Jan. 1.				
Dry goods.....	\$48,721,092	\$41,899,791	\$50,407,722	\$47,352,439
Gen'l mer'dise..	120,009,365	99,863,805	120,382,361	107,926,642
Total 17 weeks.....	\$168,730,957	\$141,763,596	\$170,785,083	\$155,279,081

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

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

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week.....	\$8,538,857	\$6,911,598	\$5,795,178	\$6,090,044
Prev. reported.....	108,384,403	120,200,067	100,190,491	112,237,690
Total 17 weeks.....	\$116,923,265	\$127,111,663	\$105,985,669	\$118,377,734

The following table shows the exports and imports of specie at the port of New York for the week ending April 28, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$.....	\$3,800	\$.....	\$1,955,779
France.....				104,220
Germany.....				2,065,889
West Indies.....			8,549	482,574
Mexico.....			4,000	4,000
South America.....		43,865		92,341
All other countries.....		71,785	300	17,396
Total 1883.....	\$.....	\$121,250	\$7,849	\$4,722,109
Total 1882.....	250,000	10,926,598	6,036	458,492
Total 1881.....		161,670	582,820	26,870,778
Silver.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$217,780	\$5,143,363	\$.....	\$.....
France.....	37,000	291,464		
Germany.....				236,984
West Indies.....		4,823	250	72,171
Mexico.....			5,174	1,397,249
South America.....			412	36,615
All other countries.....		3,741	495	4,050
Total 1883.....	\$254,780	\$5,443,394	\$6,331	\$1,747,099
Total 1882.....		3,679,357	313,285	1,006,534
Total 1881.....	258,400	2,959,369	47,573	1,133,930

Of the above imports for the week in 1883, \$300 were American gold coin and \$1,907 American silver coin.

—The following May 1st office changes are noticed, in addition to those published in our last issue:

- Pearl & Co. to 5 New.
- John S. James & Co. to 3 Broad.
- G. K. Sistare's Sons to 19 Nassau.
- R. A. Lancaster & Co. to 2 Wall.
- Caldwell, Washburn & Townsend to 3 Wall.
- A. E. Hachfield, to 8 and 10 Pine.
- Howard, Lapsley & Co. to 24 Broad.

—Lake Shore & Michigan Southern Railway 7 per cent bonds to the amount of \$1,250,000 are offered for subscription by Messrs. Vermilye & Co. up to the 11th inst. at the price of 118½ and accrued interest. These are a part of the \$2,500,000 of consolidated second mortgage bonds issued by the company to retire other bonds which matured October 1, 1882, all the rest of the issue having been taken by two prominent institutions as an investment. At the price above named it is stated that the bonds, if held till maturity in 1903, will net 5½ per cent interest. See particulars in the advertisement.

—Messrs. Winslow, Lanier & Co. invite sealed proposals for \$4,117,000 of the first mortgage 5 per cent fifty-year gold bonds of the New York West Shore & Buffalo Railroad. They purchased \$20,262,000 of these bonds, and have sold all but the above amount. The proposals will be opened at their office May 10, in the presence of Mr. John A. Stewart, President of the United States Trust Company, Mr. F. N. Lawrence, President of the Stock Exchange, and Mr. H. F. Spaulding, President of the Central Trust Company. The awards will positively be made to the highest bidders, without reserve. Full particulars will be found in the advertisement on another page.

—Attention is called to the card of Messrs. Simons & Chew, No. 2 Exchange Court. This house, which is composed of well-known young and energetic men, has recently connected itself with the Produce Exchange, in addition to its other business of dealing in all stocks and bonds on the Stock Exchange.

—Messrs. Shoemaker, Dillon & Co. have removed to No. 5 Wall St. The firm has received an addition in the person of Mr. Richard G. Murphy, son of ex-Collector Murphy, and is now represented on the Stock Exchange by Mr. Murphy and Mr. Dillon.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

Shares.		
23 Corn Exchange Bank.....	174½	425 Am. Heating & Power Co. \$60
20 Clinton Fire Ins. Co.....	125	1 Manneck Manuf'g Co. 50
15 Eagle Fire Ins. Co.....	250	5 Second Avenue RR. Co. 186
13 Sterling Fire Ins. Co.....	60	\$2,270 Commercial Mutual
10 Home Insurance Co.....	140	Ins. Co scrip..... 70½

# The Bankers' Gazette.

## DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
<b>Railroads.</b>			
Pennsylvania.....	4	May 29	May 1 to
Seaboard & Roanoke.....	5	May 1	.....
<b>Bank.</b>			
Nassau.....	4	May 10	May 3 to May 10

NEW YORK, FRIDAY, MAY 4, 1883-5 P. M.

**The Money Market and Financial Situation.**—The banks had gained very slowly in their net reserves up to their last statement, on April 28, but with the large disbursements coming after the first of May, it is believed that the banks will begin to show more rapid and decided improvement. There is a great abundance of trust funds and other moneys of that class which are loaned exclusively on government bond collateral, and blocks of that money have been offered at 3 per cent, without being taken. There has been some attempt to draw an analogy between the situation of monetary affairs in the spring of 1873 and at the present time. The methods of railroad building at that time were, in many respects, different from those in vogue at present, and there appears to be very little similarity between the condition of the money market then and now. On looking back at the year preceding the panic, we find that for eight months, from September 1872 to May 1873, there was hardly a substantial relaxation in the money market, and brokers during much of that time were compelled to pay from 1-32 to 3/4 of one per cent a day for call loans.

A striking feature this week has been the activity in railroad bonds, particularly in some of the new bonds and low-priced bonds. There are also several new loans on the market, and the facility with which loans are placed by syndicates either here or in London, shows the real demand for railroad bonds whenever they are put on the market by influential parties.

In regard to the movements in national bank affairs, there are some interesting figures given out by Comptroller Knox which are worthy of attention. In the six months ending May 1, 1883, the number of new banks organized was 132, with capital of \$14,958,500. Of these banks, ten, having a capital of \$1,005,000, are in New York State; eleven, with capital of \$785,000, in Pennsylvania; sixteen, with capital of \$2,090,000, in Ohio; ten, with capital of \$2,970,000, in Illinois; nine, with capital of \$330,000, in Iowa; six, with capital of \$325,000, in Nebraska; eight, with capital of \$400,000, in Dakota, and nine in Texas, with capital of \$850,000. Arranged by geographical divisions, the number of banks organized in the New England States is five, with capital of \$775,000; in the Middle States, twenty-three banks, with capital of \$1,893,000; in the Southern States, including six banks in Missouri and six banks in Kentucky, twenty-six banks, with capital of \$2,100,000; in the Western States, 70 banks, with capital of \$9,680,000; in the Pacific States, eight banks, with capital of \$510,000. Twelve of the banks organized, having capital of \$2,600,000, are banks which allowed their corporate existence to expire and organized other banks in the same localities; twenty-three other banks, having capital of \$3,836,000, having gone into liquidation and relinquished business.

In the money market there was a temporary advance in rates, incident to the withdrawals of funds to meet the May disbursements. Rates on stock collaterals were up to 6@7 per cent, and for a short time on Monday rose to 10 per cent; but in the past few days money has relaxed, and 4@6 per cent are the quotations on stocks, while government bond dealers pay 3@4 per cent. Prime commercial paper sells at 5@6 per cent.

The Bank of England weekly statement on Thursday showed a decrease in specie of £175,000, and the percentage of reserve to liabilities was 34 1-16, against 38 3-16 last week; the discount rate remains at 3 per cent. The Bank of France gained 7,650,000 francs gold and 4,125,000 francs silver.

The New York City Clearing-House banks in their statement of April 28 showed a net gain of \$270,925 in their reserves, making a surplus of \$895,200 above the legal limit, against \$624,275 April 21.

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

	1883. April 28.	Differences fr'm previous week.	1882. April 29.	1881. April 30.
Loans and dis.	\$312,895,000	Inc. \$2,033,000	\$310,989,100	\$304,435,200
Specie.....	53,736,800	Dec. 133,000	65,989,900	69,289,400
Circulation...	16,342,400	Dec. 153,900	18,942,500	18,600,100
Net deposits	289,922,400	Inc. 3,246,300	297,256,800	294,536,300
Legal tenders.	19,639,000	Inc. 1,215,500	19,218,400	15,784,700
Legal reserve.	\$72,480,600	Inc. \$811,575	\$74,312,700	\$73,634,075
Reserve held.	73,375,800	Inc. 1,082,500	85,203,300	85,074,100
Furnish	\$895,200	Inc. \$270,925	\$10,895,600	\$11,440,025

**Exchange.**—Foreign exchange has shown a fair business, and after slight fluctuations closes the same as last week. The supply of commercial bills seems to be moderate. To-day prime bankers' 60 days sterling sold at 4 82 1/2 @ 4 82 3/4; demand, 4 85 @ 4 85 1/4; cables, 4 85 1/2 @ 4 85 3/4. Continental bills were as follows, viz.: Francs, 5 20 5/8 @ 5 21 1/4 and 5 18 1/8 @ 5 18 3/4; reichsmarks, 94 3/8 @ 94 1/2 and 94 7/8 @ 95; guilders, 39 15-16 and 40 3-16 @ 40 1/4.

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

	May 4.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 82 3/4 @ 4 83 1/2	4 85 1/4 @ 4 86	
Prime commercial.....	4 81 3/4 @ 4 82 1/4	4 84 @ 4 84 1/2	
Documentary commercial.....	4 81 1/4 @ 4 81 3/4	4 83 1/2 @ 4 84	
Paris (francs).....	5 21 1/4 @ 5 19 3/8	5 19 3/8 @ 5 16 7/8	
Amsterdam (guilders).....	40 @ 40 1/8	40 1/4 @ 40 3/8	
Frankfort or Bremen (reichsmarks).....	94 3/8 @ 95	94 7/8 @ 95 1/2	

**United States Bonds.**—In government bonds there has been rather less firmness in prices, and the demand has been comparatively slack. One cause for this is found in the extraordinary bill in the New York Legislature authorizing savings banks to invest in other securities than those to which they were heretofore limited by law.

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

	Interest Periods.	Apr. 28.	Apr. 30.	May 1.	May 2.	May 3.	May 4.
5s, continued at 3 1/2..	Q.-Feb.	*102 3/4	*103	*103	*103 1/8	*103	*103
4 1/2s, 1891.....reg.	Q.-Mar.	*113 1/4	*113 3/8	*112 3/8	*112 3/8	*112 1/8	*112 1/8
4 1/2s, 1891.....coup.	Q.-Mar.	*113 1/4	*113 3/8	*113 1/2	*113 1/2	*113 1/4	*113 1/4
4s, 1907.....reg.	Q.-Jan.	*119 3/4	*119 7/8	*119 7/8	*119 7/8	*119 5/8	*119 1/2
4s, 1907.....coup.	Q.-Jan.	119 3/4	119 7/8	119 7/8	119 7/8	119 5/8	119 1/2
3s, option U. S.....reg.	Q.-Feb.	*103 1/4	*103 1/4	*103 1/4	*103 3/8	103 3/8	*103 1/4
6s, cur'cy, 1895.....reg.	J. & J.	*127	*127	*127	*127	*127	*127
6s, cur'cy, 1896.....reg.	J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1897.....reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1898.....reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1899.....reg.	J. & J.	*131	*131	*131	*131	*131	*131

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

**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:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
Apr. 28..	\$ 628,399 97	\$ 939,654 38	\$ 120,950,265 74	\$ 7,385,419 12
" 30..	1,128,776 34	834,002 71	121,250,420 47	7,380,038 02
May 1..	1,073,626 15	2,168,093 21	120,566,883 15	6,979,156 28
" 2..	*15,778,174 20	*20,312,002 31	115,822,930 78	7,179,282 51
" 3..	1,336,181 11	1,920,267 52	115,347,741 81	7,070,385 07
" 4..	13,816,724 25	1,719,793 13	116,574,362 37	7,940,695 63
Total.....	23,761,882 02	27,893,813 29	.....	.....

\* \$15,000,000 of above receipts and payments is a transfer from one account on the books to another.

† Includes \$3,000,000 gold certificates put into cash.

**State and Railroad Bonds.**—There have been very few sales of Southern State bonds this week, and the speculative interest in these securities is at the lowest ebb.

Railroad bonds have been quite the feature of the week, and the transactions at the Board in certain specialties have been very large. The market was led off by heavy dealings in West Shore bonds at advancing prices; then followed large sales of East Tennessee Virginia & Georgia 5s mortgage bonds, and the incomes of the same company. The Atlantic & Pacific income bonds were also very active, advancing to 30 this morning, and the mortgage bonds selling this afternoon at par. "Nickel-Plate" bonds have been strong and active, closing at 101 1/2. Altogether, there has been in this way a more lively movement in railroad bonds than we have had for some months past. It is alleged by some parties that the bonds being, many of them, held largely in first hands, it is easy to make the market active, but this would hardly account for the general movement in so many different bonds, the issues of roads under entirely different managements.

**Railroad and Miscellaneous Stocks.**—The stock market has been quite irregular in tone with only a moderate volume of business. The speculative attention has been diverted in some degree to transactions in bonds. The weakness in New York Central has been one of the points that attracted notice, and it was naturally attended with reports that the Vanderbilts were sellers, and that the competition of the West Shore road is feared. The annual reports of the Lake Shore and the Michigan Central companies have been issued, and the statistics compiled for four years will be found on another page. Denver & Rio Grande stock has been stronger, and the road is expected to reap a benefit from its Utah extension and the speedy completion of its line to Ogden. A new speculative favorite has been the Canadian Pacific stock, in which the transactions have been considerable at advancing prices. The circumstances of this stock are peculiar, as the road has no mortgage on it, the mortgage covering the lands only, and this week a dispatch from Canada reported very heavy sales of land, of which the proceeds go towards the cancellation of bonds. In the Lake Shore report the actual amount of Nickel-Plate stock purchased by that company is given as 140,500 shares of preferred and 124,800 of common, making \$26,530,000 out of the whole capital stock of \$50,000,000. To-day the Richmond & Danville specialties were strong—terminal closing at 36 1/2 and debenture bonds at 68.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING MAY 4, AND SINCE JAN. 1, 1883.

Table with columns: STOCKS, DAILY HIGHEST AND LOWEST PRICES (Saturday, Monday, Tuesday, Wednesday, Thursday, Friday), Sales of the Week (Shares), Range Since Jan. 1, 1883 (Lowest, Highest), and For Full Year 1882 (Low, High). Rows include RAILROADS, MISCELLANEOUS, and COAL AND MINING.

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

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained.

Table with columns: Roads, Latest Earnings Reported (Week or Mo, 1883, 1882), Jan. 1 to Latest Date (1883, 1882). Lists various railroads like Ala. Gt. Southern, Atch. Top. & S. Fe., Buff. Pittsb. & W., etc.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on April 23:

Table with columns: Banks, Capital, Average amount of— (Loans and discounts, Specie, Legal Tenders, Net dep'ts other than U. S., Circulation). Lists banks like New York, Manhattan Co., Merchants, etc.

The deviations from returns of previous week are as follows: Loans and discounts, Inc. \$2,082,000; Net deposits, Inc. \$3,216,300; Specie, Dec. 133,000; Circulation, Dec. 153,900; Legal tenders, Inc. 1,215,500.

The following are the totals for three weeks:

Table with columns: 1883, 1882, Loans, Specie, L. Tenders, Deposits, Circulation, Agg. Clear. Shows data for Feb, Mar, Apr.

Boston Banks.—Following are the totals of the Boston banks:

Table with columns: 1882, 1883, Loans, Specie, L. Tenders, Deposits, Circulation, Agg. Clear. Shows data for Dec, Jan, Feb, Mar, Apr.

