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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.

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SATURDAY, MAY 12, 1883.

NO. 933.

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Chronicle.

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On page 531 will be found the detailed returns, by States, of the National Banks, under the Comptroller's call of March 13, kindly furnished us by Mr. Knox. Previous returns were published, those for Dec. 30 in the CHRONICLE of March 24, page 337, those for Oct. 3 in the issue of Nov. 18, page 568.

THE FINANCIAL SITUATION.

In a general way there is nothing to be said changing in any material degree the business conditions, as indicated by us last week. And yet the issue yesterday of the May crop report of the Agricultural Department at Washington (full details of which we give in our Breadstuffs and Cotton Reports to-day) has certainly been reassuring. In substance the report estimates the first of May outlook as indicating a loss in winter wheat of 77 million bushels, compared with last year's yield. But the Department states that an increased area will be given to spring wheat. Hence a fair conclusion from the whole report is, that with a favorable season, the loss on winter wheat will in this manner be in part made good, reducing the net estimated loss in total crop to possibly 40 million bushels or less. In view of the very unpromising crop estimates that have been affoat, especially during the past ten days, these figures are an encouraging feature, the full influence of which, however, will develop only as the season advances, and an actual favorable result becomes assured.

In the meantime our stock market and all departments of business remain in a very quiet state, with the present situation one of real strength and hope. In the absence of any disposition in the general public to speculate, some circles have appeared to find encouragement for higher market values later on, in the disposition our Legislature has shown to widen materially the class of investments corporations are allowed to put their money into. The main bill covering this point (called the Page Bill) is the one with regard to savings banks, allowing them to invest in any securities which the Superintend. ent of the Banking Department, the Governor, Comptroller and State Treasurer, or a majority of them, may approve. Another is the act (called the Bowen Bill) permitting fire insurance companies to invest their surplus in any securities within the discretion of their Board of Directors, if approved of by the Superintendent of the Insurance Department. Still another is the general act (called Mr. Mackin's bill), which authorizes any corporation, except savings banks, organized in this State to invest its funds in the "securities of any other cor-"porations owning lands situated in this State, &c.," provided "that loans shall not be made on any "stocks upon which dividends shall not have been 'declared continuously for three years, immediately before "such loans are made; and provided further, that such "stocks shall be continuously of a market value twenty "per cent greater than the amount loaned or continued "thereon."

It is to be said with regard to these matters that none of the acts referred to, except the last, has as yet been signed by the Governor, so it is rather premature to rest many hopes upon them respecting market values. Quite an active opposition has been excited against the Page Bill, which is certainly an innovation, and will, we doubt not, be carefully considered before it is signed. The Connecticut law permits savings banks to invest in bonds of railroads that have paid interest upon their bonds, and an annual dividend upon their stock of at least five per cent for the preceding five years. No objection could certainly be made to such a provision, and something in that direction would seem to be quite desirable in view of the difficulty holders of trust funds now find in securing any considerable return for their moneys put into any kind of quick asset which is at present authorized. With less than three per cent obtained on investments in Government bonds and the total outstanding all the time decreasing, with State securities becoming almost nominal in amount and very high, and with good city securities also scarce, it is not surprising that a disposition should exist to open the door to a more diversified class of investments. Of course, how-

ever, security is the first requisite in all these matters, but convertibility is another requisite for at least 40 per cent of the assets; and, furthermore, the classes for whose use savings banks are intended are entitled to as large divi dends as may be compatible with security. These are features which, in the existing and changing condition of our Government bond market, it will not do to ignore while fixing limits for corporate investments.

Considerable discussion has also been in progress during the week as to the effect on stock investments of the important decision handed down on Monday by the Supreme Court of the United States with reference to the power of a State to fix railroad tolls for freight and passengers. The question arose in the case between the Chicago Burlington & Quincy Railroad and the State of Illinois, and the decision seems to settle definitely and finally the authority of any legislature to do pretty much as it pleases in regulating rates. In fact, unless the charter contains a clear and explicit grant from the State exempting it from governmental control, or some positive contract on the part of the State under which the right to fix rates is conferred upon the road, the Legislature retains full jurisdiction. In the Burlington & Quincy case it was claimed that such authority had been granted, under a clause in its charter giving the company power "to establish such rates of toll "for the conveyance of persons and property as they "shall from time to time by their by-laws determine." But the Court holds that this is to be interpreted as con. ferring authority only to pass by laws which may be in accordance with the laws of the State.

Many persons are inclined to look upon such a general relegation of railroad interests to the tender mercies of State legislatures, as tending to lessen the attractiveness of railroad stocks as an investment. It is argued that under the authority of this decision States can and will reduce the revenues of these corporations until the maintainance of regular dividends becomes impossible. This might be done without any absolute hostility or even intent to cripple a road, by guaging the rates to more prosperous times which years of less activity would demonstrate were insufficient. Such a suggestion gains a degree of plausibility from the attitude of some of the Western States towards railroads during late years, and also from the noisy anti-monopoly faction which has more recently gained a footing even in our own State. Still we are inclined to think there is danger of exaggerating this influence. (1) Railroads are by no means at the mercy of "the people" even now. If pushed too far they have in combination, a power of protection which has now and then been, and may always prove to be effective. (2) Then again when a State reduces rates below a living basis, the railroad is forced to reduce accommodations and "the people" quickly see that "to live and to let live" is not only right but politic. (3) Furthermore, no State has all the railroad facilities it wants, but each is seeking to secure more capital for its development. A little war on this interest therefore reacts against a neighborhood by preventing railroad progress. (4) In these and other ways the masses are being educated up to a more just idea of corporate rights and responsibilities. They started with the idea—encouraged for political effect—that railroads were always oppressors and in the wrong; but they are gradually learning that while there are grievances to be redressed they need to be dealt with wisely as well as firmly. Hence it seems reasonable to anticipate that blind political hostility against railroads will more and more be confined to the less enlightened communities and be of short life.

uncertainties as to the growing crops, to impart quietness in speculative circles, is the advance in the Bank of Eng. land rate to 4 per cent, together with the rise in the quo. tations for foreign exchange and the firmness which has characterized that market during the week. There has been no great activity in the demand for bills, and yet a steady inquiry has prevailed for remittances against bank. ers' credits, present and prospective, drawn in favor of American tourists, and in payment for railroad stocks. which are being returned from London quite freely of late. The latter movement has been stimulated by the recent action of the Bank of England, which has limited for the future advances to bill brokers and speculative borrowers, who have heretofore been accustomed to rely upon the Bank, but now must look to the open market. This rule led to such a demand for money in London that the street rate advanced beyond the fixed minimum, being full 3 per cent even at the latest mail dates, as will be seen in the letter of our London correspondent.

Under these circumstances speculators in London have found it undesirable to trade to any considerable extent in American securities, and have reduced their holdings, returning, however, to New York only those dividend. paying stocks which were readily disposed of. Remitting for such securities has added to the demand for bills as already stated, and as the offerings of com. mercial have not been large, bankers have steadily absorbed the supply and kept the market firm at the advance. In the opinion of conservative judges of the situation, there is little probability of a rise in sterling to the gold-exporting point. There is still a large amount of grain to go forward and besides that, very considerable sums are being invested in this courtry by Europeans in various ways. Just now there appears to be an evident disposition to go into the business of raising cattle on Western ranches. One banker puts the amount at £5,000,000 which will be brought here this year for the purpose named. That is very likely an extravagant estimate. But, nevertheless, it is true that for very many industrial purposes foreign capital is finding its way here now and in very considerable, amounts which will offset or help pay for the securities the London market may return to us. Furthermore, if our crops turn out favorably, by the first of August preparations will begin to be made for their movement, and that will furnish an abundant supply of bills.

The general tendency of the stock market this week has been downward. Among the instances illustrating this fact, Central Pacific has been quite prominent. There is, in all probability, no direct connection between that event and the presence here of a leading California railroad manager, but the decline invests with new interest anything that Mr. Crocker (who is President of the Southern Pacific and Second Vice-President of the Central Pacific) may have to say about the relations between the two corporations with which he is identified. In view, however, of the prominence that the Southern Pacific lease has assumed in the Central Pacific's business of late years and the early expiration of that lease, Mr. Crocker's remarks are certainly indefinite and non committal. He admits, to be sure, (what we showed in two different articles earlier in the year), that the Southern Pacific lease is proving very profitable to the lessee, and that the lease has only a short period longer to run; but as to future arrangements he will commit himself no further than to say that a longer lease "under different conditions" is being thought of. Of course the public knew that under the circumstances the "conditions" would be changed, but as the "difference" An influence which has helped, in connection with the in the conditions will make a larger or smaller "difference

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in the Central Pacific's income, there is a disposition-not unreasonable, in the circumstances-to take the most unfavorable view of the matter. Moreover, Mr. Crocker's admission that he and his associates have sold "a little" of their Central Pacific stock has not tended to lessen this disposition. If Mr. Crocker has sold "a little" of his, and his associates have sold "a little" of theirs, it is very reasonable that the average Wall street speculators should sell "a little" of theirs also. Upon one point, however, Mr. Crocker speaks emphatically and with precision. The April rains, he affirms, completely changed the aspect of affairs in California, and while it did seem at one time as if the August dividend on Central Pacific stock might be endangered, all this has happily passed. In fact, he speaks in confident tones of the prospect, and depicts the outlook as most glowing. He does not say, as another distinguished gentleman not unknown to Wall street fame said less than two weeks ago, that things will be "red hot" in the future, but we are sure he thinks, if he is correctly reported, that all the California roads are likely to get enough to do the coming season.

Another feature of the market has been the advance in Central New Jersey, caused by the report, subsequently confirmed, that the arrangements for the lease of the road to the Philadelphia & Reading were completed. But on the publication of the supposed details the stock declined on Thursday and Friday. This latter movement may have been caused by sales by inside parties who profited through early information regarding the intentions of the managers, or by sales of holders who felt disappointed that the Baltimore & Ohio would have no part in the guarantee of dividends by the Reading. It was expected, as a preliminary act, that the Central would be taken out of the control of the receiver, but the reason given for delay, is that the examination of the books cannot be completed in time, so it has been decided to make the lease and leave the dissolution of the receivership to the directors.

The trunk-line properties have been depressed this week by reports that there was a disposition further to reduce the rates on east-bound ousiness, and rum ors have been current of cutting under the revised schedule. Probably the true reason for the decline is that liberal sales of these stocks were made on orders from London by parties there who were disposing of their holdings for causes above given. The retirement of Mr. Vanderbilt from the presidency of the New York Central and the Lake Shore has probably helped the downward movement in those properties, especially as there has been very little support given them during the past few days. The demand for all railroad mortgages and income bonds is only a little less urgent than it was last week, and transactions of over \$500,000 a day in a single issue of bonds are by no means rare. The features on the Exchange this week have been Richmond & Danville 1sts and debentures, Atlantic & Pacific incomes, West Shore 1sts, and New York Chicago & St. Louis 1sts, in all of which there were very heavy dealings and a decided advance in prices. It is interesting to note that the latter, the bonds of the Nickel Plate road, sold this week at 103, against only 89 last October. But perhaps the event of the week has been the success of the efforts of Messrs. Vermilye & Co. in negotiating their second mortgage bonds and of Messrs. Winslow, Lanier & Co. in negotiating their West Shore & Buffalo 1sts. Only \$4,117,000 West Shore bonds were offered, yet the total subscriptions reached \$10,426,000.

The following shows relative prices of leading bonds and stocks in London and New York at opening each day.

	May 7.		May 8.		May 9.		May 10.		May 11.	
	Lond'n prices.*		Lond'n prices.*		Lond'n prices.*		Lond'n prices.*		Lond'n	
U.S.4s,c.	119.18	11914	118.94	119	119.06	1191/6	119.19	11916	119.43	1191
U.S.31/28.	102.54	10212	162.65	10212	102.40	10216	102.01	10214	102.61	1021
Erie	36.45	3658	36.84	3634	36.60	- 3658	36.31	3636	36 07	36
2d con.	97.88	981/2	99.73	9978	99.73	9934	99.93	10011	98.98	100
Ill. Cent.	145.07	145	144.97	145	144.97	145	144.78	14414	144.24	1441
N. Y. C	123.93	1221/2	123.08	12314	122.59	1:284	122.11	12218	121.62	1213
Reading	27 33+	5434	27.60	551/8	27.73+	56	27 54+	551/4	27:30+	545
Ont.W'n	27.70	2758	27.48	28	27.48	27 5%	27.54	2736	27.54	271
St. Paul	103.63	10334	104.11	1041/2	104.59	10434	104.81	10416	104.56	1041
Exch'ge, cabl es.	4.8	8	4.8	614	4.86	316	4.5	3716	4.8	71%

* Expressed in their New York equivalent.

Reading on basis of \$50, par value.

Money on call has been in very good supply this week. The movement from the interior continues steady and large, the Treasury is still disbursing a little, and the banks are now so well supplied with funds that they are inclined to respond promptly to any reasonable demand for money. The inquiry therefore for time loans on stock collateral and commercial paper is responded to at very reasonable rates. Judging by the movement in previous years at this season it will be reasonable to look for a steady gain in the bank reserves at least until midsummer as the direct result of the return of money from interior points. This season, however, we are likely to see the market much less influenced by the Treasury operations than it has been for many years. There are now no unmatured calls for bonds outstanding, only \$2,127,000 bonds of the 120th call remained unpaid on the 10th inst., and bond calls are not expected to be resumed until the commencement of the next fiscal year. 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 11, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency		\$650,000	Gain.\$3,686,000
Gold	12,000		Gain. 12,000
Total gold and legal tenders	\$4,348,000	\$650,000	Gain.\$3,698,000

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 also gained \$251,547 through the operations of the Sub-Treasury. Adding that item, 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 Treasury payments last week counted only in part in the statement for last Saturday, the gain to-day should be larger than here indicated.

Week Ending May 11, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above Sub-Treasury operations, net		\$650,000	Gain. \$3,698,000- Gain. 251,547
Total gold and legal tenders	- \$4,599,517	\$650,060	Gain.\$3,949,547

The Bank of America received \$400,000 gold during the past week on account of the associated banks, and paid out nothing in return.