\* Including the item "due to other banks."

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

Table with columns: 1882, 1883, Loans, L. Tenders, Deposits, Circulation, Agg. Clear. Shows data for Dec, Jan, Feb, Mar, Apr.

\* Earnings on 2,895 miles this year against 2,917 in 1882. † Freight earnings. § All lines included. Coins.—The following are quotations in gold for various coins: Sovereigns, Napoleons, X Reichmarks, etc.

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share. The following abbreviations are often used, viz: "M." for mortgage; "g." for gold; "g'd." for guaranteed; "end." for endorsed; "cons." for consolidated; "conv." for convertible; "s. f." for sinking fund; "l. g." for land grant. Quotations in New York are to Thursday; from other cities, to late mail dates.

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

Table with columns: UNITED STATES BONDS, CITY SECURITIES, Bid, Ask. Lists various bond types and their market prices.

\* Price nominal; no late transactions. † Purchaser also pays accrued interest. ‡ In London. †† Coupons on since 1869.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

Table with columns for Railroad Bonds, Bid, Ask, and various bond descriptions including Wilmington, N.C., Worcester, Mass., and others. Includes sub-sections for RAILROAD BONDS and Central Pacific—(Continued)—.

\* Price nominal; no late transactions.

† The purchaser also pays accrued interest.

‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

Table with columns for Railroad Bonds, Bid, Ask, and various bond descriptions including Michigan Central, Northeast, S.C., and others.

\* Price nominal; no late trans. actions. † The purchaser also pays accrued interest. ‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

Table with columns for Railroad Bonds, Railroad Stocks, and another set of Railroad Stocks. Each column lists various securities with their respective bid and ask prices.

\* Prices nominal; no late transactions. † Purchaser also pays accrued interest. ‡ In London. § Quotation per share.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

Table with multiple columns: CANAL BONDS, RR. STOCKS, MISCELLANEOUS, TRUST CO.'S STOCKS, MISCELLANEOUS, MISCELLANEOUS. Each column contains bid and ask prices for various securities.

Price nominal; no late transactions. † Purchaser also pays accrued int. ‡ In London. § Quotation per share. ¶ Premium.

# Investments

## AND STATE, CITY AND CORPORATION FINANCES.

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

### ANNUAL REPORTS.

#### Lake Shore & Michigan Southern.

(For the year ending December 31, 1882.)

The following is condensed from the report of Mr. W. H. Vanderbilt, the President. The miles of road operated included the lines embraced in the subjoined statement:

Main Line—Buffalo, N. Y., to Chicago, Ill.....	540.49 miles.
Five L. S. & M. S. branches.....	324.38 miles.

Total miles L. S. & M. S. Railway proper.....	864.87 miles.
Three proprietary roads, owned wholly by L. & M. S. Railway Co., but under other organizations.....	160.07 miles.
Five leased roads.....	314.60 miles.

Total miles operated.....1,339.54 miles.

"This company leased in perpetuity, as of July 1, 1881, the Detroit Hillsdale & Southwestern Railroad, 64.80 miles, at a rental of \$41,000 annually for two years, and after that \$54,000 annually (4 per cent upon its capital stock). Also as of Sept. 1, 1882, in perpetuity, the Fort Wayne & Jackson Railroad, 97.42 miles, at an annual rental of 5½ per cent upon its preferred stock (rental \$126,027). These leases were made, after long and careful consideration, to protect the interests of the company.

"Construction account stands at \$66,500,000, the same as at the end of 1881. Nothing was charged to this account in 1882.

"Equipment account was increased in 1882 from \$16,150,000 to \$17,169,000, increase \$1,019,000, for 15 locomotives and 1,067 cars." \* \* \*

"The usual annual contribution of \$250,000 to the sinking fund reduces the first mortgage debt from \$22,250,000 to \$22,000,000. The second mortgage debt was increased from \$14,665,000 to \$21,192,000 by the exchange of \$6,527,000 second mortgage bonds for 140,500 shares preferred and 124,800 shares common stock in the New York Chicago & St. Louis Railway, a controlling interest. While this involves an increase in our fixed charges of \$456,890 per annum, it is believed the results will confirm the wisdom of acquiring the control of that road. The total funded debt now stands at \$43,192,000, an increase of \$6,277,000 in 1882."

In his general remarks Mr. Vanderbilt says: "It is a noteworthy fact that in not one single year of the past thirteen have the dividends exceeded the earnings, from transportation, applicable thereto. The freight statistics show a slight increase—31,030 tons—in freight moved, and a trifling improvement in the average rate per ton per mile—cent 0.628 in 1882, against cent 0.617 in 1881—but the average distance hauled was but 205.8 miles, against 220.6 miles in 1881. This resulted in a decrease of \$637,410 (5 per cent) in earnings. A gratifying feature of the freight business this year is the proximity to an equality in tonnage east-bound (54 per cent) and west-bound (46 per cent). These percentages in 1878 were respectively 74 and 26; since then a steady and rapid improvement in west-bound freight has brought it up to nearly one-half the entire movement. The earnings of the passenger trains from passengers, mails and express show an increase in 1882 of \$847,019, which is 16.41 per cent."

"The movement of both freight (9,195,538 tons) and passengers (4,118,832) in 1882 was the heaviest in the history of the company, notwithstanding the partial failure of the crops in 1881. Notwithstanding the fact that the exceptionally heavy passenger business required an increase of passenger train mileage of 327,027 miles, about eleven per cent, operating expenses show a decrease of \$220,621.

"The road and equipment have been maintained at their usual high standard, and the entire cost thereof charged to operating expenses. The expenses, including taxes, were 60.67 per cent of the earnings, against 62.76 per cent in 1881. The earnings for the past year show a steady recovery from the depressing influence of the struggle between the trunk lines and indicate a healthful growth of business. The development and prosperity of the country keeps pace with, if it does not exceed, the facilities afforded by the opening of new routes. The earnings for the first quarter of 1883 are so much larger than for the corresponding period of 1882, that a much more favorable report is anticipated for the coming year."

Comparative statistics for four years, compiled in the usual form for the CHRONICLE, are as follows:

ROAD AND EQUIPMENT.				
	1879.	1880.	1881.	1882.
Miles owned.....	1,025	1,025	1,025	1,025
Miles leased & control'd	152	152	152	315
Total operated...	1,177	1,177	1,177	1,340
Locomotives.....	495	494	532	547
Pass. mail & exp. cars	248	217	258	287
Freight cars.....	9,001	10,943	12,938	13,919
Coal & all other cars.	1,947	2,411	2,822	2,879

### OPERATIONS AND FISCAL RESULTS.

	1879.	1880.	1881.	1882.
<b>Operations—</b>				
Passengers carried...	2,822,121	3,313,485	3,682,006	4,118,832
Passenger mileage...	141,162,317	176,148,767	207,953,215	227,098,958
Rate per pass p. mile	2.22 cts.	2.13 cts.	1.98 cts.	2.15 cts.
Freight (tons) moved	7,541,294	8,350,336	9,161,508	9,195,538
Freight (tons) mil'ge. *	1,733,423	1,851,166	2,021,755	1,892,868
Av. rate p. ton p. mile	0.642 cts.	0.750 cts.	0.617 cts.	0.628 cts.
<b>Earnings—</b>				
Passenger.....	3,138,004	3,761,008	4,134,789	4,897,185
Freight.....	11,288,260	14,077,294	12,659,987	12,022,577
Mail, exp., rents, &c.	845,228	911,159	1,176,615	1,305,877
Total gross earnings.	15,271,492	18,749,461	17,971,391	18,225,639
<b>Operating expenses—</b>				
Maint. of way, &c....	1,811,284	1,815,072	2,182,510	2,323,789
Maint. of equipment.	1,204,527	2,168,856	1,596,537	1,552,805
Transport'n expenses	4,616,385	5,307,829	6,275,361	5,968,350
Taxes.....	437,616	437,639	472,566	503,852
Miscellaneous.....	855,212	688,709	751,454	709,011
Total.....	8,934,524	10,418,105	11,278,428	11,057,807
Net earnings.....	6,336,968	8,331,356	6,692,963	7,167,832
P.e. of op. ex. to ear'gs	58.50	55.56	62.76	60.67

\* Three ciphers omitted.  
† Includes damage and loss of freight and baggage, personal injuries, law expenses, rents payable and hire of cars.

### INCOME ACCOUNT.

	1879.	1880.	1881.	1882.
<b>Receipts—</b>				
Net earnings.....	6,336,968	8,331,356	6,692,963	7,167,832
Interest, divid's, &c.	172,806	2,866,222	238,675	98,392
Pr. on bds. & st'ks sold	.....	.....	850,000	.....
Total income....	6,509,774	8,510,018	7,781,638	7,266,224
<b>Disbursements—</b>				
Rentals paid.....	257,189	282,955	273,925	357,087
Interest on debt.....	2,616,955	2,622,730	2,612,230	2,714,955
Dividends, guar.....	53,350	53,350	53,350	53,350
Dividends, ordinary.	3,215,322	3,957,320	3,957,320	3,957,320
Rate of dividend....	6½	8	8	8
New cars & engines*.	.....	.....	674,949	.....
Miscellaneous.....	60,128	.....	199,597	.....
Total disbursements.	6,203,244	6,916,356	7,771,371	7,082,712
Balance, surplus....	306,530	1,623,662	10,267	183,512

\* In 1880 this item amounted to \$700,000, but was charged to operating expenses, and in 1882 it amounted to \$1,049,000, but was charged in general account below.

### GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1879.	1880.	1881.	1882.
<b>Assets—</b>				
Railroad, b'ldings, &c.	68,862,600	68,862,600	69,848,600	69,848,600
Equipment.....	14,378,000	14,378,000	16,150,000	17,169,000
Real est. & office prop.	225,376	223,597	305,798	365,780
Ch. & Can. So. bds. &c.	660,000	660,000	660,000	660,000
Stocks owned, cost...	1,851,245	2,288,358	1,907,386	*8,702,428
Bonds owned, cost...	2,248,017	1,924,080	2,115,180	†2,127,180
Advances.....	1,243,831	1,253,778	1,409,578	1,394,956
Materials, fuel, &c....	756,837	973,785	1,166,890	1,355,153
Cash on hand.....	2,477,134	3,410,793	724,669	534,275
Uncollected earn'gs.	367,379	744,291	994,797	604,312
Total assets.....	93,063,442	94,719,287	95,282,898	102,761,684
<b>Liabilities—</b>				
Stock.....	50,000,000	50,000,000	50,000,000	50,000,000
Bds. (see SUPPLEMENT).	37,439,000	37,189,000	38,439,000	44,716,000
Dividends.....	2,005,335	2,005,335	1,016,005	1,016,005
Liabilities of pr. yr....	540,546	822,729	1,115,402	‡2,133,677
Profit and loss.....	3,078,561	4,702,223	4,712,491	4,896,002
Total liabilities..	93,063,442	94,719,287	95,282,898	102,761,684

\* Dec. 31, 1882, stocks held as follows: Jamestown & Franklin RR., \$320,000; Lake Shore & Mich. So. RR., \$263,200; Det. Mon. & Tol. RR., \$414,110; Merchants' Dispatch Trans. Co., \$319,443; Pitts. & Lake Erie RR., \$290,000; Pacific Hotel, \$137,500; Cin. Was. & Mich. Railway, \$437,000; Erie & West. Trans. Co., \$45,500; Cleve. Tusc. Valley & Wheeling, \$5,850; N. Y. Chic. & St. Louis, \$6,270,000.

Dec. 31, 1882, bonds held as follows: Jamestown & Franklin RR., \$685,400; Lake Shore & Tusc. Val. RR., \$400,000; Mahoning Coal RR., \$101,538; Kal. & White Pigeon RR., \$52,200; Holiday Coal Co., \$23,000; Cleve. Tusc. Val. & Wheeling, \$138,150; Pacific Hotel, \$290,712; Grand Rapids N. L. S. RR., \$136,180.

† Of this stock \$533,500 is guaranteed 10 per cent dividend.

‡ Includes \$1,019,000 for new equipment.

### Michigan Central Railroad.

(For the year ending Dec. 31, 1882.)

"The funded debt has been changed as follows: This company's bonds of October 1, 1857, outstanding and maturing October 1, 1882, viz., mortgage loan, \$556,000, first sinking fund, \$1,508,000, and second sinking fund, \$671,000, have all been presented and paid, with the exception of \$25,000 of first and second sinking fund bonds, which amount is on deposit with the redeeming agents. Of the \$2,000,000 seven per cent consolidated mortgage bonds held as a reserve for the purpose of redemption of the mortgage loan and sinking fund bonds above mentioned, \$1,100,000 have been issued bearing five per cent interest from November 1, 1882, the coupons being payable on the first of May and November, the bonds maturing May 1, 1902. The proceeds therefrom have been expended in the redemption of the mortgage loan bonds, also in part payment for increased terminal facilities and improvements, and in payment to the Erie & Chicago Car Company for 573 cars taken in settlement of a long standing dispute with that company. The sinking fund trustees when completing their trust in October last placed upon the market \$185,000 Jackson Lansing & Saginaw first mortgage bonds which they previously held with other securities, and upon which this company had not been paying interest; in consequence of which the leased line interest is increased \$14,800 annually. The result of the above-named changes is a net decrease in our annual interest of \$89,200, equal to one-half of one per cent on the capital stock.

"The improvements and additions made to the company's property have been as follows:

Additional freight cars.....	\$962,000
New buildings.....	100,000
New iron bridges.....	70,000
Land for increased terminal facilities.....	57,000
New additions to buildings.....	25,000
Right of way and station grounds.....	21,000
New locomotives.....	15,000
<b>Total.....</b>	<b>\$1,250,000</b>

"Of the above amount, which is all properly chargeable to construction account, only \$578,000 has been so charged; the remainder, \$672,000, having been charged to and included in operating expenses.

"The gross earnings from traffic show an increase of \$113,000, and the operating expenses a decrease of \$60,000, thus resulting in \$173,000 increased net earnings. The freight traffic shows a decrease of 86,781,610 tons moved one mile, or 10.98 per cent; and a decrease in earnings of \$249,276, or 14.39 per cent; but an increase in the rate per ton per mile of .054 or 7.52 per cent. The passenger traffic shows an increase of 6,531,813 passengers moved one mile, or 4.81 per cent; an increase in earnings of \$333,604, or 11.86 per cent; and an increase in the rate per passenger per mile of 0.139 or 6.71 per cent." \* \* \*

"Construction account shows an increase during the year for the entire system, as follows:

The cost to date of the construction of the northern extension of the Jackson Lansing & Saginaw Railroad from Gaylord to Mackinaw city.....	\$1,093,778
The cost of 573 Erie & Chicago Car Company cars taken in settlement with that company, and including old claims in dispute.....	400,000
Additional expenditure on account of the Detroit & Bay City Railroad.....	16,487
And the current construction account as detailed in the report of the General Manager herewith.....	177,934

Making a total of.....\$1,693,200

"Income account has been charged with the usual disbursements for operating expenses, renewals, interest, rentals and dividends, after which an increase of \$193,170 is shown for the year, making the present balance \$539,989. This amount has all been expended for additions and betterments to the company's property, with the exception of \$229, which remains a cash surplus." \* \* \*

"In the month of December last an agreement was entered into with the Canada Southern Railway Company, and subsequently ratified by its stockholders, under which, for a period of twenty-one years from January 1st, 1883, the Michigan Central is to operate and manage the Canada Southern and its leased lines."