Government bonds were unfavorably affected early in the week by the expectation that the bills which passed the Legislature, permitting savings banks and other institutions to invest in miscellaneous securities, would be signed by the Governor. There appeared to be no pressure of bonds, but the decline was almost wholly due to a temporary absence of demand.

The Bank of England rate of discount was advanced on Thursday to 4 per cent from 3, at which it has stood since March 1st. The Bank lost £462,000 bullion during the week, and the proportion of reserve to liabilities was reduced § of 1 per cent. The Bank of France reports a reduction of 537,500 francs gold and of 1,675,000 francs silver, and the Bank of Germany, since the last return, shows a decrease of 907,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	May 10), 1883.	May 11, 1832.		
	Gold.	Gold. Silver.		Silver.	
	£	4	2	£	
Bank of England	20,549,058		22,905,330		
Bank of France	40,275,280	41,932,428	35,919,836	46,010,335	
Bank of Germany	7,752,162	23,256,488	7,054,006	21,162,000	
Total this week	68,576,500	65,188,916	65,879,166	67,262,335	
Total previous week	68.969,113	64,983,004	66,123,048	67,119,228	

The Assay Office paid \$116,427 for domestic and \$423,000 for foreign bullion during the week (the latter for doubloons which had been on deposit with one of the banks for nearly a year), and the Assistant Treasurer received the following from the Custom House.

		Consisting of-				
Date.	Duties.	Gold.	U. S. Notes.	Gold Certif.	Silver Cer- tificates.	
May 4	\$183,742 86	\$8,000	\$9,000	\$121,000	\$45,000	
" 5	246,116 41	5,000	11,000	181,000	52,000	
" 7	385,515 40	13,000	22,000	242,000	108,000	
" 8	317,167 42	21,000	20,000	206,000	70,000	
" 9	302,641 69	12,000	15,000	205,000	70,000	
" 10	386,989 72	9,000	24,000	289,000	64,000	
Total.	\$1,822,173 50	\$68,000	\$101,000	1,244,000	£409,000	

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

Railroad earnings for April, though not as favorable as in March, still make on the whole a fairly satisfactory showing. The percentage of increase is small—9 per cent —while last month it was almost 17 per cent. Furthermore, we are not, as in the earlier months, comparing with a period when the earnings were unusually heavy, April 1882 having recorded an increase of only $15\frac{1}{2}$ per cent in earnings on mileage increased 14½ per cent.

It should be said, however, that there was during the two months mentioned an essential difference between this year and last in the grain movement. In April, 1882, the grain movement, though small, was larger than in the month of March immediately preceding; this year in March we had an extraordinary grain movement which gave the railroads unusual tonnage and earnings, but in April we had a movement which was not only very much smaller than in March, but which even failed to equal the low aggregate of April, 1882, when merely an insignificant remnant of the crops of 1881 remained to come forward.

In cotton, of course, the movement this year is very much greater than that of 1882, but the increase was by no means uniform throughout the South, and hence some of the Southern roads, particularly those running to Mobile, have not shared in it, in one or two cases even recording smaller earnings than last year. The movement of general and miscellaneous freight, according to all reports, compares favorably with a year ago, and passenger traffic as a rule continues large, though in particular instances we note an occasional falling off, traceable usually to some special circumstance, such as decreased immigration, &c., this latter being on the whole smaller in the aggregate than in 1882, though some of the Northwestern roads report a heavier movement in it than ever before. How these various influences have affected different roads will be seen in the table below, giving earnings and mileage of each individual road.

GROSS	EARNINGS	AND	MILEIGE	EN	ADDIT
GROSS	EARMINGS	AND	MILEAGE	IN	APRIL.

3		Gross Earnings.			Mileage.		
	Name of road:	1883.	1882.	Increase of Decrease.	1883.	1892.	
	Burl. Ced. Rap. & No. Central Iowa	\$ 218,252 100.805		\$ +39,948 +18,761		1	
.	Central Pacific Chicago & Alton	2.035,000	2,054,637	-19.687 $+20.121$	2,941	2,917	
	Chic. & Eastern Illa Chic. & Gr. Trunkt	$\begin{array}{c} 123,037 \\ 229,613 \end{array}$	123,881	-844 +35,491	240	240	
1	Chic. Milw. & St. Paul. Chicago & Northwest.	1,972,000	1,517,569	+454,431 $+74,159$	4,528	4,260	
	Chie. St. P. Minn. & O. Chie. & West Mich.*	419,535 91,873	377,288 87,443	$+42,247 \\ +4,430$	1,150	1,013	
	Cin. Ind. St. L. & Ch. Cleve. Ak. & Col.	196,371 40,673	194,474 39,874	+1,897 $+799$	363	363	
	Denv. & Rio Grande Des Moines & Ft. D.	573,700 16,911	556,900 18,327	+16,800 $-1,416$	1,231	1,062	
	Detroit Lans'g & No*. Eastern.	89,041 266,964	89,971	-930	225	225	
	East Tenn. Va. & Ga. Evansv. & T. Haute.	265,534	258,149 220,402	+8,815 $+45.132$	1,100	900	
	Flint & Pere Marq Grand Trunk of Can.t.	56,123 235,935	65,272 189,569	-9,149 +47,366	355	125 345	
	Gr. Bay Win. & St. P.	1,371,898 36,868	1.273,662 $31,292$	+98,236 +5,576	225	2,225 219	
1	Gulf Col. & Santa Fe. Hannibal & St. Jos	120,064 193,481	66,461 158,113	+53,603 +35,368	292	354 292	
	Illinois Central (Ill.) Do (Iowa lines)	463,307 160,040	499,934 140,080	-36,627 +19,960	928 402	919 402	
	Do (South. Div.) Ind. Bloom. & West	265,084 215,913	247,529 205,931	$+17.555 \\ +9,979$	578 684	578 544	
	Kan.City Ft.S.& Gulf* Lake Erie & Western.	89,230 87,722	81,267 $110,056$	$^{+7,963}_{-22,334}$	383 385	362 385	
	Little Rock & Ft. S Little Rk. M. R.&Tex.	37,652 $29,456$	28,265 21,066	$+9,387 \\ +8,390$	168 170	168 154	
ľ	Louisville & Nashv	170,215 $941,129$	159,197 953,603	+11.018 $-12,474$	328 2,071	$\begin{array}{c} 328 \\ 2,028 \end{array}$	
	Memphis & Char'ton. Milw. L. Sh. & West	80,766 84,185	71,187 67,523	$^{+9.579}_{+16,662}$	330 326	$\begin{array}{c} 330 \\ 276 \end{array}$	
	Missouri Pacifie* Central Branch*	423,454 65,919	373,693 41,812	$+49,761 \\ +24,077$	1,025 385	892 388	
	Intern'l & Gt. No* Mo. Kan. & Texas*.	198,078 368,209	171,276 302,735	$+26.802 \\ +59.474$	825 1,308	$\frac{775}{1,230}$	
	St. L. Iron Mt. & So* Texas & Pacific*	$386,653 \\ 292,422$	407,183 254,005	-20,530 +38,417	816 1,389	723 $1,138$	
1	Mobile & Ohio N. Y. & New Engl'nd.	$128,462 \\ 268,853$	141,957 261,044	-13,195 +7,809	528 394	528 394	
1	Norfolk & Western Northern Pacific	175,562 675,200	171,793 $451,023$	$+3,769 \\ +24,177$	502 1,701	428 972	
1	Ohio CentralOhio Southern	$67,986 \\ 29,720$	84,448 29,040	$-16,462 \\ +680$	212 128	$\frac{212}{128}$	
1	Peo'ia Dec.&Evansv Rich. & Danville	60,059 267,409	67,034 266,139	-7,025 $+1,270$	$\frac{254}{757}$	254 757	
	Char. Col. & Aug Columbia & Gr'y	52,954 43,092	$\frac{48,203}{42,158}$	$+4,751 \\ +934$	337 294	$\frac{308}{294}$	
	Virginia Midland West. No. Carolina	125,825	\$7,738	+14.930 +4.529	353 190	$\begin{array}{c} 353 \\ 165 \end{array}$	
	St. L. A.& T.H. m.line. Do do (branches).	103,045 57,760	$97,965 \\ 67,436$	+5,080 $-9,676$	195 121	$\frac{195}{121}$	
	St. Louis & Cairo St. Louis & San Fran	30,759 $274,011$	$26,830 \ 242,806$	$+3.929 \\ +31.205$	$\frac{146}{725}$	146 661	
1	St. Paul & Duluth St. Paul Minn. & Man.	77,782 $812,008$	63,988 $570,890$	+13,794 $+241,118$	$\frac{209}{1,250}$	$\frac{194}{912}$	
1	Scioto Valley Union Pacific	$\begin{array}{c} 37,762 \\ 2,199,231 \end{array}$	41,408 2,362,001	-3.646 -162.773	132 4,180	$\frac{132}{3,757}$	
	Total						

* Three weeks only of April in each year. † For the four weeks ended April 28.

§ Freight earnings.

As in March, Northwestern roads must be assigned first place in point of increase. Indeed, they are about the only routes that show any pronounced gains over a year ago, chief among them being the Milwaukee & St. Paul, the St. Paul & Omaha, the Minneapolis & Manitoba, the Burlington Cedar Rapids & Northern, and the Northern Pacific. The Chicago & Northwestern has a comparatively small increase; but we see it stated—how far the statement is to be relied upon we do not knowthat this road is suffering temporarily from a lack of insufficient motive power, a number of its engines having been destroyed by fire. But it should also be remembered, when comparing results with the St. Paul, as is frequently done, that the Northwestern is operating about a thousand miles less of road.

With reference to all the roads in the Northwest, it is to be said that they form an exception to the remark made above, as to a smaller grain movement in April this year than last. On the contrary, Chicago, which is the principal receiving market for that section, shows larger receipts of grain than in April, 1882; and, moreover, Chicago is a point that sustained no loss in this particular last year. To show, however, how the principal lake and river ports compare in this respect, and where it is that the falling off occurs, we give the following table of the receipts of flour and grain for the four weeks ended April 28, this year and last. In the case of the totals we have added also the year 1881, as that shows the move ment from the large crop of 1880.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDED APR. 28.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago-					2	
1883	143,248	447,179	3,352,438	1.549.321	318,913	83,796
1882	133,986	297,031	2,578,087	1,505,584	172,034	35,201
Milw'kee-		,		, ,		,
1883	151,508	297,745	100,560	166,903	281,729	25,630
1882	196,282	301,111	115,435	113,985	164,870	
St. Louis-					. •	
1883	103,395	335,953	948,025	426,087	113,736	7,559
1892	123,319	481,022	1,326,560	570,481	77,190	18,597
Toledo-					,	*
1883	5,849	512,249	458,897	66,884	2.340	9,432
1882	4,699	568,666	887,427	81,519	3,000	110
Detroit-	1				, , , , , , , , , , , , , , , , , , ,	*****
1883	15,209	300,053	152,729	63,571	35,511	512
1882	42,175	305,874	261,784	239,461	41,291	35
Clevel'd-						
1883	9,117	52,090	50,590	48,700	15,525	890
1882	6,882	28,750	117,010	63,860	13,000	541
Peoria—	0015	2. 200		007 100	00.100	~~ ~~
1883	3,615	21,600	510,150	805,100	36,100	55,830
$1882 \dots$	3,660	36,600	1,176,150	841,200	36,850	51,850
Duluth—		702 520				
1883	=====	128,509	•••••	•••••	*****	•••••
1882	7,700	63,739	• • • • • • • • • • • • • • • • • • • •	•••••	• • • • • •	
- 1 0 - 11						
rotal of all	121 041	0.005.272	5 572 000	2 100 500	002 050	102 010
1883	431,941	2,095,378	5,573,299		803,859	
1882	518,703	2,082,793	6,462,553		508,235	128,189
1931	730,9681	3,479,021	8,195,1611	2,000,070	533,993	120,252

Here we find, besides a decline from 730,968 barrels to 431,941 barrels in the movement of flour between 1881 and 1883 (the smaller figures this year being perhaps accounted for by a restriction in the production of flour by Northwestern mills, owing to the high price for wheat, without a corresponding advance in flour) total receipts of all kinds of grain of only 11,782,751 bushels, against 12,597,863 bushels in 1882, and 15,223,503 bushels in 1881. Yet Chicago reports receipts of 5,751,652 bushels. against 4,587,937 and 4,547,999 bushels respectively in 1882 and 1881. The falling off in the total receipts, therefore, must be sought at the other points, and we find it at St. Louis, Toledo, and Peoria, which is the more noteworthy that these are precisely the points that suffered the heaviest loss last year. To make this clearer, here are the total receipts of grain at those places during four weeks in April, in 1881, 1882 and 1883.

	1883.	1882.	1881.
	Bushels.	Bushels.	Bushels.
St. Louis.	1,831,360	$\begin{array}{c} 2,473,950 \\ 1,540,722 \\ 2,142,650 \end{array}$	4,292,316
Toledo	1,049,802		1,860,538
Peoria	1,428,780		2,432,595
Total	4,309,942	6,157,322	8,585,449

Thus the receipts at these three points are but one-half as large as in 1881, and even one third less than they were last year. The heaviest loss is in corn, though at St. Louis there was also a marked falling off in wheat. At Peoria, the decrease is almost wholly in corn, for which, as well as in some measure for the decrease at the other points, the failure of the corn crop in Illinois for two successive years is without doubt responsible, the yield of corn this season in that State being only slightly above the yield for 1881-2, which was but little more than one half that of 1879-80. It is perhaps surprising, considering how heavy the falling off in grain receipts has been, that so many of the roads are able to show such good results in their earnings. A further decrease this year in the receipts at St. Louis at least was unexpected, in view of the very large crops raised last season in the Southwest. It is said, however, in explanation, that farmers were so busy making preparations for the next crops that they had no time to attend to the marketing of their surplus produce during the latter part of April, and that the falling off, therefore, is only temporary Still, there was a decrease, and the Southwestern roads felt the effect, tempered, though, in most cases by an augmentation in the cotton movement. The roads in the Gould system make a less favorable showing than for some time past, and it will be noticed that our figures cover only three weeks of the month, the fourth week being for some reason withheld. For the Wabash, which is one of the northern connections now forming part of the Gould system, no returns whatever are furnished for April. The Gulf Colorado & Santa Fe, in Texas, continues to record great improvement. To show what an influence the cotton movement was with Southern and Southwestern roads, we give the following table of the receipts of that staple during April at the leading Southern outports.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN APRIL, 1883 AND 1882.