The report of the Land Commissioner of the Jackson Lansing & Saginaw Railroad shows the following business of the Land Department of that company for the last five years as follows:

	1878.	1879.	1880.	1881.	1882.
Acres sold.....	12,415	14,888	47,124	45,667	30,573
Average per acre....	\$9 86	\$11 40	\$14 46	14 14	\$13 49
Land sales.....	\$122,411	\$169,789	\$681,341	\$645,953	\$412,562
Timber sales.....	7,002	28,523	89,020	112,690	89,106
<b>Total sales.....</b>	<b>\$129,413</b>	<b>\$198,312</b>	<b>\$770,961</b>	<b>\$758,643</b>	<b>\$501,669</b>

The number of acres of land remaining unsold is 333,257, and estimating the same at \$7 50 per acre, which is believed to be a minimum value, we have the following estimated assets:

333,257 acres of land at \$7 50.....	\$2,499,427
Amount due on land contracts.....	820,178
Bills receivable.....	2,050
Joy & Dennison, trustees.....	894,909
Cash in hand December 31, 1882.....	36,291
<b>Total.....</b>	<b>\$4,252,757</b>

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

	ROAD AND EQUIPMENT.			
	1879.	1880.	1881.	1882.
Miles owned.....	284	284	284	284
Miles used & contr'd.....	520	520	665	729
<b>Total operated...</b>	<b>804</b>	<b>804</b>	<b>949</b>	<b>1,013</b>
Locomotives.....	219	219	254	256
Pass., mail & exp. cars.....	149	150	166	174
Freight cars.....	5,189	6,063	6,595	7,659
All other cars.....	7	7	9	39

	OPERATIONS AND FISCAL RESULTS.			
	1879.	1880.	1881.	1882.
<b>Operations—</b>				
Passengers carried...	1,445,655	1,699,810	2,079,289	2,363,842
Passenger mileage...	93,232,430	115,523,789	135,706,148	142,237,961
Rate per passenger mile	2.21 cts.	2.13 cts.	2.07 cts.	2.21 cts.
Freight (tons) moved.....	3,513,819	3,797,137	4,196,896	3,913,869
Freight (tons) mileage.....	721,019,413	735,611,935	790,022,930	703,241,320
Av. rate per ton mile	0.692 cts.	0.842 cts.	0.718 cts.	0.772 cts.
<b>Earnings—</b>				
Passenger.....	2,062,265	2,461,771	2,812,706	3,146,309
Freight.....	4,986,988	6,195,971	5,675,731	5,426,455
Mail, express, &c.....	297,541	293,633	312,050	340,317
<b>Total gross earnings.</b>	<b>7,346,794</b>	<b>8,951,375</b>	<b>8,800,487</b>	<b>8,913,081</b>
<b>Operating Expenses—</b>				
Maint. of way, &c.....	904,613	1,226,536	1,627,919	1,758,084
Maint. of equipment.....	623,730	670,006	825,196	1,170,105
Transport'n expenses.....	2,455,164	2,824,901	3,431,244	3,121,704
Taxes.....	201,682	197,255	215,802	222,853
Miscellaneous.....	514,403	820,053	631,935	398,900
<b>Total.....</b>	<b>4,699,592</b>	<b>5,738,751</b>	<b>6,732,096</b>	<b>6,671,726</b>
<b>Net earnings.....</b>	<b>2,647,202</b>	<b>3,212,624</b>	<b>2,068,391</b>	<b>2,241,355</b>
P.ct.op.exp.to earn'gs	63.97	64.11	76.50	74.85

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

	INCOME ACCOUNT.			
	1879.	1880.	1881.	1882.
<b>Receipts—</b>				
Net earnings.....	2,647,202	3,212,624	2,068,391	2,241,355
Interest & dividends.....	68,634	134,374	133,845	127,951
<b>Total income.....</b>	<b>2,715,836</b>	<b>3,346,998</b>	<b>2,202,236</b>	<b>2,369,306</b>
<b>Disbursements—</b>				
Rentals paid.....	184,310	184,310	184,310	184,310
Interest on debt.....	1,403,472	1,385,120	1,508,616	1,617,061
Dividends.....	1,030,601	1,499,056	468,455	374,764
Do rate per ct.	5 1/2	8	2 1/2	2
Miscellaneous.....	.....	70,000	.....	.....
<b>Total disbursements.</b>	<b>2,618,383</b>	<b>3,138,486</b>	<b>2,161,381</b>	<b>2,176,135</b>
<b>Balance, surplus.....</b>	<b>97,453</b>	<b>208,512</b>	<b>40,855</b>	<b>193,171</b>

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1878.	1879.	1880.	1881.
<b>Assets—</b>				
RR., bldgs, equip., &c.*	34,125,147	34,396,256	38,175,584	39,868,785
St'ks & bds. own'd, c'st	664,765	489,387	482,700	583,785
Bills & accts. receivable	58,940	562,570	659,566	1,317,065
Materials, fuel, &c....	237,580	411,619	282,457	352,504
Cash on hand.....	136,381	755,362	489,520	292,586
Detroit & Bay C. RR.	323,192	340,172	.....	.....
<b>Total.....</b>	<b>35,546,005</b>	<b>36,955,366</b>	<b>40,089,827</b>	<b>42,414,725</b>
<b>Liabilities—</b>				
Stock.....	18,738,204	18,738,204	18,738,204	18,738,204
Fund'd d'bt (see Sup.)	13,691,000	13,691,000	17,267,000	16,732,000
Accounts payable.....	.....	1,200,849	771,263	1,447,550
Income account.....	3,116,801	3,325,313	3,131,417	5,496,971
Miscellaneous.....	.....	.....	181,943	.....
<b>Total liabilities..</b>	<b>35,546,005</b>	<b>36,955,366</b>	<b>40,089,827</b>	<b>42,414,725</b>

\* Including leased lines and trustee equipment.

GENERAL INVESTMENT NEWS.

Arkansas Midland.—The New York Times reports:

"A meeting of holders of Arkansas State bonds issued in aid of the Arkansas Midland Railroad was held at the office of Charles G. Wolfe & Co., in Exchange Place. About \$500,000 of the \$1,350,000 of bonds were represented, and it was stated that one block of \$400,000 of these bonds was held by capitalists abroad. Mr. A. H. Johnson, President of the Arkansas Midland, informed the meeting that he acquiesced in the recent decision of the United States Court holding the road responsible upon the State aid bonds. The President also stated that there was no floating debt, and no incumbrance of any kind on the road except these State aid bonds. It was suggested that the stockholders could make themselves free of obligation under the bonds by completing the road to Little Rock, a distance of about fifty miles from its present terminus. Charles G. Wolfe and John B. Manning were appointed a committee to ascertain the views of the other bondholders, and if possible obtain their co-operation in making the suggested extension. Mr. Wolfe expects to sail for Europe in the steamship Britannic on Saturday for the purpose of conferring with the foreign bondholders. The Arkansas Midland was chartered November 7, 1853, under the name of the Arkansas Central Railroad, and the road was opened in 1871. The company received State aid bonds to the extent of \$15,000 per mile. The road was sold under foreclosure June 9, 1877, and the present company was organized May 15, 1878. The road now in operation extends from Helena to Clarendon, Ark., a distance of 50 miles, but the road was planned to run from Helena to Little Rock, 102 miles."

Bucksport & Bangor.—This railroad has been leased to the Maine Central Railroad Company for 999 years, the lease to go into effect May 1. The railroad is a narrow-gauge one, and extends from Bucksport to Bangor.

Canadian Pacific.—A dispatch from Montreal, May 2, said: "The trustees of the Canadian Pacific land grant mortgage met to-day and proceeded to take note of and destroy bonds to the amount of \$4,917,500, which had been received in payment for the lands sold by the company. The bonds were issued in October, 1881, \$20,000,000 being placed with the public and \$5,000,000 remaining in the hands of the Dominion Government, pledged for the execution of the contract. Sales of land to the amount of \$18,000,000 have been made, and bonds are received in payment for these lands at 10 per cent premium. The balance of the purchase money remaining due covers the entire land grant bond issue to within about \$2,000,000. Those destroyed to-day represent payments made on account to the end of March. It is expected that at least \$10,000,000 more will be canceled during the present year."

Central Pacific (Oregon Branch).—Work is in progress on the extension of the Oregon division of the Central Pacific, from Redding, Cal., northward. When the Colorado branch of the Southern Pacific is completed, which will be very shortly, the construction force will be transferred to this road.

Chicago & Eastern Illinois—Chic. Danville & Vincennes. —In the Chicago Danville & Vincennes Railroad Company's litigation, Judge Blodgett entered an order yesterday referring this cause to the Master. Proof is to be taken of the amount of interest on first mortgage bonds funded in 1873 and the amount of unfunded interest due at the time of filing the bill for foreclosure in February, 1875; also the amount of past-due interest at the time of hearing before the Master. The Master is directed to take proof of the gross earnings and operating expenses of the road now in the possession of the Chicago & Eastern Illinois Company from April 16, 1877, that being the date of the conveyance to Huidekoper, Shannon & Dennison, purchasers of the road at the sale under the decree. \* \* \* Proof will be taken in support of the claim of the Chicago & Eastern Illinois Railroad Company to the title and ownership of the property as grantee of Huidekoper, Shannon & Dennison. —Chicago Tribune, May 2.

Chicago St. Louis & Pittsburg.—This reorganized company has the following resources: Received from assenting holders of securities of the C. C. & I. C. Railway Co under plan of

reorganization, \$1,593,745; received from Pennsylvania Railroad Co., as agreed under plan of reorganization and in settlement of past claims, \$2,400,000; due from the P. C. & St. L. Railway Co., balance of net earnings to December 31, 1882, \$283,668; total, \$4,277,414. Paid to retire purchasing committee's receipts and C. C. & I. C. Railway Co.'s first mortgage consolidated bonds not assenting to reorganization agreement, \$2,606,589; balance of available cash in hands of company April 5, 1883, \$1,670,824. The total assets of the company are: Balance of the mortgage bonds, \$3,881,000; preferred stock, \$2,467,400; cash, \$1,670,824; total, \$8,019,224.

**Danville Olney & Ohio River.**—Receiver Howard has submitted to the court a report of his operations from Jan. 4 to March 31, as follows: Income from operating the road, \$10,308; certificates issued, \$49,500; total receipts, \$59,808; operating the road, \$14,235; repairs of road, \$9,998; judgments settled, \$2,250—total payments, \$26,483; balance March 31, \$33,325. The old judgments against the road, which were paid, amounted to \$9,908, the Receiver having settled them for 25 cents on the dollar.

**East Tennessee Virginia & Georgia.**—There has been reported a scheme for the exchange of stocks of this road and the Memphis & Charleston and Norfolk & Western Railroads, preliminary to an alleged union with the Gould Southwestern system. There is no definite information about this, and the representatives of the company merely say that a meeting of the stockholders of the East Tennessee road has been called for June 23, to consider the question of a lease to, or consolidation with, one of the Gould Southwestern roads. The Memphis & Charleston was not included in the proposition to Mr. Gould.

**Eastern (Mass.)**—A Boston dispatch of May 2, says: "The proposed lease of the Eastern Railroad to the Boston & Maine Railroad met its first obstacle to-day. The trustees of the first mortgage bonds of the Eastern road are not satisfied that their trust will be properly protected as the terms of the lease are understood by them. They have, therefore, taken measures to secure an injunction against the lease being carried out."

**Elizabeth City Debt.**—The proposed settlement of the debt of Elizabeth on the basis of 50 cents on the dollar seems to meet with a hitch, as less than 20 per cent of the bondholders have assented to it. Last week Mr. Geo. R. McKenzie, representing the Singer Manufacturing Company, which holds about \$1,000,000 of the city's indebtedness, notified the financial agent of the city that unless the proposed settlement was completed by May 15 the company would take legal measures to collect its claim. The Singer Company obtained some time ago a mandamus against the city for the amount due it, but has refrained from enforcing the writ until the attempt to settle the debt had succeeded or failed. The company favored the issue of forty-year bonds at a low rate of interest for the face value of the city debt, but the city authorities adopted the scheme of issuing new bonds to be exchanged for the old ones at 50 cents on the dollar. Mr. McKenzie addressed a letter to the *N. Y. Times* on the subject, stating the position of his company and its very moderate and reasonable action in the matter.

**Houston East & West Texas.**—The following is a statement of the operations of the Houston East & West Texas Railway for March, 1883, and for six months:

Total revenue for March.....	\$26,517
Operating expenses.....	10,251
Net earnings, applied to construction.....	\$16,266
Increase in gross earnings over 1882.....	8,302
<b>Six months ending March 31, 1883:</b>	
Gross earnings.....	\$148,725
Operating expenses.....	59,239
Net earnings, six months.....	\$89,486
Net increase, six months.....	29,371
Interest on bonded debt.....	35,000
Miles operated.....	135

**Kings County.**—Proposals were opened by County Treasurer Schenck for the purchase of \$690,000 of the registered bonds of the county, bearing 4 per cent, and to mature in 1894, 1895 and 1896, one-third each year. The money received will be used to re-fund county bonds amounting to \$820,000 which fell due May 1, bearing interest at 5, 6 and 7 per cent. The highest bid was for \$7,000 of the issue of 1895 at \$105 75. F. B. Beers took \$50,000 of the issue of 1894 at 104 65.

**Lake Shore & Michigan Southern.**—At Cleveland, O., May 2, the annual meeting was held. The board of directors elected by the stockholders is changed from last year, in that H. B. Payne and Amasa Stone, who resigned, were succeeded by J. H. Wade and John Newell. E. D. Worcester was also elected to a place on the board, in place of Albert Keep, of Chicago. Messrs. Payne and Stone had been opposed to the Nickel-Plate purchase.

It was moved that the purchase of Nickel-Plate stock by the Lake Shore Road be approved. Judge Ranney, on behalf of protesting stockholders, voted 236½ shares against it. A resolution to sell the Pittsburg McKeesport & Youghiogheny Road was carried. The directors chosen are as follows: William H. Vanderbilt, Cornelius Vanderbilt, William K. Vanderbilt, Augustus Schell, Samuel F. Barger, John E. Burrill, Darius O. Mills, and Edwin D. Worcester, of New York; John Newell, of Cleveland; William L. Scott and Charles M. Reed, of Erie; Rasselas Brown, of Warren, Pa., and J. H. Wade, of Cleveland.

**Louisville New Albany & Chicago.**—This company offers to its stockholders till May 14, 1883, the right to subscribe for \$1,000,000 of 6 per cent general mortgage bonds having five

years to run. The proceeds of these bonds are to be used in paying floating debt, completing the Chicago & Indianapolis division and increasing the equipment, &c.

**Marquette Houghton & Ontonagon.**—Contracts have been let for the remaining section of the extension from L'Anse, Mich., to Houghton. The whole 31 miles of the extension are now under contract.

**Massachusetts Central.**—The trustees of the Massachusetts Central Railroad have not yet taken possession of the road, although the officers of the company have been ready, and have desired them to do so, for about a month. The extension of the time for receiving bonds to the 15th is for the purpose of getting in as many as possible, but it is not believed that all can be secured and a foreclosure averted. It being pretty well settled that the Boston & Lowell is not to operate the Massachusetts Central, the trustees are waiting to make up their minds whether to close up the road or to operate it, and if the latter, by what organization. It would seem the most simple plan for them to run it with the present force, thus keeping together the organization, ready for the new corporation, and retaining the business which has been built up with so much labor, and which would be diverted to other roads in case of suspension.—*Boston Advertiser*.

**Mutual Union Telegraph.**—The special meeting of Mutual Union stockholders called for May 5 is for the purpose of taking action upon a proposition to reduce the capital stock from \$10,000,000 to \$2,500,000. The stock has a guaranteed dividend from the Western Union of 1½ per cent. The plan is to make it a 6 per cent stock by a reduction of the capital.

**New York & New England.**—The *Boston Morning Journal* says that the operations of the road as regards its net earnings during the first four months of the present railroad year, or from October to January 31, have been a disappointment to many holders of the capital stock. From October 1, 1881, to February 14, 1882, the report of the company shows net earnings of some \$186,000 for the four months, while for the present railroad year covering the same period, from October to February 1, there has been a decrease of more than \$150,000 in the net result. The great decline in the net earnings since last fall is doubtless due to a variety of causes, two of which are more prominent than others. The road is now for the first time feeling the effects of handling a large through traffic at a small profit. Its Pennsylvania line handles principally the better class of traffic, and the movement is well equalized in both directions, so that few empty cars, comparatively, are moved. Upon the other hand the new Erie connection opens up a large east-bound movement at low rates, while the westward movement is quite small. Take March, for instance, 4,100 loaded cars crossed the Hudson east-bound, against 500 west-bound loaded.

—General James H. Wilson, the President of the company, said to a *N. Y. Tribune* reporter that "the earnings for the last three months were less than for the corresponding months last year. The returns for March have not yet been made up, but I presume that the earnings for the quarter may be \$150,000 less. The winter in New England was severe, and although the through business was larger, the local business fell off heavily. The summer months are always our best season, and one or two good months will easily make good the deficiency. There is not the slightest danger of bankruptcy. The road is in much better condition physically and financially than it was last year at the same time. The work of double-tracking the line to Hartford is going on but slowly, because the necessity for keeping the line open for traffic is a considerable hindrance."

**N. Y. N. Haven & Hartford.**—Funds to meet the expenses of four-tracking this railroad between New Haven and New York are to be raised by a new issue of bonds, not to exceed five million dollars, the loan to constitute a mortgage on the entire line. A special meeting of the stockholders to authorize the proposed issue is to be held at New Haven May 19. It is proposed that the bonds bear interest at the rate of four per cent and run for different periods of time in order that they may be called in as the company has the money to pay for their cancellation.

**Pennsylvania Railroad.**—The board of managers, at their meeting this week, passed the following resolution:

*Resolved*, That the President and board of directors do hereby declare a semi-annual dividend of 4 per cent upon the capital stock of the company out of its profits, and payable, clear of taxes, on and after May 29, 1883, to the shareholders as they stood registered on the books of the company at 3 o'clock P. M. April 30, 1883, or to their legal representatives, and the said dividend shall be paid in the proportion of 2 per cent in cash and 2 per cent in scrip, redeemable in cash upon its delivery, or convertible into the capital stock if presented in sums of \$50 prior to August 1, 1883.

*Resolved*, That in order to provide in part for the necessary expenditures on construction account for the current year, the Treasurer be and is hereby instructed to give notice that the stockholders will have the option of subscribing at par to the stock of this company in the proportion of 4 per cent of the number of shares registered in their names April 30, 1883, and that those who are entitled to a fraction of a share can subscribe for a full share; that all subscriptions must be made and paid for in full prior to June 15, 1883; that no subscriptions will be received after that date, and that the privilege of taking new stock may be sold by any shareholder, and blank forms of allotment will be furnished upon application.

*Resolved*, That the officers of the company be, and they are hereby, authorized to issue certificates for the shares of stock subscribed and paid for in accordance with the foregoing resolutions.

—The directors also acted upon the question of providing the means for the construction and equipment expenditures upon the lines east of Pittsburg and Erie for the present year and for the construction of additional branch and auxiliary

lines, aggregating \$10,000,000. A portion of this expense is provided for by the resolutions ordering the 4 per cent stock subscription, and in order to obtain the remaining funds for this purpose the board of directors has negotiated a loan of \$5,000,000. This loan will be in the shape of 4½ per cent collateral trust bonds of the company due in thirty years. The loan has been negotiated upon favorable terms, and the entire amount is reported to have been taken by Drexel & Co.

—The Philadelphia Press says: "This was in order to provide further sums for the new branch lines into the Schuylkill Valley. Surveys had shown that they would cost more than was expected, and it was decided to increase the capital of the Phoenixville & Westchester Railroad Company to \$1,200,000, the Philadelphia Norristown & Phoenixville Railroad Company to \$1,500,000 and the Phoenixville Pottstown & Reading Railroad Company to \$1,800,000. After this action was taken the boards of directors of the three companies held a joint meeting at which the action already alluded to was approved, and an agreement authorizing the consolidation and merger of the three companies, with a capital of \$4,500,000, entered into. The consolidated lines will be entitled the Pennsylvania Schuylkill Valley Railroad Company."

**Philadelphia & Reading.**—This company announces that all unpaid allotments and scrip for the deferred income bonds not fully paid by May 21 will be forfeited. Payment will be received in this city or in London until May 19, inclusive. The company engages itself not to sell any of the deferred income bonds which may be forfeited at less than the issue price of 30 per cent, or \$15 for a \$50 bond.

**St. Louis Iron Mountain & Southern.**—The New York Mail and Express says: "It is reported that the Iron Mountain Company has lately paid some holders of income bonds par and accrued interest, amounting to something like 21 per cent, for their securities. While this course will not be consoling to those who exchanged incomes for Iron Mountain 5s, it is probably the best thing the company can do. A very small portion of the incomes remain outstanding, something less than \$500,000 in amount. As long as these bonds are out, the Iron Mountain Company cannot safely pay a dividend on Iron Mountain stock. The stock is owned by the Missouri Pacific Company, and the dividend would of course go to Missouri Pacific."

**St. Paul Minneapolis & Manitoba.**—The St. Paul Pioneer Press of April 27 said: "The agreement made some time since between the Northern Pacific and Manitoba roads in relation to certain business and certain lines of road, culminated yesterday in a deed conveyance (involving in the transfer over two millions of money) being filed with the Secretary of State. By the transfer the Manitoba secures possession of the Sauk Centre Northern, extending from Sauk Centre to Clarissa, Todd County, a distance of 31½ miles; of the Minneapolis & St. Cloud, extending from St. Cloud to Hinkley, Pine County, a distance of 65½ miles, and a portion of the Fergus Falls & Black Hills Road, extending from Fergus Falls to Pelican Rapids, a distance of 21 miles. The considerations were: For the Sauk Centre Northern, \$483,692 25; for the Minneapolis & St. Cloud, \$1,360,582 12, and for the Fergus Falls & Black Hills, \$221,796 89, making the total consideration \$2,066,071 26. By these transfers the Manitoba gains an entrance to several counties which will much swell the business of the road. The Sauk Centre acquisition will give them an opening to Todd County, the Fergus Falls direct communication with St. Vincent, and the St. Cloud & Hinkley a connection with the St. Paul & Duluth, after traversing Benton, Lac and Kanabec counties."

**Shenandoah Valley.**—A report in the Baltimore Sun, recently, said: "There has been some misunderstanding about the recent issue of income bonds by the Shenandoah Valley Railroad Company. It will be remembered that by an agreement with the Norfolk & Western the former was to raise \$900,000 in cash to improve its road, buy equipments and meet its floating debt. It was decided to do this by the issue of \$1,500,000 of income bonds, payable either in cash or in the coupons of its first general mortgage bonds. It was further agreed by the Norfolk & Western Company that when in any one year the gross earnings of the Shenandoah Valley Road reached \$1,200,000, the Norfolk & Western would provide whatever sums should be necessary to make up the deficiency, if any, in the net earnings below a sufficient sum to pay the interest upon the consolidated bonds and four per cent upon the incomes. When the gross earnings reach \$1,300,000 in any one year, the Norfolk & Western is to put up the interest to five per cent, and when they reach \$1,500,000 the incomes are to receive six per cent, and thereafter during the thirty years which they run. The whole issue was promptly taken, and nearly \$750,000 paid in cash, comparatively few availing themselves of the right to turn in coupons in advance of their maturity. This payment in coupons, however, gave some the impression that there was doubt about the security, and the bonds sold down to 72½ in New York." [At auction sale in New York, April 25, \$10,000 sold at 78½.]

**Texas Trunk.**—This road and its appurtenances were sold May 1 for \$162,000.

—The old firm of Chas. Unger & Co., dealers in exchange, &c., have removed from No. 45 Exchange Place to No. 54 Wall St. The firm now makes a specialty of dealing in investment bonds, &c., sold on the Exchange, and we invite attention to their advertisement in to-day's issue.

# The Commercial Times.

## COMMERCIAL EPITOME.

FRIDAY NIGHT, May 4, 1883.

The weather has been more reasonable during the last few days. That part of the tariff act relating to the internal revenue, and reducing taxes of the same, went into effect on the 1st of May, and gave some stimulus to the branches of business affected, but general trade remains dull. There is little speculative activity in mercantile circles, notwithstanding the ease which prevails in money.

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

	1883. May 1.	1883. April 1.	1882. May 1.
Pork.....bbls.	30,350	33,760	50,181
Beef.....tes. and bbls.	1,152	1,928	2,600
Lard.....tes.	24,918	30,804	38,845
Tobacco, domestic.....hhds.	15,087	14,465	41,086
Tobacco, foreign.....bales.	40,054	39,471	28,952
Coffee, Rio.....bags.	57,985	59,100	84,259
Coffee, other.....bags.	14,200	26,300	75,100
Coffee, Java, &c.....bales.	36,680	48,674	137,829
Sugar.....hhds.	59,381	23,519	33,037
Sugar.....boxes.	5,159	5,211	5,218
Sugar.....bags, &c.	582,375	516,400	383,713
Molasses, foreign.....hhds.	3,031	4,757	2,478
Molasses, domestic.....bbls.	3,500	5,000	3,000
Hides.....No.	172,600	292,960	250,400
Cotton.....bales.	235,695	231,338	303,138
Rosin.....bbls.	19,077	16,851	25,567
Spirits turpentine.....bbls.	1,780	2,683	151
Tar.....bbls.	2,002	1,232	937
Rice, E. I.....bags.	27,000	21,500	9,700
Rice, domestic.....bbls. and tes.	2,100	1,475	2,300
Linseed.....bags.	35,000	38,000	97,750
Sulphur.....bags.	12,400	12,000	13,250
Jute.....bales.	3,000	3,000	3,700
Jute butts.....bales.	72,000	58,000	37,900
Manila hemp.....bales.	49,000	36,087	58,790
Sisal hemp.....bales.	32,499	18,629	32,156

Lard has been very irregular, and the general tendency has been toward a lower range of values. The speculative interest is not as large, and that interest appears to believe in lower prices. Pork sells well on the spot but is very slow for future delivery. To-day prime Western sold on the spot at 11·80c. and choice at 11·85c.; refined to the Continent 11·80c.; South America 12·12½@12·25c.; for future delivery Western sold at 11·80@11·85c. for May; June 11·91@11·83c.; July 11·90@11·86c.; August 11·91@11·86c., closing higher; May 11·88c.; June 11·92@11·93c.; July 11·95c.; August 11·94c.; September 11·91@11·93c.; October 11c.; seller the year 11·05@11·07c. Bacon was quiet at 10¾@11½c. for long clear. Beef ham firm at \$21@21 50 for old and \$22 50@23 50 for new. Beef steady at \$26@27 50 for city extra India mess. Butter is weak. Cheese remains steady; new State factory good to prime 11½@12½c.; fine 13@13¼c. Tallow steady and in moderate sale at 8½c. Stearine quiet at 12½@12¾c. for prime; oleomargarine 9¾@10c.

Rio coffee has been a trifle more active on the spot, and closed steady at 9½@9¾c. for fair cargoes; options have sold fairly at some decline; to-day there was an advance of 25 points on last evening's prices, but most of this was afterward lost, closing at 7·80@7·85c. for No. 7 for May, 8@8·05c. for June, 8·15@3 20c. for July, 8·25@8·30c. for August and 8·40@8·45c. for September; mild grades have been moderately active and steady; considerable of the Central American coffee arriving here is being re-shipped to Europe. Tea has declined slightly; a public sale of Pingsuey tea alleged to be impure was interdicted by the Board of Health. Spices have been dull. Foreign fruits have shown little change in price and have sold but moderately. Cocoa has sold more freely at 23c. for Maracaibo. Molasses has been quiet; 50-degrees test Cuba refining has sold at 31c. Raw sugar has been firmer, with a better demand; Muscovado is scarce and quite firm; centrifugal is plentiful; fair to good refining is quoted at 7 1-16@7 3-16c. and 96-degrees test centrifugal at 7 11-16c. Refined has latterly been dull and weak; crushed 9¼c., powdered 8¾@9c., granulated 8¾c. and standard "A" 8¾@8¾c.

The dullness in Kentucky tobacco is still the main feature of the market; 51 hhds have been sold for consumption and 34 for export; lugs remain at 5@6½c. and leaf at 6½@11½c., and the position of affairs is far from satisfactory. Seed leaf shows more life, and the range of values is for the most part steady. Sales for the week are 2,500 cases as follows: 1,200 cases 1882 crop New England, seconds and fillers, private terms; 800 cases 1881 crop Pennsylvania, private terms; 200 cases 1880 crop do. 8½@14c.; 200 cases 1880-81 crops Ohio, 4@8½c.; and 100 cases sundries, 4@18c.; also 450 bales Havana 80c.@\$1 15 and 200 bales Sumatra \$1 10@\$1 50.

Spirits turpentine has continued to decline, in sympathy with the Southern advices; to-day the figures were 42@42½c. in yard. Rosins, on the contrary, are very firm; the low grades are scarce, and exporters show considerable interest in these grades; strained to good strained quoted \$1 80@1 85. Refined petroleum has had a better export call at 7¾c. for 110 test and 8c. for 70 test; crude certificates have had a large movement; prices have been broken at times, but later show more strength; to-day there were sales at 92 and 94c., with the closing price 91¾c. Ingot copper is firm at the moment. American pig iron is slow and the feeling is weak.

Ocean freight room has been very irregular, and the only business has been in petroleum charters. At the close the general feeling is better, and grain berth room was higher.

COTTON.

FRIDAY, P. M., May 4, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (May 4) the total receipts have reached 48,761 bales, against 59,244 bales last week, 66,527 bales the previous week and 72,935 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,660,670 bales, against 4,466,165 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,194,505 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total
Galveston .....	1,494	2,881	414	1,418	2,173	1,210	9,590
Indianola, &c. ....	.....	.....	.....	.....	.....	109	109
New Orleans... ..	2,608	2,603	3,134	1,321	1,107	1,777	12,600
Mobile .....	219	336	77	105	52	463	1,252
Florida .....	.....	52	.....	.....	.....	4	56
Savannah .....	542	614	356	624	812	668	3,646
Brunsw'k, &c. ....	.....	.....	.....	.....	.....	.....	.....
Charleston .....	337	807	280	250	634	744	3,102
Pt. Royal, &c. ....	.....	21	.....	.....	.....	100	121
Wilmington .....	89	56	74	33	134	208	594
Moreh'd C., &c. ....	.....	.....	.....	.....	.....	40	40
Norfolk .....	961	1,208	1,261	811	890	2,668	7,799
West Point, &c. ....	.....	1,516	.....	.....	.....	783	2,399
New York .....	112	182	.....	39	60	.....	393
Boston .....	421	1,071	654	862	1,383	988	5,279
Baltimore .....	.....	.....	.....	.....	.....	982	982
Philadelp'a, &c. ....	.....	.....	304	68	118	309	799
Totals this week	6,833	11,447	6,634	5,531	7,363	10,953	48,761

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last years.