	1883.	1882.	Difference.
Galvestonbales.	46,150	17,609	Inc 28,541
Indianola, &c	424	148	Inc 276
New Orleans	82,756	28,790	Inc 53,966
Mobile	5,585	8,142	Dec 2,557
Florida	2,888	174	Inc 2,714
Savannah Brunswick, &c	28,817	14,655	Inc 14,162
Charleston	15,546	8.419	Inc 7.127
Port Royal, &c	1.556	1,237	Inc 319
Wilmington	2.514	1,372	Inc 1.142
Morehead City, &c	680	360	Inc 320
Norfolk	34,667	17,200	Inc 17,467
West Point, &c	6,446	8,489	Dec 2,043
Total	228,029	106,595	Inc121,434

The receipts this year, it will be seen, were over twice as great as last year, which brings the total up to above that of 1881. In the case of the individual ports, however, the gain is not evenly distributed. New Orleans and Charleston both have smaller aggregates than in 1881, while Mobile falls below even 1882. The contraction at the latter port explains the further decrease in the earnings of the Mobile & Ohio this year, after having sustained quite a loss in April last year, and it must also have contributed to diminish the earnings of the Louisville & Nashville, whose Mobile & Montgomery division finds its outlet at that point. The ports that make the best comparison with 1881 are Galveston, Savannah and Norfolk, and, as a rule, it is the roads that serve those ports that show the best results in earnings.

For the first four months of the year our table of earnings shows that Western and Northwestern roads, which early in the year lost heavily by reason of the severe winter weather, have in many cases recovered that loss, so that the number of lines recording a decrease in that section is diminishing. Southern and Southwestern lines, however,-favored by good weather and a very large cotton movement,—make a better showing in the main than any others, particularly the Missouri Pacific, the Kansas & Texas, the Texas & Pacific, the St. Louis & New Orleans (Illinois Central's Southern line), and the East Tennessee, though some of the Northwestern roads which had special advantages of one kind or another have done fully as well. The following is our usual table showing earnings of individual roads. It will be observed that the total increase on the roads embraced in the table is \$7,353,665, and that that makes the ratio of increase on last year about 91 per cent.

GROSS EARNINGS FROM JANUARY 1 TO APRIL 30.

Name of Road.	1883.	1882.	Increase.	Decrease.
*	\$	\$	\$	\$
Burl. Cedar Rap. & No	855,568	880,865		25,297
Canadian Pacific*	959,130	426,037	533.093	
Central Iowa	373,896	361,105	12,791	
Central Pacific	7,269,633	7,584,568		314,935
Chicago & Alton	2,460,327	2,257,287	203,040	322,000
Chic. & Eastern Illinois.	516.355	532,978		16,323
Chicago & Gr. Trunkt	899,492	675,818	223.674	
Chicago Milw. & St. Paul	6.633,000	5.889.867.	743.133	
Chicago & Northwest	6.507.209	6.460.783	46,426	
Chic.St.P.Minn.&Omaha.	1,452,328	1,451,088	1,240	
Chicago & West Mich*	438,912	435,576	3,336	••••••
Cin. Ind St. L. & Chic	761,275	802.868	0,000	41,598
Cleve. Ak & Col	159.635	149,035	10,600	**,000
Denver & Rio Grande	1.947.000	1,974,099	20,000	27,099
Des Moines & Ft. Dodge*	87.422	118,599		31,177
Detroit Lansing & No*	422,292	457,919		35,627
Eastern	1,053,032	941,832	108,150	

^{*} Includes three weeks only of April in each year.

	1883.	1882.	Increase.	Decrease.
	\$	\$	\$	\$
East Tenn. Va. & Ga	1,210,418	958,244	282,204	
Evansy. & T. Haute	227,050	245,247		18,197
Flint & Pere Marquette	822,673	716,814	105,859	
Grand Tr. of Canadat	5,465,036	4,995,731	469,355	
Green Bay Win. & St. P	121,996	119,041	2,955	
Gulf Col. & Santa Fe	556,773	328,475	228,298	
Hannibal & St. Joseph	797,113	621,773	175,340	
Ill. Central (Iil. line)	2,037,392	2,147,536		110,144
Do (Ia. leased lines).	606,982	622,723		15,741
Southern Division	1,426,637	1,120,209	306,428	
Indiana Bloom. & West.	935,787	782,052	153,735	
Kan. City Ft. S. & Gulf*.	560,327	503,143	57,184	
Lake Erie & Western	452,592	435,997	16,593	
Little Rock & Fort Smith	175,742	136,557	39,185	
Little Rk. M. R. & Tex	128,869	78,591	50,278	
Long Island	591,519	541,137	50,382	
Louisville & Nashville	4,216,008	3,947,279	268,729	
Memphis & Charleston	398,582	352,882	45,700	
Milw. L. Shore & West'n.	293,245	274,037	19,208	
Missouri Pacific*	2,634,815	1,951,533	683,282	
Control Propolit			176,306	
Central Branch*	427.607	251,301	270,912	
Int. & Gt. North*	1,154,891	\$83,949		
Mo. Kansas & Texas* .	2,041,583	1,575,620	465,963	
St. L. Iron Mt. & So	2,206,920	2,009,688	197,232	
Texas & Pacine*	1,769,892	1,199,969	569,923	
Mobile & Ohio	696,746	603,383	88,358	
N. Y. & New England.	1.043,728	957,369	86,359	
Norfolk & Western	781.727	664,793	119,934	
Northern Pacific	1,945.743	1,338,468	607,275	
Ohio Central	293,830	292,285	1,545	
Ohio Southern	134,270	113,382	20,888	00.000
Peoria Dec. & Evansville.	213.525	253,514	******	39,939
Richmond & Danville	1,208,828	1,181,256	27,572	
Charl. Col. & Augusta.	301,724	252,552	49,172	
Col. & Greenville	297,805	263,180	34,625	
Virginia Midland	460,178	393,511	66,667	
West. Nor. Carolina*	§36,031	§53,276	32,805	
St.L.A.&T. H. main line.	467,994	409,093	58,901	
Do do (branches)	268,904	266,340	2,564	,
St. Louis & Cairo	110,857	115,356		4,499
St. Louis & S. Francisco .	1,140,299	1,019,204	121,095	
St. Paul & Duluth	297,975	247.317	50.658	
St. Paul Minn. & Man	2,421,196	1,915,713	505,483	
Scioto Valley	152,599	154,621		2,022
Union Pacific	8,418,378	8,776,237		357,859
Total	84,832,422	77,478,757	3,394,467	
Net increase			7,353,665	

* Includes three weeks only of April in each year.

† January 1 to April 28. § Freight extnings only in April.

Net earnings we now have for March and the first quarter of the year. For the latter period it may be said that the figures are generally very favorable, while the same is also true of these for the month of March, only more decidedly so in many cases. The Chicago Burling. ton & Quincy is especially conspicuous in this latter particular. Indeed, its exhibit for March is extraordinary. It records an increase of \$830,000 in gross earnings and no less than \$730,000 in net earnings. It is said, and this is not surprising, that the company's own officers were astonished at the magnitude of the gain. We observe that the increase occurred almost entirely in freight; and from the fact that the road is one of the largest corn carriers in the West, and that the receipts of corn gained so decidedly on last year at Chicago during March, we presume that the phenomenal improvement made during the month is to be ascribed to that circumstance. Of course no such gain in earnings need be looked for another month, now that the grain movement has dwindled to such small proportions.

Next to the Burlington & Quincy, chief position must be assigned the Union Pacific for growth in net earnings. The increase in the March gross earnings was less than \$100,000, but by a reduction in expenses the company is enabled to show an increase in net of over \$300,000, bringing the total increase for the quarter close up to \$600,000. The Pennsylvania, as we said when its figures were first published two weeks ago, does not make so favorable a return for March as for the previous months, the gain in net on the Eastern lines being less than \$40,000; still, for the quarter the increase amounts to almost \$700,000. The Atchison is another corporation that added largely to its net earnings in March, and its Kansas City Lawrence & Southern line also records a handsome improvement. Aside from these roads, those in the South are doing quite well and gaining largely on last year. The following shows gross and net earnings of all roads that will furnish monthly exhibits for publication.

GROSS	AND	NET	EARNINGS	TO LATEST	DATES.

· .	April.			Jan. 1 to April 30.		
NAME.	Gross Earnings	Operating Expenses.		Gross Earnings	Net Earnings	
	*	\$	*	*	*	
Richmond & Danville. 1883 Do do 1882				1,208,828 1,181,256	583,251 347,218	
Char. Col. & Augusta. 1883 Do do 1882				301,724 252,552	158,983 71,546	
Columb. & Greenv'le1883 Do do 1882			def. 6,955	297,805 263,180	136,776	
Virginia Midland1883 Do do 1882				460,178 393,511	170,506	

		March.		Jan. 1 to March 31.		
NAME.	Gross Earnings	Operating Expenses.	Net Earnings.	Gross Earnings.	Net Earnings	
Atch. Top. & Santa Fe. 1833 Do do 1882	\$ 1,294,120 1,203,073	\$ 631,586 769,786	\$ 652,534 433,287	3,181,040 3,335,773	\$ 1,399,340 1,079,380	
Kan. City Law. & So 1883 Do do 18.2	131,394 86,456	63,575 42,029	67,819 44,427	333,801 226,436	167,050 107,069	
Burl. Cedar Rap. & No. 1883 Do do 1882	252,913 $224,107$	171,549 147,906		637.316 702,561	141,346 266,621	
Central of Georgia1883 Do do 1882	$276,000 \\ 258,166$	211,641 $224,295$	64,359 33,871	921,700 860,905	330,196 125,928	
Chic. Burl. & Quincy 1883 Do do 1882	2,396.584 1,566,217	1,029,119 929,200		5,633 285 4,682,351	2,897,585 2,018,930	
Des Moines & Ft. D1883 Do do 1882	28,920 35,375	19,035 18,827		70,511 100,272	15,312	
Georgia	$\frac{148,041}{114,257}$	84,438 83,161		425,739 350,155	190,259	
Houst. E. & W. Texas 1883 Do do 1882	26,517 18,215	10,252	1	73,153 51,791		
Louisv. & Nashv1883 Do do 1882	1.141,337 1,068,834	690,045 559,283		3,274,879 2,993,676	1,177,637	
Nash. Chat. & St. Louis 1883 Do do 1882	206,164 177,336	115,664 94,397	90,500	598,814 523,063	264,743	
Norfolk & Western1883 Do do 1882	217,331 174,769	113.350 107,608	. 103.984	609,165 493,000	256.867	
Northern Central 1883 Do do 1882	508,865 414,789	302,356	204,509	1,492,982 1,235,708	492,440	
Oregon & California1883 Do do 1882	70,500			210,290		
Penn. (all lines east of Pitts. & Erie)1893 Do do 1882		2,733,953		11,836,952 10,592,364		
Phila. & Erie1883 Do do 1882	308,069 265,311			923,472 764,284		
Philadelp'a & Reading. 1883 Do do 1882		978,498		4.731,878 4,403 585	1,992,181 1,600,53	
Phila.& Read. C.& Iron. 1883 Do do 1882				3,035.021		
Union Pacific		1,152,251	1,937,154	6,219,147 6,414,239	2,913,24	
Utah Central1883		50,053	54,616	302,730	156,99	
West Jersey 1883 Do do 1832	76.849	47,179	29,670	200,724	71,24	

	February. June. 1 to Feb. 2				
NAME.		Operating Expenses.	Net Earnings	Gross Earnings	Net Earnings
N. Y. L. E. & West1883 Do do 1882		\$1,049,816 1,013,058		\$2,808,485 2,623,755	\$538,377 474,483
Oregon Improvem't Co.1883 Do do 1882				473,683 441,133	90,588 $132,956$

* Decrease ascribed to interruption of coal traffic on Columbia & Puget Sound Ra Iroad.

Monetary Commercial English News

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

EXCHANGI	EATLO	NDON-Apr. 28.	EXCHANGE ON LONDO			
<i>On-</i>	Time.	Rate.	Latest Date.	Time.	Rate.	
Amsterdam . Amsterdam . Hamburg . Berlin . Frankfort . Vienna . Antwerp . St. Petersb'g Paris . Paris .	3 mos. Short. 3 mos. " " Checks 3 mos.	$\begin{array}{c} 12.35_8 & @12.41_8 \\ 12.03_4 & @12.13_4 \\ 20.63 & @20.67 \\ 20.63 & @20.67 \\ 20.63 & @20.67 \\ 25.461_4 @25.511_4 \\ 25.461_4 @25.511_4 \\ 23.38 @237_{16} \\ 25.20 & @25.25 \\ 25.411_4 @25.461_4 \end{array}$	April 28 April 28 April 28 April 28 April 28 April 28 April 28 April 28 April 28	Short. "" "" 3 mos. Checks	$\begin{array}{c} 12.04 ^{1}2 \\ \hline 20.45 \\ 20.44 ^{1}2 \\ 20.44 ^{1}2 \\ 11.97 ^{1}2 \\ \hline \\ 2313_{16} \\ 25.22 \\ 25.231_{2} \end{array}$	
Genoa Madrid Lisbon Alexandria New York Bombay Calcutta Hong Kong. Shanghai	60 d'ys	25·41 ¹ 4 @ 25·46 ¹ 4 46 ³ 14 @ 46 ⁵ 16 51 ⁷ 8 @ 52 1s. 7 ³ 8d. 1s. 7 ³ 8d.	April 28 April 28 April 25 April 28 April 28 April 28 April 28 April 28	Short. tel.tf'rs	47:30 53 ¹ 8 97 4:82 ¹ 2 18. 7 ³ 8d. 18. 7 ³ 8d. 38. 8 ¹ 6d. 58. 0 ⁵ 8d.	

[From our own correspondent.]

London, Saturday, April 28, 1883.