Receipts to May 4.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston .....	9,590	790,685	3,033	413,014	47,748	18,701
Indianola, &c. ....	109	16,401	29	13,627	.....	.....
New Orleans... ..	12,600	1,585,449	4,000	1,150,136	179,348	128,763
Mobile .....	1,252	305,004	1,475	254,622	21,693	12,398
Florida .....	56	18,234	17	27,065	.....	.....
Savannah .....	3,646	791,275	3,611	707,770	19,391	24,745
Brunsw'k, &c. ....	.....	5,508	2	6,966	.....	.....
Charleston .....	3,102	558,018	2,013	482,077	20,927	12,421
Pt. Royal, &c. ....	121	23,857	.....	24,071	606	.....
Wilmington .....	594	125,572	378	133,440	4,615	3,433
M'head C., &c. ....	40	18,759	98	26,233	.....	.....
Norfolk .....	7,799	758,262	3,909	585,327	43,345	16,718
West Point, &c. ....	2,399	218,601	2,710	186,842	.....	.....
New York .....	393	134,812	995	154,892	232,173	299,650
Boston .....	5,279	166,613	4,916	205,621	5,985	8,670
Baltimore .....	982	51,982	4,298	18,394	20,593	20,424
Philadelp'a, &c. ....	799	91,638	2,934	76,018	5,527	13,845
Total .....	48,761	5,660,670	34,423	4,466,165	601,951	559,773

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

Receipts at—	1883	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c. ....	9,699	3,067	4,162	2,263	2,131	2,001
New Orleans .....	12,600	4,000	14,831	8,487	6,248	7,337
Mobile .....	1,252	1,475	1,700	2,152	1,838	1,519
Savannah .....	3,646	3,611	5,375	1,252	2,395	2,301
Charl'st'n, &c. ....	3,223	2,013	2,975	2,220	588	1,585
Wilm'gt'n, &c. ....	634	476	313	79	401	792
Norfolk, &c. ....	10,198	6,619	6,229	3,529	3,056	3,031
All others .....	7,509	13,162	9,950	5,674	2,374	5,686
Tot. this w'k.	48,761	34,423	45,535	25,661	19,031	24,252

Since Sept. 1, 5,660,670 4,466,165 5,396,883 4,664,528 4,336,038 4,138,035

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

The exports for the week ending this evening reach a total of 96,876 bales, of which 54,213 were to Great Britain, 8,457 to France and 34,206 to the rest of the Continent, while the stocks as made up this evening are now 601,951 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending May 4.				From Sept. 1, 1882, to May 4, 1883.			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston .....	.....	1,354	3,741	5,095	299,235	38,094	152,769	490,098
New Orleans... ..	14,155	5,813	15,873	35,841	740,493	271,513	418,736	1,430,742
Mobile .....	2,500	.....	.....	2,500	32,330	9,350	1,100	42,780
Florida .....	.....	.....	.....	.....	.....	.....	100	100
Savannah .....	.....	.....	3,691	3,691	101,802	25,658	230,670	407,930
Charleston .....	2,055	.....	5,350	7,405	131,080	24,775	204,935	360,790
Wilmington .....	.....	.....	.....	.....	51,596	.....	4,590	56,186
Norfolk .....	3,704	.....	.....	3,704	380,970	.....	19,304	380,774
New York .....	20,768	1,260	3,234	25,262	415,198	26,000	142,490	584,348
Boston .....	4,957	.....	.....	4,957	141,095	.....	443	141,538
Baltimore .....	3,979	.....	2,317	6,196	140,180	4,718	52,267	197,165
Philadelp'a, &c. ....	2,800	.....	.....	2,800	71,630	.....	2,986	74,616
Total .....	54,213	8,457	34,206	96,876	2,485,409	400,768	1,280,890	4,167,067

\* Includes exports from Port Royal, &c.  
† Includes exports from West Point, &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.

MAY 4, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans....	15,616	8,733	10,787	1,143	36,309	143,039
Mobile .....	1,200	None.	None.	None.	1,200	20,493
Charleston .....	None.	None.	7,425	600	8,025	12,902
Savannah .....	7,500	None.	1,200	1,400	10,100	9,291
Galveston .....	1,792	425	3,549	3,788	9,554	38,194
Norfolk .....	3,095	None.	5,972	3,394	12,461	30,884
New York .....	3,750	None.	1,100	None.	4,850	227,323
Other ports .....	4,000	None.	500	None.	4,500	32,826
Total 1883	56,983	9,158	30,533	10,325	86,999	514,952
Total 1882 .....	30,096	10,221	5,998	3,824	50,139	509,634
Total 1881 .....	52,580	14,929	43,039	7,079	117,627	476,923

The speculation in cotton for future delivery at this market has been much more active the past week than for many months gone by. Not for a long time previously have we recorded transactions on our Cotton Exchange exceeding 200,000 bales for the day, as has been the case on three days this week. Saturday opened sluggish, but soon rallied, and closed at a decided advance. Monday was variable, opening with sales down a few points from the close of Saturday. There was a good deal of selling to realize, and the "short interest" was increased materially. But a re-action soon set in, and prices made a steady advance to the opening of Wednesday's business, when depression was again caused by sales to realize. Yesterday opened dull, but the market quickly rallied, and toward the close the decline of Wednesday had been more than recovered. The rapid reduction of stocks gave much strength to holders and operators for the rise. To-day the market opened active and buoyant, on the favorable advices from Liverpool and Manchester, then became quieter, and closed at an irregular advance for this crop, with the next only slightly dearer. Cotton on the spot has advanced materially during the week, somewhat reducing the volume of business. Quotations were marked up 1-16c. on Monday, 1/8c. on Tuesday and 1/8c. on Thursday. To-day there was a further advance of 1/8c., middling uplands closing quiet at 10 3/4c.

The total sales for forward delivery for the week are 1,111,400 bales. For immediate delivery the total sales foot up this week 6,106 bales, including 1,943 for export, 1,823 for consumption, 735 for speculation and 1,600 in transit. Of the above, 300 bales were to arrive. The following are the official quotations for each day of the past week.

April 28 to May 4	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Ordin'y. # B	7 3/8	7 7/8	7 9/16	7 5/8	7 11/16	7 13/16	7 5/8	7 11/16	7 13/16
Strict Ord.	7 13/16	7 7/8	8	8 1/16	8 1/8	8 1/4	8 1/16	8 1/8	8 1/4
Good Ord.	8 5/8	8 11/16	8 13/16	8 7/8	8 15/16	9 1/16	8 7/8	8 15/16	9 1/16
Str. G'd Ord	9 5/16	9 3/8	9 1/2	9 9/16	9 5/8	9 3/4	9 9/16	9 5/8	9 3/4
Low Midd'g	9 13/16	9 7/8	10	10 1/16	10 1/8	10 1/4	10 1/16	10 1/8	10 1/4
Str. L'w Mid	10 1/8	10 1/16	10 1/16	10 3/8	10 7/8	10 9/16	10 1/8	10 7/8	10 9/16
Middling	10 5/16	10 3/8	10 1/2	10 9/16	10 5/8	10 3/4	10 9/16	10 5/8	10 3/4
Good Mid.	10 11/16	10 3/4	10 7/8	10 15/16	11	11 1/8	10 15/16	11	11 1/8
Str. G'd Mid	10 15/16	11	11 1/8	11 1/16	11 1/4	11 3/8	11 1/16	11 1/4	11 3/8
Midd'g Fair	11 1/16	11 1/2	11 5/8	11 11/16	11 3/4	11 7/8	11 1/16	11 3/4	11 7/8
Fair .....	12 3/16	12 1/4	12 3/8	12 7/16	12 1/2	12 5/8	12 3/16	12 1/4	12 5/8

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
	Good Ordinary..... # B.	6 13/16	6 7/8	7	7	7 1/8
Strict Good Ordinary.....	7 5/8	7 11/16	7 13/16	7 13/16	7 15/16	8 1/16
Low Middling.....	8 5/16	8 3/8	8 1/2	8 1/2	8 5/8	8 3/4
Middling.....	9 7/16	9 1/2	9 5/8	9 5/8	9 3/4	9 7/8

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex-port.	Con-sump.	Spe-cul'n	Tran-sit.	Total.	Sales.	Deliv-eries.
Sat .. Firm .....	614	430	.....	.....	1,044	155,700	100
Mon .. Steady at 1/16 adv	590	223	100	.....	913	110,100	200
Tues .. Firm at 1/8 adv ..	.....	319	65	.....	384	220,500	500
Wed .. Steady .....	.....	207	392	1,600	2,199	218,800	500
Thurs .. Steady at 1/8 adv ..	620	390	100	.....	1,110	166,000	1,500
Fri .. Q't & firm, 1/8 adv	124	254	78	.....	456	240,300	400
Total .....	1,948	1,923	735	1,600	6,106	.....	3,200

\* 1,111,400.  
The daily deliveries given above are actually delivered the day previous to that on which they are reported.

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

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (May 4), we add the item of exports from the United States, including in it the exports of Friday only.

Table showing cotton stock at Liverpool, London, and various Continental ports for 1883, 1882, 1881, and 1880. Includes total Great Britain stock, total continental stocks, and total European stocks.

Table showing total visible supply of cotton for 1883, 1882, 1881, and 1880, broken down by American and East Indian/Brazil/India sources.

Table showing total American and East Indian/Brazil/India supplies for 1883, 1882, 1881, and 1880, including price mid-ups for Liverpool.

The imports into Continental ports this week have been 44,000 bales. The above figures indicate an increase in the cotton in eight to-night of 223,929 bales as compared with the same date of 1882, an increase of 51,248 bales as compared with the corresponding date of 1881 and an increase of 581,722 bales as compared with 1880.

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 1881-82—is set out in detail in the following statement:

Large table showing movement of cotton in interior towns from September 1882 to May 1883. Columns include Towns, Receipts, Shipments, and Stock for both periods.

The above totals show that the old interior stocks have decreased during the week 23,365 bales, and are to-night 21,154 bales more than at the same period last year. The receipts at

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH. Table with columns for Month (April to March) and rows for Market Prices and Range of Total Sales.

\* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200; September-February for February, 1,300,200; September-March for March, 1,969,400.

The following exchanges have been made during the week. List of exchange rates for various periods (e.g., 700 May s. n. 1st. for regular, even. 19 pd. to exch. 500 June for Aug.).

the same towns have been 2,894 bales more than the same week last year, and since September 1 the receipts at all the towns are 690,455 bales more than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending May 4.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston....	9 <sup>7</sup> / <sub>8</sub>	10	....	10	10 <sup>1</sup> / <sub>8</sub>	10 <sup>1</sup> / <sub>4</sub>
New Orleans.	9 <sup>7</sup> / <sub>8</sub>	9 <sup>7</sup> / <sub>8</sub>	10	10	10	10
Mobile.....	9 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	10	10	10	10 <sup>1</sup> / <sub>8</sub>
Savannah....	9 <sup>7</sup> / <sub>8</sub>	9 <sup>7</sup> / <sub>8</sub>	9 <sup>7</sup> / <sub>8</sub>	9 <sup>7</sup> / <sub>8</sub>	9 <sup>7</sup> / <sub>8</sub>	10
Charleston...	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>3</sup> / <sub>8</sub>	10 <sup>3</sup> / <sub>8</sub>	10 <sup>3</sup> / <sub>8</sub> @ 1 <sup>2</sup> / <sub>8</sub>	10 <sup>1</sup> / <sub>2</sub>
Wilmington...	9 <sup>7</sup> / <sub>8</sub>	9 <sup>7</sup> / <sub>8</sub>	10	10	10	10
Norfolk.....	10	10	10 <sup>1</sup> / <sub>8</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>3</sup> / <sub>8</sub>
Boston.....	10 <sup>3</sup> / <sub>8</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>5</sup> / <sub>8</sub>	10 <sup>5</sup> / <sub>8</sub>	10 <sup>5</sup> / <sub>8</sub>	10 <sup>7</sup> / <sub>8</sub>
Baltimore....	10 <sup>1</sup> / <sub>8</sub>	10 <sup>1</sup> / <sub>8</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>3</sup> / <sub>8</sub>	10 <sup>1</sup> / <sub>2</sub>
Philadelphia.	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>5</sup> / <sub>8</sub>	10 <sup>5</sup> / <sub>8</sub>	10 <sup>7</sup> / <sub>8</sub>
Augusta.....	9 <sup>3</sup> / <sub>4</sub> @ 7 <sup>3</sup> / <sub>8</sub>	9 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	9 <sup>7</sup> / <sub>8</sub>	9 <sup>7</sup> / <sub>8</sub>	10
Memphis.....	9 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	9 <sup>7</sup> / <sub>8</sub>	10	10	10
St. Louis....	9 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	9 <sup>7</sup> / <sub>8</sub>	10	10	10
Cincinnati...	9 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	10	10	10	10
Louisville....	9 <sup>5</sup> / <sub>8</sub>	9 <sup>5</sup> / <sub>8</sub>	9 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>

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

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'n's		
	1881.	1882.	1883.	1881.	1882.	1883.	1881.	1882.	1883.
Feb. 16.....	146,589	72,081	146,180	312,550	872,454	926,796	115,252	63,957	129,342
" 23.....	193,959	60,180	134,448	317,588	362,430	321,424	143,397	50,136	139,076
Mar. 2.....	133,931	51,960	135,321	322,458	343,072	308,417	138,801	32,622	122,314
" 9.....	140,128	58,747	134,826	319,252	315,973	304,621	136,900	31,648	121,030
" 16.....	108,200	57,451	111,151	320,500	284,398	297,173	109,498	25,874	103,739
" 23.....	93,690	61,916	105,062	309,513	253,618	279,946	82,703	31,141	87,395
" 30.....	78,514	51,035	86,990	294,608	233,182	261,971	63,609	33,599	74,042
Apr. 6.....	85,696	44,467	78,702	277,356	215,944	257,152	68,438	27,299	68,899
" 13.....	66,576	33,229	73,935	261,509	201,747	234,451	59,822	19,032	55,244
" 20.....	60,718	29,890	63,527	241,168	189,281	213,029	40,317	8,334	40,095
" 27.....	47,726	33,608	50,244	225,820	157,836	186,806	32,351	11,161	36,021
May 4.....	45,535	34,423	48,761	215,253	143,327	164,383	24,665	19,914	23,338

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,808,568 bales; in 1881-82 were 4,564,057 bales; in 1880-81 were 5,573,293 bales.

2. That, although the receipts at the out-ports the past week were 48,761 bales, the actual movement from plantations was only 23,338 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 19,914 bales and for 1881 they were 34,963 bales.

AMOUNT OF COTTON IN SIGHT MAY 4.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to May 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to May 4.	5,660,670	4,466,165	5,396,833	4,664,528
Interior stocks on May 4 in excess of September 1.....	147,898	97,902	176,415	187,218
Tot. receipts from plantat'ns	5,808,568	4,564,067	5,573,298	4,851,746
Net overland to May 1.....	599,862	429,630	472,241	540,462
Southern consumpt'n to May 1	275,000	210,000	175,000	150,000
Total in sight May 4.....	6,633,430	5,203,697	6,220,539	5,542,118

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,479,733 bales, as compared with 1880-81 is 462,891 bales and with 1879-80, 1,141,282 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather still continues generally favorable for crop purposes, and during the week considerable progress in planting has been made.

Galveston, Texas.—It has rained (mere sprinkles) on two days of the week, the rainfall reaching two hundredths of an inch. Crops are doing well, but rain is needed nearly everywhere; most sections have had showers this week, but not enough. Average thermometer 74, highest 81 and lowest 67. The rainfall during the month of April reached one inch and twenty-four hundredths.

Indianola, Texas.—The weather has been warm and dry during the week. Crops are good, but we need rain. The thermometer has ranged from 68 to 82, averaging 75. During the month of April the rainfall reached one inch and fourteen hundredths.