Although money is scarce, and very little accommodation has been obtainable under the official rate, the directors of the Bank of England decided on Thursday upon making no alteration, and consequently the published minimum is still 3 per cent. The weekly return shows some increase of relative strength, the proportion of reserve to liabilities having risen to a slight extent, viz., from 37.45 to 38.17 per cent, and yet it

is not so satisfactory as could be desired, more especially as the bullion department is a source of attention and anxiety. Although no large operations are taking place in the gold market, yet there is a small inquiry from various quarters, and notably from Holland, so that, in the aggregate, a moderate total has to be accounted for. The result is that the bullion in Bank diminishes, and notwithstanding the fact that about £400,000 is on passage to this country from Australia, there is little prospect of our gold supplies being materially augmented. During the week embraced in the last return, the Bank lost on balance, according to the daily returns, the sum of £98,000, but the actual reduction was not more than £72,747, a small quantity of coin having been returned from provincial circulation. The circulation of notes has declined to a trifling extent, viz., by £92,995, and the result is that the total reserve shows an increase of £20,248. The supply of bullion held by the Bank is now £21,186,058, against £23,777,067 last year; while the total reserve is £11,323,013, against £13,590,882.

A prominent feature in the return is a falling off of £527,984 in the total of "other securities." That item is now £21,654,256, against £21,461,548 last year; and as general business, especially upon the Stock Exchange, has become much restricted, loans which have of late been granted by the Bank are likely to be rapidly paid off. The approach of summer, during which period of the year the demand for money is usually the slackest, and the absence of active enterprise, have, probably, materially influenced the directors of the Bank of England in their decision on Thursday. as the state of the Bank account, per se, would certainly justify a higher minimum than 3 per cent. The open market rates of discount are now almost equivalent to those current at the Bank, and there is still reason for believing that an advance in the Bank rate will become necessary before very long.

There is certainly no activity in the demand for money for commercial purposes, but there appears to have been no retrograde movement in trade. Business is being carried on with indicious caution, and failures are comparatively few. The complaints on the Stock Exchange are, however, very serious, the number of daily transactions being fewer than for some time past. American business has fallen off very considerably, and in the absence of support, the value of nearly all classes of securities has given way.

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:

,	<i>e</i> .		c	pen Ma	rket Rat	es.		Intere		
London	at	В	ank Bill	ls.	Trade Bills.			Joint	Disc't H'ses.	
Lordon	Bank		Four Months	Six Months	Three Months	Four Months	Six Months	Stock Banks	At Call.	7 to 14 Days.
Mar. 23							314@31/2		2	214
" 30	3	2780 -	23/4@23/8	234@278	3 @31/4	314@314	3 @31/2	2	2	$2\frac{1}{4}$
April 6	3	2560 -	256@ -	256@ -	234@314	3 @31/4	31/4@31/4	2	2	214
" 13	3	23/4@27/8	234@276	234@276	3 @314	3 @31/4	314@31/2	2	2	214
" 20	3	2760 -			3 @314		314@314	2	2	214
" 27	3			, ,,			3 @316	. 2	2	214

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	25,613,045	25,936,185	26,256,115	27,147,895
Public deposits	6,847,736	5,628,993	6,829,563	6,706,256
other deposits	22,634,063	24,917,529	25,183,791	26,715,977
dovernm't securities	14,334,917	13,382,917	15,402,590	15,962,730
Other securities	21,654,256	21,461,548	18,600,554	19,442,094
Res've of notes & coin.	11,323,013	13,590,882	15,897,138	15,998,870
Coin and bullion in	01 100 050	00 555 005	00 402 052	00 110 705
Proportion of reserve	21,186,058	23,777,907	26 ,403,253	28,146,765
to liabilities	38.17	4418	4914	4738
Dauk rate	3 n c	3 p. c.	212 p. c.	3 p. c.
COUROIS.	10211	10134	1015ad.	9918
wheat, av. price.	418.80.	46s. 3d.	44a. 9d.	48s. 1d.
Mid. Upland cotton	5.504	611 ₁₆ d.	515 6d.	678d.
No. 40 Mule twist	934d.	1034d.	10d.	1s. 04d.
Clear'g-house return.	98,078,000	93,347,000	96,095,000	90,397,000

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. At most of the Continental cities the open market rate shows increased firmness.

Rates of	Apr	il 28.	Apri	1 19.	Apr	il 12.	April 5.		
Interest at	Bank Rate.	Open - Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	
Paris	3	256	3	258	3	216	3	21/2	
Berlin	4	234	4	256	4	256	4	234	
Frankfort	_	27/8		234		234		234	
Hamburg		234		25%		234	· ·	234	
Amsterdam	416	4	41/6	356	416	4	41/2	41/4	
Brussels	316	31/4	31/2	8	31/2	3	31/2	3	
Madrid	41/2	41/6	41/2	41/2	416	416	416	416	
Vienna	4	334	4	916	. 4	31/2	4	356	
St. Petersburg	6	51/2	6	51/4	6	51/4	8	55%	

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

Gold—Continental orders have not only absorbed all the arrivals of gold, but also £199,000 in Dutch coin withdrawn from the Bank, and the demand still continues. The Pekin has brought £3,640 from the East, and the Taranaki £82,000 from New Zealand. The Neva has taken £6.170 to Brazils, and the Ganges £4,000 to Bombay.

Silver—At a further slight decline, making the price 507₁₆d., the market has been very quiet during the week, the amounts on offer having been limited. The Donau has brought £8,000 from New York. The P. & O. steamer has taken £75,000 to India.

Mexican Dollars-There have been no fresh arrivals of dollars since our last, and the market is almost cleared of supplies. The P. & O. steamer has taken £121,680 to China and the Straits.

The quotations for bullion are reported as below:

	1	Price o	f Go	ld.		Price of Silver.		
	Ap	r. 26.	Ap	r. 19.		Apr. 26.	Apr. 19.	
,	8.	d.	8.	d.		d.	d.	
Bar gold, fineoz.	77	10	77	101	Bar silver, fineoz.	50 7-16	501/6	
Bar gold, contain'g			ĺ		Bar silver, contain-	a fina		
20 dwts. silveroz.	77	111/4	78	0	ing 5 grs. gold.oz.	51 13-16	5176	
Span. doubloons.oz.	78	10	73	10	Cake silveroz.	541/6	5416	
S.Am.doubloons.oz.	73	816	73	81/2	Mexican dolsoz.		49 5-16	
U.S. gold coinoz.	76	316	76	31/2	Chilian dollarsoz.			
Ger. gold coinoz.					1	* 1		

On Thursday, four steamers left Liverpool for Canada direct, carrying upwards of 2,000 emigrants, including 350 specially selected agricultural laborers from the neighborhood of Spalding, in Lincolnshire.

The conversion of the five per cent French debt into 4½ per cents has now been agreed to, the French Senate having passed the entire bill by 200 to 71 votes. M. Tirard, the French Finance Minister, in his address on the subject, said that the State was about to effect the conversion, not because the money was wanted, but because the operation was desirable. It seemed, however, to him that no better ground could be urged for the action of the Government than that the conversion was necessary to secure the equilibrium of the Budget, which was actually the case. Of late years they had been going on a little toofast, the receipts not having grown in the same proportion as the expenses, and hence the Budget of 1882 was in deficit. The Budget of 1883 would be in the same situation. The financial situation was, however, not bad, providing expenses were cut down. As to treasury bonds, the Government had the right to issue up to four hundred millions, and at the present time there were but two hundred millions' worth in circulation. That proved that the situation was not as gloomy as was pretended. Instead of making some new impost, the Government had thought it better to effect a desirable economy by a conversion of the debt.

The imports of wheat continue large, but the supplies of homegrown produce arriving at the various markets are only moderate. Collectively, however, the supplies offering are fully adequate to the requirements of buyers, and hence the trade presents an inactive appearance. There is a fair demand for consumption in progress, but speculation is restricted to very narrow limits. The weather, though cold, and frosty at night, is regarded as favorable for the crops; but as we are nearly at the end of April, and as vegetation is in a backward state, some warm rains would no doubt be productive of much benefit. Judging from present appearances the harvest will be late. The value of wheat has risen about 1s. per quarter during the week.

The sales of home-grown wheat, barley and oats in the 150 principal markets of the kingdom during the first fourteen weeks of the season, together with the average prices realized, are shown in the following statement:

* .		SALES.		
18 Wheatqrs.1,7 Barley1,9	82-3. 26,997 13,956		1880-1. 1,247,168 1,153,281	1879-80. 983,893 1,362,370
Oats 2	35,112	197,426 FOR THE SEASON		133,537
Wheat	34 5	$egin{array}{cccc} s. & d. \\ 46 & 5 \\ 32 & 8 \\ 20 & 11 \\ \end{array}$	s. d. 42 9 33 0 24 3	s. d. 46 9 36 6 22 4

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

	It present.	Lest week.	1882.	1881.
Wheatqrs.:	2,260,000	2,186,000	2,349,000	2.291.000
Flour		244,000	257,000	180,000
Indian corn	240,000	268,000	177,000	430,000

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first thirtyfour weeks of the season, compared with the corresponding period in the three previous years:

	1882-3.	1881-2.	1830-1.	1379-80.
	Wheatcwt.42,543,067	40.544,206	37,313,922	40.361.846
	Barley11,881,616	9.428.415	9,080,348	10.865,633
	Oats 9,582,610	9.524.512	6.629.560	8.816.008
	Peas	1.150.748	1.511.922	1.416.526
	Beans 1,785,395	1,129,014	1.534,606	1,693,909
	Indian corn12,582,668	13,952,388	21,079,554	17.082.041
	Flour	6.164.342	8,675,515	
	SUPPLIES AVAILABLE FOI		ON-34 WEER	
	BUILLES AVAILABLE FOR	COMBUMITI	ON-ST WEEL	13.
	1882-3.	10010	1000 1	1070 00
	1004-3.	1881-2.	1880-1.	1879-80.
	Imports of wheat.cwt. 42.543.067	40.541.206	37.313.922	
	Imports of wheat.cwt. 42,543,067	40,541,206	37,313,922	40.361,846
	Imports of wheat.cwt.42,543,067 Imports of flour			
,	Imports of wheat.cwt. $42,\overline{5}43,\overline{0}67$ Imports of flour	40,541,205 6,164,312	37,313,922 8,675,545	40.361,846 6,931,775
,	Imports of wheat.cwt.42,543,067 Imports of flour	40,541,206	37,313,922	40.361,846
	Imports of wheat.cwt. $42,\overline{5}43,\overline{0}67$ Imports of flour	40,541,205 6,164,312	37,313,922 8,675,545	40.361,846 6,931,775
*	Imports of wheat.cwt. 42,543,067 Imports of flour	40,541,205 6,164,312	37,313,922 8,675,545	40.361,846 6,981,775 17,053,812
	Imports of wheat.cwt. 42,543,067 Imports of flour	40,541,206 6,161,312 25,080,700	37,313,922 8,675,545 21,617,000	40.361,846 6,931,775
-	Imports of wheat.cwt. 42,543,067 Imports of flour 11,642,725 Sales of home-grown produce29,934,620	40.541,206 6,164,312 25,080,700 71,789,218	37,313,922 8,675,545 21,617,000 67,606,467	40.361,846 6,981,775 17,053,812

English Market Reports-Per Cable.

Wheat for season des.

Visible supply of wheat in the U. S... bush.21,700,000 11,200,000 20,500,000 21,405,000 Supply of wheat &flour affoat to U.K...qrs. 2,430,000 2,417,000 2,539,000

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 11:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Bilver, per ozd.	5038	50316	504	504	5018	5018
Consols for money	102	1011310		1011116	1011316	1011316
Consols for account	102518	102:16	1011516	1011516	102116	102116
Fr'ch rentes (in Paris) fr.		80.02	79.80	79.67 2	79.65	79.8712
U. S. 58 ext'n'd into 3 128	10512	1054	1054	1054	1054	1054
U. S. 4128 of 1891	11648	11618	1164	11648	116	116
U. S. 48 of 1907	12258	12258	12234	12238	12214	12212
Chic. Mil. & St. Paul	10678	10658	1074	10758	10712	1074
Erie, common stock	3708	3731	37%	37%	3714	3718
Illinois Central	14834	1494	14834	14834	14812	148
N. Y. Ontario & West'n.	284	284	2838	2838	28	- 10
Pennsylvania	63 19	6338	6346	6318	6238	x5958
Philadelphia & Reading.	2818	2818	2818	2858	2812	2848
New York Central		1264	12658	1264	1251	12434
Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	8. d.	s. d.	s. d.	8. d.	s. d.
Flour (ex. State)100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 11	811	8 11	8 11	811	8 11
Spring, No. 2, n. "	9 4	9 4	9 4	$9^{-1}4$	9 4	9 4
Winter, West., n "	9 2	$\tilde{9}$ $\tilde{2}$	9 2	9 2	9 2	$9 \overset{\bullet}{2}$
Cal., No.1 "	9 6	9 6	$\begin{array}{cccc} 9 & 2 \\ 9 & 6 \end{array}$	$\begin{array}{cccc} 9 & 2 \\ 9 & 6 \end{array}$	9 2 9 6	$\begin{array}{ccc} 9 & \overline{2} \\ 9 & \overline{6} \end{array}$
Cal., No. 2 "	9 2	9 2	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	9 2	9 2	9 2
Corn, mix., West. "	5 11	5 11	5 1 1	5 11	511	5 11
Pork, West. mess \$\text{9} bbl.	85 0	85 0	85 0	85 0.	85 0	85 0
	53 0	53 0	52 6	52 6	52 6	53 0
Beef, pr. mess, new, &tc.	95 0	95 Ö	95 O	95 0	95 0	95 0
	59 6	60 6	60 6	60 6	59 6	59 9

Commercial and Paiscellaneous Pews

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

2,941—The First National Bank of Pierre, Dakota Territory. Capital, \$50,000. Geo. L. Ordway, President; Wm. G. Nixon, Cashier. 2,942—The Logan National Bank of West Liberty, O. Capital, \$50,000. Samuel Taylor, President; Frank P. Taylor, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. total imports were \$7,151,902, against \$9,710,764 the preceding week and \$8,497,002 two weeks previous. The exports for the week ended May 8 amounted to \$7,533,931, against \$6,090,044 last week and \$6,186,773 two weeks previous. The following are the imports at New York for the week ending (for dry goods) May 3 and for the week ending (for general merchandise) May 4; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods Gen'l mer'dise	\$1,875,502 9,996,860		\$1,728,434 6,064,307	51,256,125 5,895,577
Total Since Jan. 1.	\$11,872,362	\$10,605,789	\$7,792,741	\$7,151,902
Dry goods Gen'l mer'dise	\$50,596,594 130,006,725		\$52,131,156 126,446,668	
Total 18 weeks	\$180,603,319	\$152,369,335	\$178.577.824	\$162,430,983

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 8, and from January 1 to date:

30 Met'n Plateglass Ins. Co...150¹⁴
470 Firemen's Ins. Co....80
400 Jeff'rs'n Fire Ins. Co.122@123

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week Prev. reported				\$7,583,931 118,377,734
Total 18 weeks	\$124,628,187	\$134,235,327	\$112,130,560	\$125.961.665

The following table shows the exports and imports of specie at the port of New York for the week ending May 5, and since Jan. 1, 1883, and for the corresponding periods in 1882

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exp	ports.	Imp	ports.
<i>dota</i> .	Week.	Since Jan.1.	Week.	Since Jan.1.
Great Britain France. Germany West Indies Mexico.	\$		\$ 118 6,020	488,594 4,000
South America		43,865 71,785	600	92,941 17,396
Tetal 1883	2,011,760	\$121,250 12,941,758 161,670	\$6,738 21,316 938,220	
Silver. Great Eritain France. German/. West Indies Mexico. South America. All other countries.	\$98,000	\$5,241,363 291,464 4,823 3,744	9,216 1,142 952 8,430	73,313
Total 1883 Total 1882 Total 1881	\$98,000 520,000 134,800		\$19,820 15,207 51,139	1,021,741

Of the above imports for the week in 1883, \$2,483 were American gold coin and \$3,050 American silver coin.