Dallas, Texas.—We have had showers on two days of the week, the rainfall reaching eighty-nine hundredths of an inch. Prospects are good. The thermometer has averaged 71,

ranging from 52 to 89. Rainfall for the month of April eighty-one hundredths of an inch.

Brenham, Texas.—We have had splendid showers on four days of the week, the rainfall reaching one inch and fifty-five hundredths. Crops are very promising. The thermometer has averaged 73, the highest being 86 and the lowest 60. During the month of April the rainfall reached two inches and seventy-six hundredths.

Palestine, Texas.—It has been showery on two days of the week, the rainfall reaching seventy-two hundredths of an inch. The crop is developing promisingly. Average thermometer 70, highest 83 and lowest 56. Rainfall for the month of April two inches and eighty-two hundredths.

Huntsville, Texas.—We have had light showers on two days of the week, but more rain is desired. The rainfall reached thirty-six hundredths of an inch. Crops are doing very well. The thermometer has ranged from 55 to 88, averaging 72. The rainfall during April reached two inches and five hundredths.

Weatherford, Texas.—The weather has been warm and dry during the week. We need rain badly; the drought retards both planting and germination. The thermometer has averaged 66, the highest being 86 and the lowest 45. During the month of April the rainfall reached three hundredths of an inch.

Belton, Texas.—We have had a shower on one day of the week, the rainfall reaching eight hundredths of an inch. Rain is desirable, but no serious damage has been done. On Friday evening a hurricane passed entirely through this county from Northeast to Southwest, missing this town by four miles. The track was very narrow, but it made a clean sweep wherever it struck, prostrating houses, timber, fences and crops. Many lives were lost. The thermometer has averaged 70, ranging from 54 to 86. Rainfall for the month of April one inch and sixty-three hundredths.

Luling, Texas.—We have had a sprinkle on one day of the week, the rainfall reaching five hundredths of an inch. We are needing rain badly. The thermometer has ranged from 55 to 89, averaging 72. During the month of April the rainfall reached forty-one hundredths of an inch.

New Orleans, Louisiana.—It has rained on three days of the week, the rainfall reaching one inch and thirty-three hundredths. The thermometer has averaged 72.

Shreveport, Louisiana.—We have had fair weather during the week, with a rainfall of eighty-five hundredths of an inch. The thermometer has ranged from 55 to 91.

Vicksburg, Mississippi.—We have had no rain during the week, but it is raining now. The days have been warm and the nights have been cold.

Columbus, Mississippi.—Telegram not received.

Little Rock, Arkansas.—It has been cloudy on four days of the week, with light rain on three days, and the remainder of the week has been clear. The rainfall reached thirty-three hundredths of an inch. The thermometer has ranged from 50 to 82, averaging 64. We had rain on ten days in April, and the rainfall reached eight inches and forty-six hundredths. The thermometer averaged 60, and ranged from 41 to 82.

Memphis, Tennessee.—It has rained on two days of the week, and the weather is at present cloudy and threatening rain. The rainfall reached sixty hundredths of an inch. The river is still very high, being sixteen inches below the danger line, but is slowly falling and will soon be inside of its banks. Average thermometer 66, highest 84, lowest 50. It rained on seventeen days in April, and the rainfall reached four inches and sixty-six hundredths. The thermometer averaged 63.4, the highest being 88 and the lowest 39.

Nashville, Tennessee.—We have had rain on three days of the week, the rainfall reaching forty-five hundredths of an inch. There is less cotton and more corn planted this year. The thermometer has ranged from 41 to 84, averaging 63.

Mobile, Alabama.—It was showery on two days and rained severely on one day during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached one inch and twenty-nine hundredths. Crop accounts are more favorable and the crop is developing promisingly but is late. The thermometer has averaged 70, the highest being 83 and the lowest 60. During the month of April the rainfall reached seven inches and twenty-five hundredths.

Montgomery, Alabama.—We had rain on four days during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached fifty hundredths of an inch. Average thermometer 66, highest 81 and lowest 54. Rainfall during April eight inches and sixteen hundredths.

Selma, Alabama.—It has rained on two days of the week, and the remainder of the week has been pleasant. The rainfall reached ninety-seven hundredths of an inch. The thermometer has averaged 64, the highest being 77 and the lowest 52.

**Madison, Florida.**—We had rain on three days during the early part of the week, but the latter portion has been clear and pleasant. The days have been warm and the nights have been cold. Planters are giving increased land to cotton this year. Planting in this section is about completed. Average thermometer 68, highest 80 and lowest 58.

**Macon, Georgia.**—It has rained severely on one day of the week. Planting is about completed in this neighborhood, and some cotton is up. The thermometer has ranged from 49 to 82, averaging 63. During the month of April the rainfall reached five inches and seventeen hundredths.

**Columbus, Georgia.**—It has rained on one day of the week, the rainfall reaching one inch and fifty-one hundredths. Average thermometer 72, highest 85 and lowest 59. Rainfall during the month of April ten inches and eighty-eight hundredths.

**Savannah, Georgia.**—We have had rain on three days of the week, on two of which very light, and the rainfall reached three inches and twenty-three hundredths. The thermometer has ranged from 57 to 80, averaging 67.

**Augusta, Georgia.**—We had general rain on three days during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached one inch and seventy hundredths. Planting is making good progress. The thermometer has ranged from 50 to 81, averaging 63. During the month of April the rainfall reached six inches and twenty-nine hundredths.

**Atlanta, Georgia.**—Telegram not received.

**Charleston, South Carolina.**—It has rained on three days of the week, the rainfall reaching six inches and ninety-six hundredths. Average thermometer 65, highest 81, lowest 55.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock May 3, 1883, and May 4, 1882.

	May 3, '83.		May 4, '82	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....Below high-water mark	1	2	2	1
Memphis.....Above low-water mark	32	10	25	5
Nashville.....Above low-water mark	11	3	6	3
Shreveport.....Above low-water mark	21	0	12	1
Vicksburg.....Above low-water mark	42	1	42	2

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.

**INDIA COTTON MOVEMENT FROM ALL PORTS.**—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to May 3.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1883	35,000	18,000	83,000	251,000	491,000	738,000	79,000	1,057,000
1882	53,000	40,000	93,000	513,000	310,000	823,000	72,000	1,066,000
1881	20,000	36,000	56,000	159,000	303,000	462,000	59,000	693,000
1880	50,000	33,000	89,000	225,000	261,000	487,000	55,000	680,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 7,000 bales; and a decrease in shipments of 10,000 bales, and the shipments since January 1 show a decrease of 90,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1883.....	2,000	.....	2,000	57,700	9,000	66,700
1882.....	1,600	.....	1,600	86,600	30,300	116,900
Madras—						
1883.....	.....	.....	.....	4,500	1,000	5,500
1882.....	400	.....	400	8,600	2,000	10,600
All others—						
1883.....	.....	.....	.....	4,000	2,000	6,000
1882.....	.....	.....	.....	22,400	4,300	26,700
Total all—						
1883.....	2,000	.....	2,000	66,200	12,000	78,200
1882.....	2,000	.....	2,000	117,600	36,600	154,200

The above totals for the week show that the movement from the ports other than Bombay is the same as corresponding week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	83,000	734,000	93,000	823,000	56,000	462,000
All other ports	2,000	78,200	2,000	154,200	5,300	154,600
Total.....	85,000	816,200	95,000	982,200	61,300	616,600

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

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

Alexandria, Egypt, May 3.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
This week.....	4,000		6,000		7,000	
Since Sept. 1	2,237,000		2,815,720		2,733,500	
Exports (bales)—	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
To Liverpool.....	2,000	235,000	2,000	235,700	1,000	226,500
To Continent.....	1,000	80,000	3,000	166,871	1,439	135,330
Total Europe.....	3,000	305,000	5,000	402,571	2,439	361,830

\* A cantar is 98 lbs.

This statement shows that the receipts for the week ending May 3 were 4,000 cantars and the shipments to all Europe were 3,000 bales.

**MANCHESTER MARKET.**—Our report received from Manchester to-night states that the market is more cheerful, at a slight increase in price. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1883.			1882.		
	32s Oop. Twist.	8 1/4 lbs. Shirtings.	Oott'n Mid. Upl's	32s Oop. Twist.	8 1/4 lbs. Shirtings.	Oott'n Mid. Upl's
May 2	8 1/2 @ 9 1/4	5 10 @ 7 3	59 1/2	9 3/8 @ 9 7/8	6 6 @ 7 10 1/2	61 1/2
" 9	8 3/8 @ 9 1/4	5 10 @ 7 3	59 1/8	9 1/8 @ 10	6 6 @ 7 10 1/2	61 1/2
" 16	8 3/8 @ 9 1/4	5 9 @ 7 3	58 3/4	9 5/8 @ 10 1/4	6 7 1/2 @ 8 0	61 1/8
" 23	8 3/8 @ 9 1/4	5 9 @ 7 3	58 3/4	9 5/8 @ 10 1/4	6 7 1/2 @ 8 0	61 1/8
" 30	8 3/8 @ 9 1/4	5 9 @ 7 1 1/2	59 1/8	9 1/8 @ 10 1/4	6 6 @ 8 0	61 1/8
Apr. 6	8 7/8 @ 9 1/4	5 9 @ 7 1 1/2	59 1/8	9 1/8 @ 10 1/4	6 6 @ 8 0	61 1/8
" 13	8 7/8 @ 9 1/4	5 9 @ 7 1 1/2	58 3/4	9 3/8 @ 10	6 4 1/2 @ 7 10 1/2	61 1/8
" 20	8 1/2 @ 9 1/4	5 9 @ 7 3	58 3/4	9 3/8 @ 10	6 4 1/2 @ 7 9	61 1/8
" 27	8 1/2 @ 9 3/8	5 9 @ 7 3	58 3/4	9 3/8 @ 10	6 4 1/2 @ 7 9	61 1/8
May 4	8 9/16 @ 9 1/2	5 10 @ 7 1 1/2	58 3/4	9 3/8 @ 10	6 4 1/2 @ 7 9	61 1/8

**OVERLAND COTTON MOVEMENT FOR APRIL**—On a previous page we give our statement of the overland movement for April.

**JUTE BUTTS, BAGGING, & C.**—There is no change to report in the position of bagging; the movement continues quiet, only jobbing orders being filled, there being no inquiry for large lots; prices are still held at manufacturers' rates, but the feeling is easy and there is a disposition to shade rates. At the close dealers are quoting 9c. for 1 1/2 lbs., 9 1/2c. for 1 3/4 lbs., 10 1/4c. for 2 lbs. and 11c. for standard grades. Butts have been in good demand for jobbing wants and a fair quantity of goods is moving, though the lots continue to be of a jobbing character; prices are easy, sellers quoting 1 1/8 @ 2c. for paper and 2 1/8 @ 2 3/8c. for bagging quality. The stock is reported to be about 73,000 bales.

**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, 1882, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mbr	326,556	429,777	458,478	333,648	238,841	98,491
October	930,584	853,195	968,318	888,492	689,264	578,533
Novembr	1,094,647	974,045	1,006,504	942,272	779,237	822,493
Decembr	1,112,538	996,907	1,020,802	956,464	893,664	900,119
January	752,827	497,727	571,704	647,146	618,727	689,610
February	595,598	291,992	572,728	447,918	566,824	472,054
March	482,772	257,099	478,592	264,913	303,955	340,525
April	284,319	147,595	284,246	158,025	167,459	197,965
Total year	5,630,189	5,630,189	5,359,356	4,633,867	4,307,978	4,099,790
Percentage of tot. port receipts Apr. 30..		91.02	91.23	92.71	96.86	94.34

This statement shows that up to April 30 the receipts at the ports this year were 1,191,954 bales more than in 1881-82 and 270,883 bales more than at the same time in 1880-81. By adding to the above totals to April 30 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82	1880-81	1879-80.	1878-79.	1877-78.
<b>Tot. Mr. 31</b>	5,345,670	4,290,641	5,075,110	4,480,842	4,140,519	3,901,825
<b>Apr. 1...</b>	8.	6,612	15,516	5,922	9,393	15,761
" 2...	8,090	8.	10,903	8,298	5,570	9,831
" 3...	15,531	7,501	8.	6,520	6,785	6,619
" 4...	12,239	9,772	23,210	8.	11,236	5,111
" 5...	13,597	7,018	13,035	8,237	5,191	11,158
" 6...	13,354	4,022	9,93	6,330	8.	5,817
" 7...	15,310	9,512	13,656	6,24	10,317	8.
" 8...	8.	4,170	11,912	5,26	9,220	11,515
" 9...	11,309	8.	9,678	4,717	5,31	9,721
" 10...	18,304	7,387	8.	5,159	6,862	9,790
" 11...	7,506	6,990	13,86	8.	7,619	4,720
" 12...	9,434	3,791	11,621	9,905	6,835	9,816
" 13...	15,788	3,592	8,016	7,353	8.	6,299
" 14...	8,615	7,299	11,931	5,696	8,031	8.
" 15...	8.	3,879	12,369	4,746	6,566	7,629
" 16...	13,264	8.	4,708	6,051	5,199	5,797
" 17...	9,431	5,515	8.	6,29	4,33	6,434
" 18...	8,939	4,039	12,836	8.	9,10	4,910
" 19...	9,252	3,46	8,812	9,290	4,423	7,937
" 20...	17,026	3,299	11,679	3,378	8.	5,557
" 21...	9,055	9,095	6,714	5,816	10,014	8.
" 22...	8.	4,833	12,918	5,646	6,243	9,090
" 23...	10,023	8.	6,051	6,260	4,511	4,918
" 24...	10,295	6,376	8.	5,140	3,512	4,516
" 25...	7,927	5,81	8,250	8.	7,150	3,343
" 26...	7,087	5,587	8,570	8,677	2,563	11,269
" 27...	11,827	4,313	6,016	3,916	8.	5,519
" 28...	6,833	6,125	8,011	5,621	4,020	8.
" 29...	8.	6,193	10,790	3,272	3,270	7,171
" 30...	11,447	8.	8,908	4,832	3,395	4,190
<b>Tot. Apr. 30</b>	4,630,189	4,438,235	5,359,356	4,633,867	4,307,970	4,090,790
<b>May 1...</b>	6,631	5,284	8.	3,391	2,575	4,145
" 2...	5,531	6,013	11,062	8.	6,454	2,707
" 3...	7,363	3,235	7,496	4,642	2,155	7,161
" 4...	10,953	3,916	7,317	4,633	8.	2,032
<b>Total</b>	5,660,670	4,456,683	5,385,231	4,651,533	4,319,462	4,115,835
<b>Percentage of total port receipts May 4.</b>		94.41	91.58	93.06	97.12	94.71

This statement shows that the receipts since Sept. 1 up to to-night are now 1,203,937 bales more than they were to the same day of the month in 1882 and 275,439 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to May 4 in each of the years named.

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 25,257 bales, against 16,031 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year.