Atlantic & Pacific.—The Stock Exchange Committee reported favorably upon the application for the listing of \$5,000,000 worth of first mortgage 5 per cent bonds and \$3,750,000 income bonds of the Atlantic & Pacific Railroad.

Ohio & Mississippi.—Following is the statement for April 1382 and 1883 of Mr. John M. Douglass, Receiver of the Ohio & Mississippi Railroad:

RECEIPTS.

Cash on hand April 1	
Received from station agents. 392,556 Received from conductors 9813 Received from individuals, railroads, &c. 34,011 Received from American Express Co. 835 Received from General Post-office Department. 24,442	883.
Received from station agents. 392,556 Received from conductors 9813 Received from individuals, railroads, &c. 34,011 Received from American Express Co. 835 Received from General Post-office Department. 24,442	90,316
Received from conductors 9813 Received from individuals, railroads, &c. 34,011 Received from American Express Co. 835 Received from General Post-office Department. 24,442	87.777
Received from individuals, railroads, &c	9.391
Received from American Express Co	37,229
Received from General Post-office Department. 24,442	1,513
	19,755
· · ·	
Total\$654,193 \$64	15,981
DISBURSEMENTS.	
Vouchers subsequent to Nov. 17, 1876 \$256,951 \$30	02,672
Remitted to New York to pay coupons 140,000	35,000
Pay-rolls	36,413
Arrearages	321
Cash on hand May 1 95,418	72,175
Total\$654,193 \$6	15,981

—A dispatch from Washington to the effect that the Supreme Court had decided that the Ohio & Mississippi preferred stock has no claims beyond those of the common stock was erroneous; at least as it was worded. Suit was brought some years ago in the Western courts on behalf of the holders of the \$4,300,000 of preferred stock to have it given priority to the second mortgage bonds as a lien upon the road. This was denied, and the decision is affirmed by the Supreme Court; but the status of the seven years' accumulated dividends on the preferred stock as against the common stock was not brought into question.

—Attention is called to the card of Messrs. Read & Stafford in to-day's Chronicle. The gentlemen composing this firm have had a large commercial and financial experience, and, with their fine suite of offices in the Mills Building, possess every facility for dealing in stocks and bonds to the satisfaction of customers.

-Stern's U.S. Calendar will be found useful in business offices. It shows at a glance the day of any date, either past or future, embraced in the period between the years 1770 and 1970. It is a valuable calendar for reference, and should be of great utility to bankers, lawyers and business men generally.

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

	Shares.
	100 Sterli'g Fire Ins. Co. 6012@61
	140 Williamsburg City Ins.
	Company220@22012
1	143 Kiugs Co'y Ins. Co. 1974@198
	62 Am. Exch. Ins. Co111
	50 Clinton Fire Ins. Co114
	400 Stuyvesant Fire Ins. Co 120
	144 Howard Fire Ins. Co 65@6513
	140 Mechanics' & Traders'
	Fire Ins. Co119@11912
	On Makin Dinkaning Top Co. 1701

92 North River Bank. 123
40 Phœnix Ins.Co. of Brook'n140¹4
50 Relief Fire Ins. Co. 64¹2
4 Star Fire Ins. Co. 70¹2 **Binds. \$2,000 Brooklyn City Perm't Water Loan 6s, due 891.117&int. \$14.000 Houst. E. & W. Texas

RR. 1st mort. 7s, due 1898. 9612

Shares. \$118 50 Jefferson Fire Ins.

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The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	Whe Paya		Books Closed. (Days inclusive.)
Raifroads. Ashuelot (quar.). Boston Concord & Montreal pref. Catawissa pref. Chic. Burl. & Quiney (quar.). Clev. & Pitts. guar. (quar.). North Pennsylvania (quar.).	$\begin{array}{c} 3 \\ 31_2 \\ \$2 \end{array}$	July May May June June May	16 15	May 8 to ——————————————————————————————————

NEW YORK, FRIDAY, MAY 11, 1883-5 P. M.

The Money Market and Financial Situation.—The last bank statement on May 5 did not represent fairly the condition of the city banks, as the large treasury disbursements had been made so late in the week that their full effect was not seen in the bank averages for the six days; the statement of to-morrow should be better.

The advance to 4 per cent in the Bank of England rate is one of the points which is regarded as a trifle less favorable, inasmuch as that market is so closely connected with this country in all specie and exchange movements, and particularly in the absorption of new railroad loans.

The reports of the winter wheat crop have not recently been as good from some quarters of the West, but these reports are yet early, and in the northern States little definite information is obtained of the grain crops before the first of June; and as to the quantity of new land to be broken up this year and put in spring wheat, it will be impossible even to make an approximate estimate.

Railroad building shows a large falling off this year, just as we predicted, and for four months, from Jan. 1 to May 1, there were constructed about 1,450 miles, against 2,300 in the same time last year. But even this includes some very active work this year on lines now finished, or nearly finished; and after the completion of the Atlantic & Pacific, say June 1, where will we find any companies with a heavy mileage yet to be constructed this year, except the Northern Pacific and the N. Y. West Shore & Buffalo? Will the railroad building of 1883 probably exceed a total of 6,000 miles?

There has been some discussion in Wall Street respecting the new financial bills passed by the New York Legislature, particularly the Page bill as to savings banks, which awaits the Governor's signature, and the Mackin bill, which has been signed and become a law. The latter is somewhat general as to the investments of corporations, and is amendatory of previous statutes, the principal section being as follows:

"It shall be lawful for any corporation organized under the laws of this State, and transacting business in it and other States, or foreign countries, except savings banks, to acquire, hold and convey in such States or foreign countries, with the consent thereof, such real estate as shall be requisite for such corporation, in the convenient transaction of its business, and to invest its funds in the stocks, bonds or securities of other corporations owning lands situated in this State or such States, provided that loans shall not be made on any stocks upon which dividends shall not have been declared continuously for three years immediately before such loans are made; and provided, further, that such stocks shall be continuously of a market value twenty per cent greater than the amount loaned or continued thereon."

The money market has been decidedly easier, and stock-brokers have obtained call loans at 3½@5 per cent and government bond dealers at 2½@3 per cent. Prime commercial paper sells at 5@5½ per cent.

The Bank of England weekly statement on Thursday showed a decrease of £462,000 in specie, and the percentage of reserve to liabilities was 33 7-16, against 34 1-16 last week; the discount rate was advanced to 4 per cent, from 3 the previous rate. The Bank of France lost 537,500 francs gold and 1,675,-000 francs silver.

The New York City Clearing-House banks in their statement of May 5 showed an increase of \$708,925 in total reserves, making a surplus of \$1,604,125, against \$895,200 April 28.

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

	1883. May 5.	Differ'nces fr'm previous week.	1882. May 6.	1881. May 7.
Loansand dis.	\$315,507,400	Inc.\$2,612.400	\$315,235,600	\$310.850.000
Specie	55.769.100	Inc. 2,032,300	65,741,100	
Circulation	16.233.600			
Net deposits.	296:970:300	Inc. 7.047,900	362,679,000	305,033,900
Legal tenders.	20,077,600			
Legal reserve.	\$74.242.575	Inc.\$1,761,975		
Reserve held.		Inc. 2,470,900	85,320,100	
Surplus	\$1,604,125	Inc. \$708 925	\$9,650,350	\$13.112.625

Exchange.—Foreign exchange has been firm this week, partly in consequence of the advance in the Bank of England rate and partly from the scarcity of commercial bills. Today prime bankers' 60 days sterling sold at \$4 83@4 83¼; demand, \$4 86½@4 86¾; cables, \$4 87½@4 87¾. Continental bills were as follows, viz.: Francs, \$5 20½@5 21¼ and \$5 18½ @5 18¾; reichsmarks, 94½c.@94½ and 94½c.95; guilders, 39 15-16c.@40 and 40 3-16c.@40¼.

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

May 11.	Sixty Days.	Demand.
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort or Bremen (reichwarks)	4824@4824 48134@4824 5214@51834 3978@4018	4 86½ Ø4 87½ 4 85½ Ø4 86 4 83 Ø4 85¼ 5 18¾ Ø5 16¼ 40⅙ Ø 40⅙ 947% Ø 95½

United States Bonds.—There has been very little doing in government securities, and the business is checked to some extent by the uncertainty as to the effect of the new laws in this State pertaining to corporate investments.

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

	Interest Periods.		May 7.	<i>May</i> 8.	May 9.	May 10.	May 11.
58, continued at 3½ 4½s, 1891reg.			*1021 ₂		*1021 ₂ *112		*1021 ₂
4 ¹ 28, 1891 coup. 48, 1907reg.	QMar.	*113	113 1194	11348	*11348	11348	113 ¹ 8 119 ¹ 4
48, 1907 coup. 38, option U.Sreg.	QFeb.	*10314	*103	10314	10314	*10348	
6s, cur'cy, 1895reg. 6s, cur'cy, 1896reg.	J. & J.	*128	*128		*128	*128	*127 *128
6s, cur'cy, 1897reg. 6s, cur'cy, 1898reg. 6s, cur'cy. 1899reg.	J. & J.	*130	*130	*130	*130	*129 *130 *131	*129 *130 *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, or each day of the past week:

	· · ·		Balan	ices.
Date.	Receipts.	Payments.	Coin.	Currency.
	8	\$	8	\$
May 5	1,211,598 28	2,005,943 57	116,519,586 47	7,201,128 24
7	1,219,797 35	2,301,224 94	115,645,060 83	6,994,224 29
" 8	1,229,029 97	896;341 13	115,764,722 29	7,207,251 67
" 9	1,193,745 22		115,593,170 01	7,201,725 70
" 10	1,147,792 29		115,574,042 61	7,461,346 61
" 11	1,238,540 76	1,368,319 33	115,300,941 37	7,604,669 28
Fotal	7,240.503 87	*8,849,951 22		

State and Railroad Bonds.—There is simply nothing doing in Southern State bonds, and beyond the bid and asked quotations on another page there is nothing to report of them.

Railroad bonds have still been quite active on certain specialties, and in several issues the recorded sales at the Board were very large. The N. Y. West Shore & Buffalo 5 per cent mortgage bonds have again been prominent, and the full amount of the loan, \$50,000,000, being now outstanding, there can be no more bonds of this class issued. The Atlantic & Pacific income bonds have also been very active and advanced sharply; the report was current that negotiations for a large sale of the company's bonds to foreign capitalists had been successful, but if this was premature, it was known that such negotiations were in progress, under favorable auspices. Rich-& Dan. debentures have been largely dealt in at higher figures.

Railroad and Miscellaneous Stocks.—The stock market has been rather irregular, with a comparatively dull business and a tendency towards weakness. The retirement of Mr-Vanderbilt, coupled with the report that he has greatly reduced his holdings of New York Central & Hudson, was prejudicial to the Vanderbilt stocks, and as to the Gould stocks, there was little stimulus derived from his return to New York, The reports of winter wheat are not very good this week, and this is made the most of by those interested as bears in stocks or bulls in grain. The fact is, that the present time is a period of "between seasons," when the result of the agricultural products of the year is entirely uncertain, and consequently any tendency towards dulness or weakness in the market has a better chance to assert itself. Immigrants are yet pouring into the Great West and building up a population where there was none before, although it must be remembered that it usually takes years to build up a paying traffic on railroads in a new country by means of immigration alone.

a new country by means of immigration alone.

To-day stocks were weak, as a rule, and the closing prices were in many cases near the lowest of the week.

At the annual meeting of the Central Railroad of New Jersey to-day, 150,000 shares were represented, voting almost unanimously for the Gowen-Garrett directors, as follows: H. S. Little, John Kean, F. B. Gowen, E. C. Knight, R. Garrett, S. Shepard, T. F. Randolph, Samuel Sloan, J. Kennedy Tod.

The board submitted the following statement of earnings on all the lines operated:

Gross carnings\$10 Operating expenses	1881.	1882.	Inc.
	0,927,593	\$11,312,296	\$384,702
	3,152,795	6.221,225	68,430
Net earnings \$	1,774,793	\$5,091,071	\$316,272
Interest, rentals, &c. 2	1,172,143	4,493,791	321,651
Interest, rentals, dec		1,130,701	

Increased fixed charges for 1882 over 1881 were mainly for payment of interest on American Dock & Improvement Company bonds funded in 1881. As against surplus shown, there are the following charges: Paid car trusts, construction, taxes, &c., 1881, \$535,289; 1882, \$638,349. Interest on income bonds is not charged, but is found in receiver's accounts.

It was voted to accept the proposition of the Philadelphia & Reading to take possession of the Central Road from Sept. 1, 1883, and to manage it for 999 years, paying all fixed charges and guaranteeing a dividend of 6 per cent a year, semi-annually, the first dividend to be paid December 1, 1883.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING MAY 11, AND SINCE JAN. 1, 1883.

i .										
STOCKS.		DAILY H	IGHEST A	ND LOWE	ST PRICES	J	Sales of	1	e Jan. 1, 1883.	For Full Year 1882.
STOCKS.	Saturday, May 5.	Monday, May 7.	Tuesday, May 8.	Wednesday May 9.	, Thursday, May 10.	Friday, May 11.	the Weel (Shares)		Highest.	Low. High
RAILROADS.										
Albany & Susquehanna Boston & N. Y. Air-Line, pref.	*132 135 844 844 *81 83	$\begin{bmatrix} *132 & 135 \\ 84 \frac{1}{2} & 84 \frac{5}{4} \\ *81 & 83 \end{bmatrix}$	$\begin{bmatrix} *132 & 135 \\ 813 & 843 \\ 81 & 81 \end{bmatrix}$	*131 135 8414 841 *81 85	*131 135 2 *81 84		1,240	78 Mar. 2	8 8434 May	$\begin{bmatrix} 126 & 135 \\ 60 & 801_2 \end{bmatrix}$
Burlington Cedar Rap. & No Canadian Pacific Canada Southern	63.8 65	63 637	62 634	2 61 621			$\begin{array}{ c c c c }\hline 38,660\\ 10,125\\ \hline \end{array}$	5814 Feb. 23	3 65 12 May	3
Central of New Jersey Central Pacific	7778 781	$\frac{78}{765}$	80 80 805 7658 77	$79\frac{1}{4}$ 80	8 78% 79% 75% 75%	$\frac{777}{4}$ $\frac{787}{74}$ $\frac{787}{2}$	$119,165 \\ 50,720$	6814 Jan.	3 80% May	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Chesapeake & Ohio 1st pref		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		*21 22 *31 321			100	20½ Feb. 23 29% Feb. 2	3 2334 Jan. 20 4 35 5 Jan. 20	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Chicago & Alton 2d. pref	*124 135	$egin{pmatrix} 235 & 235 \ 134 & 1345 \ 1255 & 1255 \ \end{bmatrix}$	1 134 135	$^{*233}_{8}$ $^{241}_{134}$ $^{134}_{1247_{8}}$ $^{1261}_{1261}$	133 133	*23 *23 *24 4 5 1323 4 1323 4 5 5 5 5	532	130 Feb. 20	6 27 Jan. 25 0 1374 Jan. 25	2 127 2 145 4
Chicago Burlington & Quincy Chicago Milwaukee & St. Paul Do pref	1 103 12 104 1	$103_{4}104_{5}$		8 104 % 1051	8 104 18 104 5	104 10438	127,638	9778 Feb. 20 11638 Feb.	0 129	9612 12814
Chicago & Northwesternpref.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$134\frac{3}{6}134\frac{7}{6}$ $152\frac{1}{2}152\frac{1}{6}$	$^{+}_{3}$ $^{+$	$\frac{134 \frac{1}{4} 135 \frac{1}{1}}{152 \frac{7}{8} 153}$	1333413434151421524	$133^{3}4\ 134^{1}$ $151\ 151^{4}$	17,505 $1,900$	128 to Feb. 20	2 140 ¹ 8 Apr. 13 0 157 Apr. 13	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Chicago Rock Island & Pacific Chicago St. Louis & Pittsburg	*2012 21	*20 21	*20 214	2 *20 21	*20 21	20 21	520	20 May 1	1 1274 Jan. 5 1 22 Apr. 21	
Chicago St. Paul Minn. & Ompref	4912 493	493, 501	5013 503	504 501	49 494		4,412		5 56 2 Apr. 19 55 Jan. 18 9 1134 Jan. 5	2934 5814
Cincinnati Sand. & Cleveland. Cleveland Col. Cinn. & Ind	1 4.3 4.3		$\begin{array}{cccccccccccccccccccccccccccccccccccc$		40 40	40 40	550	40 May 10	0: 49½ Mar. 9 0: 84 Jan. 8	1 44 62
Cleveland & Pittsburg, guar Columbia & Greenville, pref	$62 62 \frac{1}{2}$				68 68	67 67	2,950	133 Apr. 26	$6 142$ Jan. 26 68^{1} May 9	$\begin{bmatrix} 133 & 140 \\ 50 & 104 \end{bmatrix}$
Columbus Chie. & Ind. Central Delaware Lackawanna & West		1274 128	127 12 128	12658 1275		125% 126%	$\begin{array}{c} 30 \\ 181,625 \\ 76,580 \end{array}$	11818 Feb. 16	5 131 2 Apr. 13	11614 15014
Denver & Rio Grande Dubuque & Sioux City East Tennessee Va. & Ga	*84 12 85 12 10 10 1	*84 12 86 10 10 10 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*83 86 97 ₈ 10	978 978	934 934	2,800	84 2 Apr. 11	1 92 Mar. 12	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Green Bay Winona & St. Paul	*812 91		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$.1 812 812		33,300 300	1434 Feb. 20 5 Feb. 8	23 Apr. 14 1078 Apr. 12	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Hannibal & St. Joseph Do pref Houston & Texas Central	$\begin{bmatrix} 43 & 43 \\ 96 & 973 \\ *70 & 73 \end{bmatrix}$	* 43 * 98 `72¹2 76	*70 75	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{vmatrix} * & 43 \\ 943 & 96 \\ 75 & 75 \end{vmatrix}$	794 97 75 75	1,880 200	72 Jan. 3	3 9734 May 5	$\begin{bmatrix} 45 & 110 \\ 72 & 1111_4 \\ 61 & 92_{10} \end{bmatrix}$
*Illinois Central	145 145	$145 145 \\ 29 \frac{1}{2} 30 \frac{1}{4}$	3012 301	30 304	$143\frac{1}{2}144\frac{1}{2}$	$\begin{bmatrix} 144 & 144 \\ 29 & 29 \end{bmatrix}_2$	$\frac{1,178}{1,700}$	14158 Jan. 3	3 147 78 Apr. 11 3 35 12 Apr. 9	127341501_2
Lake Erie & WesternLake Shore	110 1105		111 1115	3 1105 ₈ 1111	1104 1103	1095811038	83,640	10658 Feb. 16	5 114 % Jan. 18	98 12018
Louisville & Nashville Louisville New Albany & Chie	5258 5318		67 685 531 ₈ 535 *54 57		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{vmatrix} *66\frac{1}{2} & 68 \\ 50\frac{3}{8} & 51\frac{5}{8} \\ *54 & 58 \end{vmatrix}$	57,800	50 Jan. 2 5038 May 1 5478 Apr. 17	1 58 12 Jan. 20	$46^{1}_{2}100^{3}_{4}$
Manhattan Elevated	*4434 46	*4434 46			4434 4434	*82½ 85	300		1 5378 Feb. 9	40 6018
Manhattan Beach Co	*44 45	*44 45	24 25	25 25	*44 45 42 44	*4484 45	625	44 1 ₂ May 1 15 Feb. 2	2 53 Feb. 10 1 26 Mar. 13	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Memphis & Charleston Metropolitan Elevated Michigan Central		*80 82 9314 9415	$\frac{44}{94} \frac{45}{95}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	2 *801 83	$\begin{bmatrix} 40 & 430_4 \\ *81 & 85 \\ 93 & 935_8 \end{bmatrix}$	16,300 $16,750$	79 12 Mar. 7		3 77 93
Milwankee L. Sh. & Western .		* 16 × 16 × 463 ₈ 47	*	* 14	* 1.1		900	14 May 3	3 18 Jan 4 5 48 Jan 20	13 21
Minneapolis & St. Louis. Do pref.	*28 28 1 ₂ *58 1 ₂ 59 1 ₂		*28 285 *585 60	*5812 60	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*27 28 *57 59	36.000	227 ₈ Feb. 20 52 Feb. 20	3034 Jan. 18 6812 Jan. 18	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Missouri Kansas & Texas Missouri Pacific Mobile & Ohio	104 18 104 58		$104\frac{31}{4}\frac{315}{105}$			$\begin{bmatrix} 30^{3}_{8} & 30^{3}_{4} \\ 104^{4}_{4} & 104^{5}_{8} \\ *15^{4}_{2} & 17 \end{bmatrix}$	19,000 10,100	9734 Feb. 26	347 ₈ Jan. 18 3 1067 ₈ Apr. 9 3 194 ₂ Jan. 5	
Morris& Essex Nashville Chattanooga & St. L.	5612 5612		1263, 1263,	$126\frac{1}{2}126\frac{1}{2}$	$^{2}_{1}$ $^{127}_{-56}$ $^{127}_{57}$ $^{1}_{2}$	$127\frac{1}{4}\frac{128}{53\frac{1}{2}}\frac{53\frac{1}{2}}{53\frac{1}{2}}$	$\frac{1,997}{350}$	120 Feb. 18		11934 128
New York Central & Hudson. New York Chic. & St. Louis.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	*1112 12	*1158 121	*1112	1112 1112	141,057 937		1 129 ¹ 8 Mar. 10 2 15 ¹ 2 Jan. 5 7 35 Jan. 4	
New York Elevated New York Lack, & Western	$*104$ $^{25}_{110}$ $^{1}_{110}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		8814 881	*104 110	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\frac{500}{1,217}$	101 Jan. 13		100 10912
New York Lake Erie & West. Do pref.	363 ₄ 367 ₈		365 ₈ 367 ₈	3638 363			53,808	3438 Feb. 20		3314 4334
New York & New England New York New Haven & Hart.		180 180	$\begin{vmatrix} 37 \frac{1}{2} & 37 \frac{1}{2} \\ 181 & 181 \\ 97 \frac{1}{2} & 38 \frac{1}{2} \end{vmatrix}$		278 2712	2714 2738	100 82		181 May 8	168 186
New York Ontario & Western. New York Susq. & Western. Do pref.		2758 2778	2734 28	2714 277	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		$\begin{bmatrix} 5,413 \\ 800 \\ 1,250 \end{bmatrix}$	2434 Mar. 2 818 May 10 2114 May 10	858 May 10	
Norfolk & Western, pref Northern Pacific	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$					$\frac{1,520}{22,075}$	37 12 Feb. 26 44 78 Feb. 20	5 4934 Jan. 20 5 2 Apr. 13	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Ohio Central Ohio & Mississippi	*12 124	$\begin{bmatrix} 88\frac{1}{4} & 88\frac{1}{2} \\ 12\frac{1}{4} & 12\frac{1}{4} \end{bmatrix}$			1134 1218		$26,094 \\ -3,475 \\ 500$	79% Feb. 20 9% Feb. 16 29 Feb. 14	144 Apr. 13	1138 2558
Ohio Southern		$\begin{array}{cccccccccccccccccccccccccccccccccccc$				8434 851	300 57,434	10 Feb. 2 79 Feb. 20	2 1434 Apr. 24	$11 23^{1}_{2}$
Peoria Decatur & Evansville Philadelphia & Reading	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$^{*20}_{543_{4}}$ $^{21}_{551_{4}}$		5558 561		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	28,300 28,300		55 12 Jan. 18	4634 6712
Pittsburg Ft. Wayne & Chic Rensselaer & Saratoga Rich.& Allegh.,st'ck trust ctfs.	13318 13318	134 134	14 14		14434 14434		108 100 100	139 2 Jan. 3	3 138 Jan. 16 3 145 Apr. 25 9 15 2 Apr. 16	$131^{1}_{2}144$ $13 140$
Richmond & Danville Richmond & West Point	$\begin{bmatrix} 63^{1}_{2} & 64 \\ *36 & 36^{5}_{8} \end{bmatrix}$	$63\frac{7}{8}$ $64\frac{1}{4}$ $36\frac{1}{2}$	$65 66^{1}_{8}$ 36^{3}_{8} 37	35% 365	3478 3518	$\begin{array}{ccc} 64 & 64 \\ 35 & 35 {}^{1}\!_{2} \end{array}$	6,315 10,900	47 Jan. 13 21 Feb. 16	6758 May 9	$\begin{vmatrix} 52 & 250 \\ 23 & 263 \end{vmatrix}$
Rochester & Pittsburg St. Louis Alton & Terre Haute		2118 22	*67 70	66 66	$\begin{bmatrix} 20^{3}_{4} & 21^{1}_{8} \\ 66^{3}_{4} & 77 \\ *88 & 90 \end{bmatrix}$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$31,175 \\ 700 \\ 600$	1634 Feb. 16 48 Jan. 3 88 May 9	7134 Mar. 10	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
St. Louis & San Francisco Do pref.	$\begin{vmatrix} 91 & 91 \\ 32 & 32 \\ *52 & 53 \end{vmatrix}$	*32 34 *5234 531 ₂	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		*34 35 54 2 55	*32 34 531 ₂ 541 ₄	$\frac{400}{2,700}$	2912 Feb. 28	103 Apr. 11 35 Apr. 14 55 May 9	31 4678
St. Paul & Duluth	*98 99 381 ₂ 391 ₄	*98 99 391 ₂ 393 ₄	99 99 393 ₄ 393 ₄	*39 40	*98 99 *39½ 40½		100 800	89 Feb. 28	100½ Jan. 11 40% Jan. 9	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
St. Paul Minneap, & Manitoba Texas & Pacific	$\begin{vmatrix} *95 & 97 \\ 129 & 130 \\ 39 \cdot _8 & 39 \cdot _2 \end{vmatrix}$	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{bmatrix} *96 & 97 \frac{1}{2} \\ 129 \frac{1}{2} & 130 \\ 39 \frac{1}{2} & 40 \end{bmatrix}$	$128\frac{1}{2}129\frac{1}{4}$		128 129 3834 3914	$\begin{array}{c} 200 \\ 8,600 \\ 15,135 \end{array}$	†123 Apr. 20	97½ Jan. 4 169¼ Apr. 16 43 Jan. 18	$\begin{vmatrix} 68 \\ 108 \\ 34 \end{vmatrix} \begin{vmatrix} 99 \\ 166 \\ 55 \end{vmatrix}$
Union Pacific		9778 9838	$97^{12} 98^{1}_{4}$	97 973		96% 97% 30 31	93,630	914 Feb. 7 20 Jan. 9	1043 Jan. 18	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Wabash St. Louis & Pacific Do pref.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\frac{7,300}{23,015}$	26 12 Feb. 26 44 34 Feb. 26	364 Jan. 18 574 Jan. 18	
MISCELLANEOUS. American Tel. & Cable Co Colorado Coal & Iron	68 68 37 37	37 37	6914 6914	69^{1}_{4} 69^{1}_{4} 36^{1}_{2} 36^{1}_{2}		$\begin{array}{cccc} 69 & 69 \\ 35^{1}4 & 36^{1}8 \end{array}$	$\frac{710}{1,300}$	643 ₈ Feb. 26 281 ₄ Feb. 7	69 2 Jan. 15 39 8 Apr. 16	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$
Delaware & Hudson Canal Homestake Mining Co	$110\frac{3}{8}110\frac{3}{4}$ $16\frac{1}{4}$ $16\frac{1}{4}$	*11018	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	110 1103	$108\frac{1}{2}110$ $15\frac{3}{4}$ 16	$108 1093_8 \\ 164 164$	3,148 434	105 % Feb. 13 15 Mar. 6	112 18 Apr. 14 19 Jan. 19	$102\frac{3}{4}$ $119\frac{3}{4}$ $15\frac{5}{8}$ $19\frac{3}{4}$
Mutual Union Telegraph New York & Texas Land Co	*80 ¹ 8	81 81	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	20 20 8314 8314	20 20 843 ₄ 843 ₄	83 83	$677 \\ 720 \\ 110$	17 ¹ 2 Mar. 27 55 Mar. 13	25 Jan. 17 8434 May 10 9142 Mar. 5	$\begin{vmatrix} 197_8 \\ 37 \end{vmatrix} \begin{vmatrix} 301_4 \\ 55 \end{vmatrix}$
Oregon Improvement Co Oregon Railway & Nav. Co Pacific Mail	4112 4134	42 42	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	4158 4134	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	4114 4138		132 Feb. 20	14434 Apr. 12 4434 Apr. 9	$128 \ 3234 \ 16318 \ 4834$
Pullman Palace CarQuicksilver Mining	$^{126_{}^{1}_{2}}_{8}^{127}_{8}$	$^{127}_{*8}$ $^{127}_{8^{1}_{2}}$	$\begin{bmatrix} 127 & 127\frac{1}{2} \\ *8 & 8\frac{1}{2} \end{bmatrix}$	$\begin{bmatrix} 128 & 1295_8 \\ 8 & 8 \end{bmatrix}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$4,465 \\ 950$	117 Feb. 23 7% May 10	130 Apr. 30 9 Mar. 3	8 144
Western Union Telegraph EXPRESS.	$\begin{array}{ccc} *40 & 42\frac{1}{2} \\ 83 & 83\frac{1}{2} \end{array}$		*40 42 833 ₈ 84	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*40 43 831 ₄ 831 ₂	$^{*38}_{-83}$ $^{42}_{-835_8}$	26,208	37 ½ Jan. 26 79 ¼ Feb. 5	46 ½ Mar. 6 85 ½ Mar. 13	$\begin{vmatrix} 40 & 62^{1}4 \\ 76^{1}8 & 93^{3}8 \end{vmatrix}$
AdamsAmerican	$\begin{array}{c} 126\frac{1}{2} & 127\frac{1}{2} \\ 91\frac{1}{4} & 92\frac{1}{4} \end{array}$	$91\frac{1}{2}$ $92\frac{1}{2}$		$\begin{array}{ccc} 129 & 129 \\ 93 & 93 \end{array}$	$^{128}_{*91}, ^{1283}_{93}$	92 93	$\begin{array}{c} 776 \\ 316 \end{array}$	1264 May 5 88 Mar. 16	135 Jan. 5 93 ¹ 2 May 9 65 ¹ 2 Jan. 6	$\begin{array}{c c} 133 & 149^{1}_{2} \\ 90 & 97^{1}_{2} \end{array}$
United States Wells, Fargo & Co	*58 61	*58 61	$^{*57}_{124}$ $^{60}_{124}$	$^{57}_{*124}$ $^{58}_{126}$	*55 58	*124 125	$\frac{230}{170}$	57½ May 9 122 Feb. 19	65 ½ Jan. 6 126 Jan. 8	$\begin{vmatrix} 62 & 80^{1}4 \\ 125 & 132 \end{vmatrix}$
COAL AND MINING. Consolidation Coal Little Pittsburg Mining								25 Mar. 13	27 ⁵ 8 Jan. 19	27 ¹ 2 36 ⁷ 8 2 ¹ 4
Mariposa Land and Mining Maryland Coal								15 Apr. 13	17 Jan. 15	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
New Central Coal Pennsylvania Coal				13 13	13 13			12 ¹ 2 Mar. 27 270 Feb. 2	14 Jan. 4 270 Feb. 2	$\begin{bmatrix} 13^{1}_{2} & 23 \\ 240 & 245 \end{bmatrix}$
Standard Consol. Mining Cameron Coal Central Arizona Mining								5 ¹ ₂ Feb. 17 14 Feb. 27 ¹ ₄ Mar. 26	7 Apr. 10 18 Jan. 3 1 ₂ Jan. 12	18 3714 158
Deadwood, Mining Excelsior Mining										14 278
Robinson Mining Silver Cliff Mining Stormont Mining									Parameter Common Common	$\begin{bmatrix} 1 & 4 & \\ 2 & 2s_4 \\ 1s_2 & 1s_2 \end{bmatrix}$
			••••	•••••					•	