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	Week ending—				Total since Sept. 1.	Same period previous year.
	April 12.	April 19.	April 26.	May 3.		
Liverpool.....	9,683	9,849	12,217	20,413	411,422	323,701
Other British ports.....				350	3,776	12,157
<b>TOTAL TO GREAT BRITAIN</b>	<b>9,683</b>	<b>9,849</b>	<b>12,217</b>	<b>20,763</b>	<b>415,198</b>	<b>335,858</b>
Havre.....	303	828		1,290	26,560	24,361
Other French ports.....					100	
<b>TOTAL FRENCH</b> .....	<b>303</b>	<b>828</b>		<b>1,290</b>	<b>26,660</b>	<b>24,361</b>
Bremen and Hanover.....	1,689	1,831	1,549	999	51,170	35,725
Hamburg.....	312	50	1,050	1,350	28,339	15,244
Other ports.....	1,221	700	1,115	685	53,744	5,976
<b>TOTAL TO NORTH EUROPE</b>	<b>3,246</b>	<b>2,581</b>	<b>3,714</b>	<b>3,034</b>	<b>133,283</b>	<b>56,985</b>
Spain, Op'rto, Gibralt'r, &c.....	132		100	100	3,297	837
All other.....	100			100	5,910	1,001
<b>TOTAL SPAIN, &amp;c</b> .....	<b>232</b>		<b>109</b>	<b>200</b>	<b>9,207</b>	<b>1,841</b>
<b>GRAND TOTAL</b> .....	<b>13,469</b>	<b>13,258</b>	<b>16,031</b>	<b>25,287</b>	<b>584,348</b>	<b>419,045</b>

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orleans	11,460	236,062		7,195				
Texas	4,985	165,122		22,015				
Savannah	2,505	211,147	1,189	69,630	170	14,301	1,609	84,776
Mobile				5,452				
Florida		9,476						
E. Carolina	1,090	162,857		2,646		9,962	360	20,733
N. Carolina	1,034	53,266					85	17,318
Virginia	1,114	212,797	3,036	71,325	2,998	52,791	1,842	109,103
North. pts		188	2,185	122,778				200
Tenn. &c.	393	134,812	1,631	161,067	4,217	78,117	2,468	51,000
Foreign		2,958						
<b>This year.</b>	<b>22,581</b>	<b>*</b>	<b>8,135</b>	<b>462,138</b>	<b>7,385</b>	<b>*</b>	<b>6,364</b>	<b>283,135</b>
<b>Last year.</b>	<b>13,136</b>	<b>†</b>	<b>4,173</b>	<b>393,952</b>	<b>2,710</b>	<b>91,828</b>	<b>2,778</b>	<b>199,975</b>

\* 1,188,635 † 1,100,664 ‡ 155,171

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

100,772 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 Thursday night of this week:

	Total bales.
<b>NEW YORK</b> —To Liverpool, per steamers Abyssinia, 1,143.....	1,143
City of Berlin, 2,700.....City of Paris, 2,118.....Italy, 1,584.....	6,402
Lake Manitoba, 793.....Nevada, 1,557.....Pavonia, 3,868.....	6,213
Rosso, 1,745.....St. Ronans, 2,517.....per ship Lord Caning, 2,381.....	20,113
To Hull, per steamers Galilee, 100.....Romano, 250.....	350
To Havre, per steamer Labrador, 1,290.....	1,290
To Bremen, per steamers Oler, 799.....Rhein, 200.....	999
To Hamburg, per steamers Hammonia, 750.....Polaria, 50.....	800
Rhania, 550.....	1,350
To Amsterdam, per steamer Amsterdam, (additional) 235.....	235
To Antwerp, per steamer Hermann, 450.....	450
To Barcelona, per steamer Britannia, 100.....	100
To Genoa, per steamer Vincenzo Florio, 100.....	100
<b>NEW ORLEANS</b> —To Liverpool, per steamers Andean, 4,318.....	4,318
Cadiz, 2,019.....Juana, 3,000.....per bark Ben Lomond, 3,540.....	12,907
To Havre, per steamers Dupey de Lome, 5,276.....Marion, 5,388.....	14,639
per ship Swallow, 3,975.....	504
To Barcelona, per bark Mario, 504.....	2,520
To Malaga, per bark Emilia T, 2,520.....	2,520
<b>CHARLESTON</b> —To Liverpool, per bark Mary Graham, 2,903 Up-land and 163 Sea Island.....	2,166
To Reval, per bark Saphir, 1,691 Upland.....	1,691
<b>SAVANNAH</b> —To Amsterdam, per bark Richard, 2,154.....	2,154
To Reval, per bark Alphonse et Marie No. 2, 2,101.....	2,101
To Cronstadt, per bark Johanne, 1,775.....	1,775
To Norrkoping, per bark Viator, 1,360.....	1,360
<b>TEXAS</b> —To Liverpool, per barks Haakon Haakonsen, 1,910.....	1,910
Ja e, 2,090.....Labora, 2,173.....	6,152
<b>NORFOLK</b> —To Liverpool, per ships J. C. Robertson, 3,767.....	3,767
Mornington, 4,850.....	8,617
To Riga, per bark Caterina D, 2,382.....	2,382
<b>BALTIMORE</b> —To Liverpool, per steamers Hibernian, 1,775.....	1,775
Oranmore, 2,905.....	4,680
To Bremen, per steamers America, 1,053.....Hohenzollern, 945.....	3,997
Strassburg, 1,949.....	200
To Rotterdam, per steamer Beinkburn, 200.....	200
<b>BOSTON</b> —To Liverpool, per steamers Iberian, 900.....Norseman, 1,813.....	4,010
Parthia, 1,327.....	4,010
<b>PHILADELPHIA</b> —To Liverpool, per steamers Indiana, 1,500.....	1,500
Ohio, 1,800.....	3,300
<b>Total</b> .....	100,772

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

	Liver- pool.	Havre.	Bre- men & Amster- dam.	Reval, Barce- lon & Antwerp.	Riga, Malaga, Genoa.	Total.
New York..	2,143	1,290	2,349	655	100	25,287
N. Orleans..	12,907	14,639			3,021	30,570
Charleston..	2,166			1,691		3,857
Savannah..			2,154	3,576		7,630
Texas.....	6,152					6,152
Norfolk....	8,617			2,382		10,999
Baltimore..	4,680		3,997	200		8,877
Boston.....	4,010					4,010
Philadelp'a	3,300					3,300
<b>Total</b> ...	<b>62,275</b>	<b>15,929</b>	<b>6,316</b>	<b>3,339</b>	<b>7,949</b>	<b>100,772</b>

Included in the above totals are, from New York to Hull, 350 bales; from Savannah to Norrkoping, 1,360 bales.

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

<b>GALVESTON</b> —For Bremen—April 27—Bark Inverallen, 2,101.
<b>NEW ORLEANS</b> —For Liverpool—April 28—Steamer Emiliano, 2,500....
May 1—Steamers Explorer and Federico, —....May 2—Steamer Catalan, —....
For Havre—April 28—Ship Charles, 5,813.
For Venice—April 28—Bark Orsola, 1,836.
For Vera Cruz—April 28—Steamer City of Mexico, 799.
<b>MOBILE</b> —For Liverpool—April 28—Bark Aphrodite, 2,500.
<b>SAVANNAH</b> —For Reval—April 30—Bark Meteor, 1,621....May 2—Bark Jacob Aal, 1,839.
For Barcelona—April 30—Bark Flora, 228.
<b>CHARLESTON</b> —For Liverpool—April 27—Bark Winona, 2,055.
For Reval—April 28—Bark Expedit, 1,150.
For Barcelona—April 30—Bark Cometen, 1,750....May 2—Bark Yarmouth, 2,450.
<b>BOSTON</b> —For Liverpool—April 27—Steamers Palestine, 1,617; Samaria, 1,175; Virginia, 1,565.
<b>BALTIMORE</b> —For Liverpool—April 30—Steamer Caspian, 1,156....May 1—Steamer Sarmatian, 2,723.
<b>PHILADELPHIA</b> —For Liverpool—April 27—Steamer Lord Gough, 1,300....May 1—Steamer Illinois, 1,500.

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

HAPSBURG, steamer (Ger.). Helmers, from New York, April 7, for Southampton and Bremen, was fallen in with April 17, with shaft broken, by steamship Standard, from New York, at Newcastle, E., April 25. The North German Lloyds Company on April 27 dispatched two tugs to search off Scilly and South Coast of Ireland for the disabled steamer.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	9 <sup>64</sup> @7 <sup>32</sup>					
Do sail....d.	9 <sup>64</sup> @13 <sup>64</sup>					
Havre, steam....c.	3 <sup>8</sup> *					
Do sail....c.						
Bremen, steam....c.	15 <sup>32</sup> *					
Do sail....c.						
Hamburg, steam d.	3 <sup>16</sup> @1 <sup>4</sup>					
Do sail....d.						
Amst'd'm, steam c.	1 <sup>2</sup>					
Do sail....d.						
Baltic, steam....d.	9 <sup>32</sup> @5 <sup>16</sup> *					
Do sail....c.						
Barcelona, steam c.	11 <sup>16</sup> *					
Genoa, steam....d.	5 <sup>8</sup> *					

\* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	April 13	April 20	April 27	May 4.
Sales of the week.....bales.	60,000	72,000	52,000	80,000
Of which exporters took.....	3,500	5,000	4,400	4,500
Of which speculators took.....	3,100	4,600	5,300	5,500
Sales American.....	47,000	50,000	39,000	62,000
Actual export.....	5,100	7,300	2,600	5,700
Forwarded.....	20,000	21,500	17,500	18,000
Total stock - Estimated.....	995,000	1,011,000	992,000	933,000
Of which American - Estim'd	730,000	743,000	735,000	693,000
Total import of the week.....	73,000	112,000	43,500	37,000
Of which American.....	41,500	81,000	32,000	30,500
Amount afloat.....	292,000	256,000	278,000	331,000
Of which American.....	172,000	122,000	158,000	183,000

The tone of the Liverpool market for spots and futures each day of the week ending May 4, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday	Tuesday	Wednes.	Thursd'y	Friday
Market, 12:30 P.M.	Firmer.	Good demand freely met	Quieter.	Firmer.	Easier.	Firmer.
Mid Upl'd. Mid. Orln's	5 1/16 5 3/4	5 1/16 5 3/4	5 1/16 5 3/4	5 1/16 5 3/4	5 3/4 5 7/8	5 3/4 5 7/8
Sales.....	10,000	12,000	10,000	14,000	12,000	14,000
Spec. & exp.	1,000	2,000	1,000	2,000	2,000	2,000
Futures.						
Market, 12:30 P.M.	Steady.	In buyers' favor.	Steady.	Quiet.	Dull and easier.	Firm.
Market, 5 P.M.	Quiet.	Barely steady.	Strong.	Strong.	Steady.	Irregular.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d and 6 03 means 6 3-64d.

	Sat., Apr. 28.				Mon., Apr. 30.				Tues., May 1.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
April.....	d.	d.	d.	d.	5 46	5 46	5 45	5 45	d.	d.	d.	d.
April-May.....	d.	d.	d.	d.	5 46	5 46	5 45	5 45	5 44	5 46	5 44	5 43
May-June.....	5 45	5 45	5 45	5 45	5 46	5 46	5 43	5 43	5 45	5 48	5 44	5 48
June-July.....	5 49	5 49	5 49	5 49	5 50	5 50	5 47	5 47	5 49	5 51	5 49	5 51
July-Aug.....	5 53	5 53	5 53	5 53	5 54	5 54	5 51	5 51	5 53	5 55	5 53	5 55
Aug.-Sept.....	5 57	5 57	5 50	5 50	5 58	5 58	5 55	5 55	5 57	5 60	5 57	5 60
Sept.-Oct.....	d.	d.	d.	d.	5 54	5 54	5 51	5 51	5 54	5 55	5 54	5 55
Oct.-Nov.....	5 48	5 48	5 48	5 48	5 48	5 48	5 46	5 46	d.	d.	d.	d.
Nov.-Dec.....	5 45	5 45	5 44	5 45	5 45	5 45	5 43	5 43	5 44	5 46	5 44	5 46
Dec-Jan.....	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.

	Wednes., May 2.				Thurs., May 3.				Fri., May 4.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
May.....	5 48	5 48	5 47	5 48	d.	d.	d.	d.	5 51	5 53	5 51	5 53
May-June.....	5 48	5 50	5 47	5 50	5 45	5 48	5 47	5 47	5 51	5 54	5 50	5 53
June-July.....	5 53	5 54	5 52	5 54	5 52	5 52	5 51	5 52	5 54	5 58	5 54	5 57
July-Aug.....	5 57	5 59	5 56	5 56	5 56	5 56	5 55	5 55	5 59	5 61	5 59	5 60
Aug.-Sept.....	5 62	5 62	5 60	5 62	5 61	5 61	5 59	5 60	5 62	6 01	5 62	5 63
Sept.-Oct.....	5 58	5 58	5 58	5 58	5 56	5 56	5 55	5 55	5 58	5 60	5 58	5 60
Oct.-Nov.....	5 50	5 51	5 50	5 51	5 49	5 49	5 49	5 49	5 52	5 52	5 52	5 52
Nov.-Dec.....	5 47	5 48	5 47	5 48	5 47	5 47	5 46	5 46	5 49	5 55	5 48	5 55
Dec-Jan.....	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.

BREADSTUFFS.

FRIDAY, P. M., May 4, 1883.

Flour has met with only a fair sale. The lower grades have continued comparatively scarce, though the most wanted. The higher grades, on the contrary, have been plentiful, and at the same time in light demand. Prices of the commoner brands have advanced, owing not only to their scarcity, but to an advance in wheat; the better grades have in some cases declined, owing to the burdensome supply. To-day the market was quiet but steady.

Wheat at one time was quiet on speculation, but latterly the demand has improved materially; there has been, it is stated, considerable covering of contracts done both here and at the West. The export trade has fallen off, the limits of exporters frequently being several cents below the current quotations. Prices have advanced two to three cents per bushel, largely owing to the covering operations here and at Chicago, which have been stimulated by reports of snow and rain in the Northwest. The May report of the Agricultural Bureau at Washington is awaited with considerable interest. The crop reports, as a rule, have of late been favorable. The market, however, is being manipulated, it is claimed, by a powerful clique at the West in the interest of higher prices. To-day there was a decline of 1/2c. on the spot here, options advancing slightly; No. 2 red sold at \$1 22 1/2 @ 1 23 for May, \$1 24

@ 1 24 1/2 for June, \$1 25 5/8 @ 1 26 1/4 for July and August, and \$1 25 3/4 @ 1 26 1/2 for September. The deliveries on May contracts were considerable.

Corn was pretty steady until to-day, when prices suddenly fell 1 to 3c. per bushel. The speculation has been less active. The receipts have been light and the supply here is small, that of No. 2 mixed being only 618,000 bushels, of which a considerable portion is old corn, worth more, of course, than the ordinary contract grade, and therefore not likely to be delivered on contracts. The weather to-day, however, was warmer, the Chicago market declined, and, more than all, the legitimate demand both here and at the West has been light all the week. The supply in Chicago is large, and shipments, it is expected, will soon be coming forward by canal. To-day there were sales of No. 2 mixed here at 65 1/4 @ 65 7/8c. for May, 65 5/8 @ 65 7/8c. for June, 67c. for July, 68 1/2c. for August and 69 1/2c. for September.

Rye has been fairly active and about steady. Barley has been quiet. Oats have declined; the receipts at the West have been liberal, and the demand here only moderate. To-day the market was lower than yesterday, with sales of No. 2 mixed at 49 @ 49 1/2c. for May, 49 1/8 @ 49 1/2c. for June, 50 1/4 @ 50 1/2c. for July and 45c. for August.