These are the prices bid and asked; no sale was made at the Board.

† Ex-privilege.

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

• .				STA	TE	BONDS.		· ·			
SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama— Class A, 3 to 5, 1906 Class A, 3 to 5, small Class B, 5s, 1906	83 101	833 ₄ 1023 ₄	Louisiana—Continued— Ex-matured coupon Michigan— 7s, 1890	58	59	N. Carolina—Continued— No Carolina RR., J.&J† Do A.&O† Do 7 coup's off, J.&J.	$155 \\ 155 \\ 130$		South Carolina— 6s, Act Mar. 23, 1869) non-fundable, 1888. Brown consol'n 6s, 1893	212	5
Class C, 4s, 1906	84 106		Missouri— 6s, due 1883 6s, due 1886	•		Do 7 coup's off, A.&O. Funding act, 1866-1900 Do 1868-1898	10		Tennessee—6s, old, 1892-8 6s, new, 1892-8-1900 6s, new series, 1914		
Arkansas— 6s, funded, 1899-1900		20 65	6s, due 1887 6s, due 1888	$109 \\ 110^{1}$		New bonds, J.&J., '92-8 Do A.&O	15 15		C'inp'mise,3-4-5-6s,1912 Virginia—6s, old 6s, new, 1866	40	46
78, L. R.P.B. & N.O. RR	40	51	6s, due 1859 or 1890 Asyl'm or Univ., due '92 Funding, 1894-95	114		Chatham RR Special tax, class 1, '98-9 Do class 2	5	8	6s, new, 1867 6s, consol. bonds		
78, Arkansas Cent. RR. Connecticut—68, 1883-4. Georgia—68, 1886	$16 \\ 102 \\ 102$	22	Hannibal & St. Jo., '86. Do do '87 New York—	$110\frac{1}{2}$ $110\frac{1}{2}$		Do to W. N. C. RR. Do Western RR Do Wil, C. & Ru. R.	5 5 5	812	6s, ex-matured coupon. 6s, consol., 2d series 6s, deferred		
7s, new, 1886	$\frac{1063}{1063}$		6s, gold, reg., 1887 6s, gold, coup., 1887 6s, loan, 1891			Do W'n. & Tar R.	5		District of Columbia— 3-65s, 1924 Small bonds		
7s, gold, 1890 Louisiana — 7s, consol., 1914	6131		68, loan, 1892 68, loan, 1893 N. Carolina—68, old, J.&J.			Ohio— 6s, 1886 Rhode Island—			Registered	•••••	
7s, small	60		6s, old, A.& O	30	32	6s, coupon, 1893-99 BONDS.	1	.1	Do registered		1
Railroad Bonds.	<u> </u>	1	Del & H Continued -	1 1		Mil.L.S.&W1st,6s,1921 Minn.&St.L1st.7s,1927		121	Rome W. & Og.—Con. 1st. Roch.& Pitt.—1st.6s,1921	6934	1
(Stock Exchange Prices.)	*	9970	Pa. Div., reg., 7s, 1917 Alb. & Susq.—1st, 7s	*1234		Iowa Ext1st, 78, 1909	*103		Rich. & Al.—1st, 7s, 1920 Rich. & Danv.—Cons.g.,6s Debenture 6s, 1927	$82 \\ 98^{1}_{4} \\ 70^{5}_{8}$	99 7034
Alleg'y Cen.—1st, 6s, 1922 Atch. T. & S. Fe—4 12, 1920 Sinking fund, 6s, 1911	.04		2d, 7s, 1885	122	124	Pac. Ext.—1st, 6s, 1921 Mo. K.&T.—Gen., 6s, 1920	*100 ¹	3	Atl.&c'h.—1st, p., 7s., '97 Incomes, 1900 SciotoVal.—1st, cons., 7s.	_	95
Atl. & Pac.—1st, 6s, 1910 Balt. & O.—1st, 6s, Prk. Br. Bost. Hartf. & E.—1st, 7s	*113	11312	Rens. & Sar.—1st, coup. 1st, reg., 1921 Denv. & Rio Gr.—1st, 1900		11112	Cons. 7s, 1904-5-6 Cons. 2d, income, 1911. H. & Cent. Mo.—1st,'90	*597		St. L. & Iron Mt.—1st, 7s 2d, 7s, 1897	11412	115 ¹ 4
Guaranteed. Bur.C.Rap. & No.—1st,5s Minn.&St.L.—1st,7s,gu	1014	10134	1st consol., 7s, 1910 Denv.So.P.& Pac.—1st,7s. Det.Mac. & Marq.—1st,6s	95	$\begin{array}{c c} 100 \\ 97 \\ 88 \end{array}$	Mobile & Ohio.—New, 6s. Collat. Trust, 6s, 1892 Morgan's La. & T.—1st, 6s			Arkansas Br.—1st, 7s Cairo & Fulton—1st,7s. Cairo Ark. & T.—1st, 7s	1094	10912
Iowa C. & West.—1st, 7s	*		Land grant, 3 ¹ 28, S. A E.T. Va. & G.—1st.78,1900	*::::	75 78%	Nash.Chat.&St.L1st,7s 2d, 6s, 1901 N. Y. Central-6s, 1887	1183	119_{12} 107_{12}	Gen. r'y&l. gr., 5s, 1931 St. L. Alton & T. H.—1st. 2d, pref., 7s, 1894	*	$114 \\ 109$
1st, 5s, 1921 Buf. N. Y. & Phil.—1st, 6s Central Iowa—1st, 7s, '99	102	2 102	1st, cons., 5s, 1930 Divisional 5s, 1930 Eliz.C.& N.—S.f.,deb.c.6s	94	10.8	Deb. certs, extd. 5s N.Y.C. & H.—1st, cp.,7s	1027 1303	1307 ₈	2d, income, 7s, 1894 Belley, & S. Ill.—1st. 8s		105 122 110 4
Char. Col. & Aug.—1st,7s Chas. & Ohio—Pur. m'yfd. 6s, gold, series A, 1908.	112	115	1st, 6s, 1920 Eliz. Lex. & Big S.—6s Erie—1st, extended, 7s		$\begin{array}{c} 95 \\ 124 \end{array}$	1st, reg., 1903 Huds. R.—7s, 2d,s.f.,'85 Can. So.—1st,int.g'ar.5s	98	9818	St.P.Minn.&Man.—1st,7s 2d, 6s, 1909	10712	10834
6s, gold, series B, 1908. 6s, currency, 1918 Mortgage 6s, 1911	521	913 ₄ 2 53 ¹ 2	2d, extended, 5s, 1919 4th, extended, 5s, 1920.	*106		Harlem—1st, 7s, coup 1st, 7s, reg., 1900 N. Y. Elev'd—1st,7s,1906	*1271	$127 \frac{1}{2}$ 128 $117 \frac{1}{2}$	Min's Un.—1st,6s,1922. St. P. & Dul.—1st,5s,1931 So. Car. Ry.—1st, 6s, 1920	100 103	
Chicago & Alton-1st, 7s.	11114	116	1st cons., gold, 7s, 1920	12612	1263_{4}	N.Y.Pa.&OPr.l'n,6s,'95	461	48	2d, 6s, 1931	107	109 109
La. & Mo. Riv.—1st, 7s. 2d, 7s, 1900 St. L. Jack. & Chic.—1st	*1144	118	Buff. N. Y. & E181, 1910	001.		Trust Co., receipts	100	10218	Tol. Del. & Bur.—Main, 6s 1st, Dayt. Div., 6s, 1910 1st, Ter'l trust, 6s, 1910		
1st, gnar. (564), 7s, '94 2d (360), 7s, 1898 2d, guar. (188), 7s, '98.	110	. 117	N.Y.L.E.&WNew2d 6 2d, consol., fd. cp., 5s Buf.&S.WM. 6s, 1908	3		N.Y.C.&St.L1st,6s,1921 N.Y.W.Sh.& BuffCp.5s N.Y. Susq. & W1st, 6s	81	81 18	Va. Mid.—M. inc.,6s, 1927 Wab. St.L. & P.—Gen'l,6s	$\begin{array}{c} 62 \\ 79 \\ 78 \end{array}$	81 82
Miss.R.Br'ge—1st,s.f.6s C.B.&Q.—Consol. 7s,1903 5s, sinking fund, 1901	104	129	Ev. & T. H.—1st, cons., 6s Fl't & P.M'rq.—M.6s,1920 Gal. Har. & S. Ant.—1st,6s) *109 2		Nevada Cent1st, 6s		9214	Chic. Div.—5s, 1910 Hav. Div.—6s, 1910 Tol.P.&W.—1st,7s,1917		85 109
Ia. Div.—S. F., 5s, 1919 S. F., 4s, 1919	- 224	871 851				N. Pac.—G. l. g., 1st,cp.6s Registered, 6s, 1921 N.O. Pac.—1st, 6s, g.,1920	*106	106 1 ₈	Iowa Div.—6s, 1921 Ind'polis Div.—6s, 1921 Detroit Div.—6s, 1921		
48, 1921 C. R. I. & P6s, cp.,1917 6s, reg., 1917	1261 *125	2 801		105 12		Norf. & W.—G'l, 6s, 1931 Ohio & Miss.—Consol. s. f. Consolidated 7s, 1898	*1171	2	Cairo Div.—5s, 1931 Wabash—M., 7s, 1909 Tol. & W.—1st, ext7s	106	94
Keo. & Des M.—1st, 5s Central of N. J.—1st, '90 1st consol. assented, '99	*117	2 i 15	Consol. 6s, 1911	109 2		2d consolidated 7s, 1911 1st, Springfield Div., 7s Ohio Central—1st,6s,1920	1181	$\begin{array}{c c} 122 \\ 2 \\ 90 \end{array}$	1st, St. L. Div., 7s, '89 2d, ext., 7s, 1893 Equip. b'ds, 7s, 1883	*	100
Conv., assented, 7s, 1902 Adjustment, 7s, 1903 Leh. & W. B.—Con. g'd, as	113	$\begin{vmatrix} 115\\105\\2\\105 \end{vmatrix}$	1st, West. Div., 7s 1st, Waco & N., 7s 2d consol., main line, 8 2d, Waco & No.,8s,191	9 110		1st Ter'l Tr., 6s, 1920 1st Min'l Div., 6s, 1921 Ohio So.—1st, 6s, 1921	75	8334	Consol. conv., 7s, 1907 Gt. West.—1st, 7s, '88 2d, 7s, 1893	993	$ \begin{array}{c} 97^{12} \\ 103^{12} \\ 99^{5} \\ \end{array} $
Am.D'k&Imp.—5s,1921 C.M.&St.P.—1st, 8s. P.D 2d, 7 3-10, P. D., 1898.	*88 . 131	881	General, 6s, 1921 Hous.E.&W. Tex.—1st,7 Ill.Cent.—Sp.Div.—Cp. 6	8	101	Oreg'n&Cal.—1st,6s,1921 Or.& Trans'l—6s,'82-1922 Oreg. Imp. Co.—1st, 6s.	951		Q. & T.—1st, 7s, 1890. Han.& Naples—1st, 7s Ill.&So. Ia.—1stEx., 6s		101
1st, 7s, \$ g., R. D., 1902 1st, LaC. Div., 7s, 1893 1st, I. & M., 7s, 1897	*125	78 120 123	Middle Div.—Reg., 5s. C.St.L.&N.O.—Ten.l.,7 1st consol., 7s, 1897.	s 11614	11634	Panama—S.f., sub.6s, 1910 Peoria Dec. & Ev.—1st, 6s Evans. Div., 1st, 6s, 1920	*	98	St.L.K.C.&N.—R.e.7s Om. Div.—1st, 7s Clar'da Br.—6s,1919	10778	108