The following are closing quotations:

FLOUR.	
No. 2 spring... \$ bbl.	\$ 2 50 @ 3 00
No. 2 winter.....	3 00 @ 3 75
Superfine.....	3 85 @ 4 25
Spring wheat extras..	4 25 @ 5 25
do bakers'.....	5 00 @ 6 50
Wis. & Minn. rye mix.	5 00 @ 6 00
Minn. clear and str't	5 00 @ 6 75
Winter shipp'g extras.	4 20 @ 4 40
Patents, spring.....	6 00 @ 7 75
Patents, winter.....	\$ 5 50 @ 7 25
City shipping extras.	5 50 @ 6 15
Southern bakers' and family brands.....	5 75 @ 6 90
South'n skip'g extras.	5 15 @ 5 75
Rye flour, superfine..	3 30 @ 3 90
Corn meal—	
Western, &c.....	3 00 @ 3 40
Brandywine, &c....	3 40 @ 3 50

GRAIN.	
Wheat—	
Spring, per bush.....	@ .....
Spring No. 2.....	@ .....
Red winter, No. 2	1 24 @ 1 25 1/4
Red winter.....	1 06 @ 1 25
White.....	90 @ 1 26
White No. 1.....	1 15 @ 1 16
Corn—West. mixed	60 @ 66
West. mix. No. 2.	5 1/4 @ 66 1/2
White.....	67 @ 70
Yellow.....	67 @ 70
Rye—Western.....	73 @ 78
State & Canada..	74 @ 79 1/2
Oats—	
Mixed.....	48 1/2 @ 52
White.....	53 @ 56 1/2
No. 2 mixed.....	49 @ 49 1/4
No. 2 white.....	51 1/4 @ .....
Barley—	
Canada No. 1....	95 @ .....
Canada bright....	97 @ 98
Canada No. 2....	85 @ .....
State, 4-rowed...	85 @ 88
State, 2-rowed...	78 @ 80

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Apr. 28 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 100 lbs	Bush. 60 lbs	Bush. 56 lbs	Bush. 32 lbs	Bush. 48 lbs	Bush. 56 lbs
Chicago.....	33,874	60,822	507,922	557,415	65,882	18,880
Milwaukee..	37,190	113,371	7,190	55,462	50,249	11,580
Toledo.....	870	138,010	181,067	33,052	2,310	2,465
Detroit....	4,315	61,586	10,870	17,163	7,292	.....
Cleveland...	1,835	13,290	30,000	4,800	5,762	390
St. Louis....	28,960	90,566	170,180	119,034	12,281	1,467
Peoria.....	770	5,450	122,000	267,900	6,009	22,500
Duluth.....	.....	51,754	.....	.....	.....	.....
Tot. wk. '83	107,840	569,649	1,029,029	1,054,826	149,806	57,262
Same wk. '82	148,602	664,019	2,295,471	833,706	156,844	48,443
Same wk. '81	192,432	984,018	2,210,400	873,213	75,833	40,807
Since Aug. 1—						
1882.....	7,379,419	65,606,119	71,446,362	33,995,276	14,280,128	3,699,867
1881.....	6,057,857	35,530,845	87,060,361	28,618,072	11,243,723	3,430,018
1880.....	6,624,901	65,939,026	88,748,402	31,318,088	11,117,848	3,069,833

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Apr. 23, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	3,146,515	2,377,234	2,907,071	1,649,211
Wheat..... bush.	7,856,115	6,201,285	9,293,918	10,351,377
Corn.....	30,035,244	24,596,468	21,109,791	30,573,677
Oats.....	12,957,346	9,937,492	8,974,295	5,705,465
Barley.....	4,097,399	1,808,639	1,736,226	1,290,450
Rye.....	729,423	833,253	815,238	639,606

Total grain .... 55,635,527 43,387,137 41,959,469 48,560,575

Below are the rail shipments from Western lake and river ports for four years:

	1883.	1882.	1881.	1880.
	Week	Week	Week	Week
	Apr. 23.	Apr. 29.	Apr. 30.	May 1
Flour.....bbls.	97,430	79,987	166,584	95,260
Wheat.....bush.	199,042	149,991	965,661	119,217
Corn.....	1,499,851	528,700	1,520,936	409,813
Oats.....	919,004	532,098	483,564	495,319
Barley.....	142,457	93,263	53,695	49,770
Rye.....	29,950	41,105	37,700	34,220

Total..... 2,799,304 1,393,757 3,069,926 1,159,339

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Apr. 23.....	101,870	1,935,598	3,721,697	1,152,862	142,457	59,611
Apr. 21.....	97,387	207,961	1,317,421	757,600	148,627	76,687
Apr. 14.....	90,751	249,775	1,309,017	538,525	116,241	27,005
Apr. 7.....	150,315	236,394	1,241,074	582,123	171,898	20,294

Tot., 4 w. 440,323 2,629,728 7,792,209 3,051,110 579,223 183,597

4 w'ks 82. 457,652 1,811,260 8,215,998 2,643,592 344,617 193,761

The receipts of flour and grain at the seaboard ports for the week ended April 23 follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York .....	67,516	91,000	206,055	183,600	45,100	61,268
Boston .....	52,705	53,600	117,087	105,375	12,000	.....
Portland .....	3,575	87,706	10,509	2,800	.....	.....
Montreal .....	8,848	2,950	.....	111	900	.....
Philadelphia .....	22,167	50,000	101,200	97,750	7,200	.....
Baltimore .....	18,890	122,352	238,404	9,684	.....	2,332
New Orleans .....	9,439	.....	465,813	13,073	.....	.....

Total week... 183,140 407,608 1,139,059 412,393 65,200 63,600  
 Cor. week '82.. 198,255 536,249 720,932 489,554 107,575 52,200

The total receipts at the same ports for the period from Dec. 25, 1882, to Apr. 28, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80
Flour..... bbls.	5,014,725	3,729,250	4,512,934	2,889,819
Wheat..... bush.	15,447,427	8,646,976	21,181,766	17,449,712
Corn..... bush.	30,649,905	11,061,913	28,632,718	43,790,607
Oats..... bush.	8,128,536	7,577,134	7,339,026	6,304,961
Barley..... bush.	1,938,376	2,053,261	1,846,740	1,386,079
Rye..... bush.	402,967	237,363	589,111	355,841

Total grain .... 56,567,211 29,579,682 59,569,361 69,287,200

The exports from the several seaboard ports for week ending April 28, 1883, are shown in the annexed statement:

Exports from—	Flour	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	65,040	551,878	427,849	1,966	108,203	430
Boston...	70,404	101,678	2,727	.....	.....	.....
Portland..	2,196	87,706	285	.....	.....	25,830
Montreal..	.....	.....	.....	.....	.....	.....
Philadel..	12,735	31,827	416,834	.....	.....	.....
Baltim're..	12,538	163,940	211,870	.....	.....	.....
N.Orl'ns..	.....	.....	272,641	.....	.....	.....
Total w'k.	162,913	937,029	1,332,206	1,866	108,203	26,250
Same time 1882..	70,040	538,147	266,179	967	48,014	50,53

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week. Apr. 28.	1882. Week. Apr. 29.	1883. Week. Apr. 28.	1882. Week. Apr. 29.	1883. Week. Apr. 28.	1882. Week. Apr. 29.
Un.King.	Bbls. 110,851	Bbls. 33,632	Bush. 551,483	Bush. 357,790	Bush. 955,783	Bush. 215,171
Cont'n't	2,817	3,388	379,546	176,362	368,795	28,142
S. & C. Am.	18,136	6,602	.....	.....	2,696	4,894
W. Indies	16,796	9,567	3,000	3,935	3,226	12,138
Brit. Col's	13,715	16,519	.....	.....	400	4,900
Oth. c'n't's	598	338	.....	.....	1,306	934
Total...	162,913	70,010	937,029	538,147	1,332,206	266,179

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to Apr. 28.	1881-82. Sept. 1 to Apr. 29.	1882-83. Sept. 1 to Apr. 28.	1881-82. Sept. 1 to Apr. 29.	1882-83. Sept. 1 to Apr. 28.	1881-82. Sept. 1 to Apr. 29.
Un. Kingdom	Bbls. 4,647,433	Bbls. 2,221,029	Bush. 30,003,406	Bush. 23,942,445	Bush. 21,512,544	Bush. 17,852,664
Continent...	385,160	161,542	23,155,680	9,879,009	4,079,465	4,216,022
S. & C. Am...	483,034	472,580	104,986	6,397	256,738	342,073
West Indies.	626,355	446,371	58,550	81,271	283,513	453,538
Brit. Colonies	377,979	339,323	7,896	45	76,238	110,082
Oth. countr's	30,200	25,209	203,209	226,134	107,211	63,241
Total.....	6,550,181	3,668,114	53,533,584	34,086,281	26,315,709	23,045,820

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, Apr. 23, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York .....	3,079,656	690,600	877,710	12,305	100,332
Do. afloat (est.)	300,000	.....	.....	62,000	155,000
Albany .....	22,000	20,000	46,000	8,000	4,000
Buffalo .....	544,991	.....	23,321	124,097	12,872
Chicago .....	6,072,765	6,790,655	1,208,333	51,488	835,232
Milwaukee .....	1,273,855	162,001	1,694	184,378	48,630
Duluth .....	1,426,507	.....	.....	.....	.....
Toledo .....	1,693,931	558,650	46,112	5,456	11,218
Detroit .....	1,457,483	88,139	26,552	4,584	.....
Oswego .....	42,000	12,000	2,000	155,000	68,717
St. Louis .....	733,987	2,087,402	98,722	18,096	49,602
Cincinnati .....	69,576	49,271	34,943	70,707	89,423
Boston .....	112,372	104,619	150,964	2,931	1,356
Toronto .....	435,026	1,500	.....	96,237	19
Montreal .....	216,972	9,131	90,734	34,336	26,928
Philadelphia .....	363,440	467,035	148,819	.....	.....
Peoria .....	4,431	506,700	150,323	8,710	123,333
Indianapolis .....	267,700	81,800	42,700	.....	16,400
Kansas City .....	135,213	302,403	7,894	.....	25,227
Baltimore .....	519,405	278,991	.....	.....	.....
Down Mississippi.	.....	220,227	58,881	.....	.....
On lake .....	1,736,556	2,524,846	238,858	.....	29,661
On rail .....	269,042	1,958,851	1,171,594	112,357	29,959
Tot. Apr. 28, '83.	20,781,911	16,894,226	4,453,197	981,695	1,627,880
Tot. Apr. 21, '83.	21,201,544	17,631,940	4,020,629	986,623	1,708,658
Tot. Apr. 14, '83.	21,708,330	18,129,926	3,873,801	1,192,149	1,637,107
Tot. Apr. 7, '83.	22,349,953	18,223,604	4,057,698	1,693,230	1,857,858
Tot. Apr. 29, '82.	10,577,513	8,407,247	2,169,813	609,185	1,092,759

THE DRY GOODS TRADE.

FRIDAY, P. M., May 4, 1883.

There has been throughout the past week a continuation of the quiet tone lately noticed in the wholesale branches of the

dry-goods trade. Operations on the part of package buyers were almost wholly restricted to the purchase of such small assorted lots as are required for immediate distribution, and business was therefore light and disappointing to manufacturers' agents and importers. The jobbing trade was barely up to expectations, yet a fair distribution of both staple and department goods was made by some of the leading firms. Values are nominally unchanged, but it is a buyer's market, and there is more pressure to sell certain kinds of cotton and woolen goods, points, &c., so that buyers of round lots can make purchases upon more favorable terms than a short time ago.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 2,302 packages, including 1,323 to Great Britain, 278 to Chili, 146 to Brazil, 119 to Hayti, 113 to Venezuela, &c. Bleached cottons were in irregular demand, and while the finer qualities ruled quiet and steady, a fair business was done in low medium grades by means of lower prices. Brown sheetings and drills were lightly dealt in, and the demand for colored cottons was chiefly of a hand-to-mouth character, but wide sheetings continued in fair request, and there was a considerable movement in cotton flannels on account of former orders. Print cloths ruled quiet at 35/8c., less 1 per cent for 64x64 "spots," 35/8c. flat for 64x64 "futures" and 3 1/2c. for 56x60s. Prints and gingham were in light demand at first hands, but moderately active with jobbers.

DOMESTIC WOOLEN GOODS.—The situation in the woolen goods market has not materially changed. A slight improvement in the demand for men's wear woolens was reported in some quarters, but business in this connection is still unsatisfactory, and manufacturers have resolved to curtail production in many cases because of the poor outlook. The clothing trade was a trifle more active, but there is still great room for improvement. Cassimeres have been mostly quiet, and there was only a moderate call for worsted coatings, but a fair business was done in satinets. Kentucky jeans were dull, except a few of the best doeskin makes, in which a freer movement was stimulated by reduced prices. Dress goods and cloakings were in moderate request, but flannels and blankets continued slow of sale, as usual at this stage of the season, and there was only a slight improvement in the demand for hosiery and knit underwear.

FOREIGN DRY GOODS were jobbed in very fair quantities, but the demand at first hands was chiefly confined to a few specialties, as summer dress fabrics, fancy silks, &c. Staple goods, as liners, white goods, men's wear woolens, &c., ruled quiet, and sales of embroideries and laces were chiefly effected through the medium of the auction rooms.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending May 3, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

Total at the port...	ENTERED FOR CONSUMPTION FOR THE WEEK ENDING SINCE JANUARY 1, 1883 AND 1882.		ENTERED FOR WAREHOUSE DURING SAME PERIOD.		WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.	
	Week ending May 4, 1883.	Since Jan. 1, 1883.	Week ending May 4, 1882.	Since Jan. 1, 1882.	Week ending May 3, 1883.	Since Jan. 1, 1883.
Total at the port...	5,530	1,728,434	238,234	52,131,156	5,765	1,256,125
	4,503	1,448,638	157,050	43,206,148	2,269	781,886
Manufactures of—	ENTERED FOR CONSUMPTION		ENTERED FOR CONSUMPTION		ENTERED FOR CONSUMPTION	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Wool.....	208	80,745	6,052	2,539,002	316	124,715
Cotton.....	130	35,921	5,838	1,741,545	162	43,877
Silk.....	189	93,895	2,835	2,211,807	160	102,086
Flax.....	282	56,138	10,306	1,777,074	442	56,970
Miscellaneous.....	1,750	37,564	64,730	1,195,754	5,114	68,342
Total on market.....	2,509	303,493	89,806	9,408,182	6,194	395,690
Ent'd for consumpt.	4,503	1,448,638	157,050	43,206,148	2,269	781,886
Total at the port.....	7,012	1,752,181	247,756	52,614,330	8,463	1,866,276
Manufactures of—	ENTERED FOR CONSUMPTION		ENTERED FOR CONSUMPTION		ENTERED FOR CONSUMPTION	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Wool.....	181	59,273	6,484	2,652,231	408	149,594
Cotton.....	981	60,383	5,871	1,728,559	172	53,692
Silk.....	130	74,047	2,591	1,941,260	265	164,120
Flax.....	257	55,897	8,533	1,546,317	421	8,046
Miscellaneous.....	178	30,146	56,805	1,056,641	2,430	68,286
Total on market.....	1,027	279,746	80,284	8,925,003	3,496	471,539
Ent'd for consumpt.	4,503	1,448,638	157,050	43,206,148	2,269	781,886
Total at the port.....	5,530	1,728,434	238,234	52,131,156	5,765	1,256,125
Manufactures of—	ENTERED FOR CONSUMPTION		ENTERED FOR CONSUMPTION		ENTERED FOR CONSUMPTION	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Wool.....	391	149,304	18,776	8,418,184	310	109,156
Cotton.....	1,236	350,065	32,276	10,692,335	705	287,458
Silk.....	739	331,564	20,081	13,582,818	463	277,812
Flax.....	1,547	279,396	34,415	6,017,235	531	97,594
Miscellaneous.....	870	135,363	51,422	3,925,576	260	61,536
Total on market.....	4,503	1,448,638	157,050	43,206,148	2,269	781,886
Ent'd for consumpt.	4,503	1,448,638	157,050	43,206,148	2,269	781,886
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