1st, I. & D., 7s, 1899 1st, C. & M., 7s, 1903 Consol. 7s, 1905	120	123		. 110	125	Peoria & Pek. U'n-1st,6: Pac. RRs.—Cen. P.—G.,6: San Joaquin Branch.	114	$102 \\ 115 \\ 110^{1}$	St. Chas. Br.—1st,6s No. Missouri—1st, 7s. West. Un. Tel.—1900, cp.	1195	100
2d, 7s, 1884 1st, 7s, I.&D. Ext., 1908	101		Ind. Bl. & W.—1st prf. 7	8 11812	$\frac{115}{119}$ ₂	Cal. & Oregon-1st, 6s	103	. 105	1900, reg. N.W. Telegraph—7s,1904 Mut. Un.T.—S. F.,6s,1911	884	8912
S. W. Div., 1st, 6s, 1909 1st, 5s, LaC. & Dav., 1919 1st, S. Minn, Div. 6s, 1910		1084	2d, 4-5-6s, 1909 East'n Diy.—6s, 1921	9278	$\begin{array}{c} 71 \\ 93 \end{array}$	West. Pac.—Bonds, 6: So. Pac. of Cal.—1st, 6s Union Pacific—1st, 6s.	104	112	Spring Val.W.W.—1st, 6s Oregon RR. & N.—1st, 6s INCOME BONDS.	*10912	
1st, H. & D., 7s, 1910. Ch. & Pac. Div., 6s, 1910. 1st, Chic. & P. W., 5s, 192	95	$\frac{12}{18}$ 951	2d, 5s, 1911	*9214 i 108	1081 ₂ 871 ₂	Land grants, 7s, '87-9 Sinking funds, 8s, '93	116	. 108 7 ₈ 117	(Interest payable if earned.) Ala. Cent.—Inc. 6s, 1918. Alleg'y Cent.—Inc., 1912.		
Min'l Pt. Div., 5s, 1910 C.& L. Sup. Div., 5s, 192 Wis. & Min. D., 5s, 192 C. & N'west.—S.fd., 7s, '8	1	91	Kent'ky Cen.—M.,6s,191 Lake Shore & Mich. So	1		Collateral Trust, 6s do 5s, 190' Kans. Pac.—1st,6s,'9	7 94	2	Atl. & Pac.—Inc., 1910 Central of N. J.—1908 Col. C. & I. C.—Inc. 7s, '90	914	93
Interest bonds, 7s, 188: Consol. bonds, 7s, 1915 Extens'n bonds, 7s, '85	3: 100	131	New bonds, 7s, 1886.	107		1st, 6s, 1896 Den. Div.,6s,as'd,'99	j 109 106	2	Reorga'n Tr'st Co. Cert. Cent. Ia.—Coup.debt ctfs. Ch.St.P.&M.—L.g. inc.,6s	*	74
1st, 7s, 1885 Coupon, gold, 7s, 1902.	$\frac{106}{126}$	1261	Buff. & Erie-New bds Kal. & W. Pigeon-1st			1st consol., 6s, 1919 C.Br.U.P.—F.c., 7s, '9 At.C.&P.—1st, 6s, 190	90	92	Chic. & E. Ill.—Inc., 1907 Des M. & Ft. D.—1st,inc.,6s Det. Mac. & Marq.—Inc.		
Reg., gold, 7s, 1902 Sinking fund, 6s, 1929 Sinking fund, reg	. 126			8	121 1261	At. J.Co. &W.—1st, 6 Oreg. Short L.—1st, 6 Ut. So.—Gen., 7s, 1909	9 104	9912	E.T.V.&GaInc.,6s.1931 El.C. & No.—2d, inc.,1970	1	3878
Sinking fund, 5s, 1929 Sinking fund, reg Escan'a & L.S.—1st, 6s	. *	1003	Consol., reg., 1st, 7s. Consol., coup., 2d, 7s	1213	$125 \\ 122 \\ 12$	3d. 7s. 1906	105	$105\frac{1}{4}$	G. Bay W. & St. P.—2d, inc. Ind. Bl. & W.—Inc., 1919 Consol., Inc., 6s, 1921		
Des M. & Min's—1st, 7 Iowa Midland—1st, 8s. Peninsula—1st, conv. 7	*128	-	Long Isl. R.—1st,7s, 189	8 *	120 974	Pacific of Mo.—1st, 6 2d, 7s, 1891 St. L.& S.F.—2d,6s,cl.		$\begin{array}{c} 3_4 & 107 {}^{1}_2 \\ 115 \\ 100 \end{array}$	Ind's Dec.& Spr'd—2d ind Trust Co. certificates Leh. & Wilkesb. Coal—'88		87
Chicago & Mil.—1st, 7s Win.& St. P.—1st,7s,'8	3		2d ,7s, gold, 1883 Cecilian Br'ch—7s, 190	7 10212	101	3-6s, class C, 1906 3-6s, class B., 1906	98	9812	Lake E. & W.—Inc.7s, '99 Sand'ky Div.—Inc., 1920 Laf. Bl. & Mun.—Inc.7s, '99	*36	48
2d, 7s, 1907. Mil.&Mad.—1st,6s,190 C.C.C.& Ind's—1st,7s,s.1	f. 121	112	N.O.&Mob.—1st,6s193 E. H. & N.—1st,6s,191 General, 6s, 1930	9 96 934		Equipment, 78, 1895.	102	101	Mil. L. S. & W.—Incomes Mob. & O.—1st prf. deben 2d pref. debentures	67	70
Consol. 7s, 1914 C.St.P.M.&O.—Consol.,6 C.St.P.&M1st,6s,191	s 108 8 114	125 109 1	2d, 3s, 1980	1 102	55	Tex.& Pac.—1st,6s,190 Consol., 6s, 1905	5 *104 94	106	3d pref. debentures		48
N. Wis.—1st, 6s, 1930. St.P.&S.C.—1st,6s,191 Chic.&E.Ill.—1st,s.f.,cur	98	113	Nashv. & Dec.—1st, 78 S.&N.Ala.—S.f.,68,191 Leban'n-Knox—68,193	1 100	116	Income & Ld. gr., reg 1st, Rio G. Div., 6s, 193 Pennsylvania R.R.—	0 83	78 84	N.Y.P.&O.—1st inc.ac.,7s Ohio Cent.—Income, 1920 Min'l Div.—Inc. 7s,1921	25	
Chic.St.L.&P.—1st,con 5 1st, con., 5s, reg., 1932 Col.& Green.—1st,6s,191	8		Louisv.C.& L.—6s, 193 L. Erie & W.—1st, 6s, 191 Sandusky Div.—6s, 191	1 *100 9 *	98	Pitt.C.&St. L1st, c.7			Ohio So.—2d inc., 6s, 1921 Ogdens.&L.C.—Inc., 1920	25	30
2d, 6s, 1926 Col. H. Val. & Tol.—1st, 5 Del. L.&W.—7s, conv'9	8 82		Laf. Bl. & M.—1st,6s,191 Louisv. N. Alb. & C.—1st,6 Manhat. B'ch Co.—7s,190	9 *97 8 1015	1017	1st, reg., 7s, 1900 2d, 7s, 1913 Pitts. Ft. W. & Ch.—1s	t *137		Small PeoriaD.&Ev.—Inc.,1920 Evans. Div.—Inc., 1920	• • • • • •	60
Mortgage 7s, 1907 Syr.Bing.&N.Y1st,7 Morris & Essex1st,7	a 120		N.Y.&M.B'h-1st,7s,'9 Marietta & Cin1st, 7s 1st, sterling	7	125	2d, 7s, 1912	i. 122	130 123	Peoria&Pek.Un.—Inc.,68 Roch. & Pitts.—Inc.,1921 Rome W. & Og.—Inc., 78	36	46
2d, 7s, 1891 Bonds, 7s, 1900 7s of 1871, 1901	*114		Metr'p'lit'n El.—1st,190 2d, 6s, 1899 Mex. Cen.—1st, 7s. 1911		993		2. *109	18	So. Car.Ry.—Inc.,68, 1931 St. L. & I. M.—1st,78, pr.i.a 2d. 6s. int. accum'lative	*120 *118	70
1st, consol., guar 7s N.Y.Lack. & W.—1st, 6 Del. & H.—1st, 7s, 1884.	8 115	125 116	Mich. Cent.—Con.78,190	2 123		1 =+ (Dwint(in otte page)	d		St'g I.& RySer. B., ine. '94 Plain incomes, 6s, 1896 Sterling Mt. Ry.—Inc., '95		
7s, 1891 1st, ext., 7s, 1891 Coup., 7s, 1894	116	116	Coupon, 5s, 1931 Registered, 5s, 1931		102	St.L.V.&T.H1st,g.,7 2d, 7s, 1898 2d, guar., 7s, 1898	8		St. L.A. & T.H.—Div. bds Tol. Del. & B.—Inc., 6s, 1916 Dayton Div.—6s, 1910.	72	
Reg., 78, 1894	115	4 115	Mil. & No.—1st. 6s. 1910 atest quotations made this).	967	† Coupons on sin		92	Tex.&St.LL.g.,inc.1920)]	

New York Local Securities.

	Bank Sto	ck L	ist.	Insurance Stock List. [Prices by E. S. Bailey, 7 Pine St.]							
	COMPANIE		DD	1032		1					
	Marked thus (*) are	Par.		ICE.	COMPANIES.	Par.	PR	1			
	not National.			Ask.			Bid.	Ask			
	America*	100	1534	156	American	100	145 $ 107 $	$\frac{150}{111}$			
	Broadway		269		Bowery	25 -	150	160			
	Butchers' & Drov's'	25 25	1:55		Broadway		170	175			
	Central	$\frac{100}{100}$	$126 \\ 185$		Brooklyn	$\frac{17}{20}$	$\frac{160}{140}$	$\begin{array}{c} 167 \\ 150 \end{array}$			
	Chatham	25	140		City		113	120			
	Chemical	100			Clinton	100	115	125			
	Citizens'	$\begin{array}{c} 25 \\ 100 \end{array}$	250		Commercial	50 100	$\begin{array}{c} 90 \\ 235 \end{array}$	$\begin{array}{c} 97 \\ 245 \end{array}$			
	Commerce	100	152		Eagle	40	210	250			
	Continental		120	125	Empire City	100	70	80			
	Corn Exchange* East River	$\frac{100}{25}$			Exchange	30 50	85 117	$\frac{100}{125}$			
	Eleventh Ward*	25			Firemen's	17	70	~80			
	Fifth	100			Firemen's Trust		75	180			
	Fifth Avenue*	$\frac{100}{100}$			Franklin & Emp German-American .		110 190	$\frac{116}{198}$			
	Fourth	100			Germania	50	140	145			
	Fulton	30	120		Globe		110	120			
	Gallatin	$\begin{array}{c} 50 \\ 100 \end{array}$	110		Greenwich	25	240 60	$\begin{array}{c} 280 \\ -65 \end{array}$			
	German American*.	75			Hamilton	15	110	115			
	German Exchange*	100			Hanover		130	135			
	Germania*	$\begin{array}{c} 100 \\ 25 \end{array}$			Hoffman	100	75 140	$\begin{array}{c} 85 \\ 145 \end{array}$			
	Hanover	100	146	150	Howard	50	67	75.			
	Imp. & Traders'	100	270		Importers'& Trad's'	50	80	85			
	Irving Leather Manuf'rs'	$\frac{50}{100}$	150		Jefferson	100 30	123	$\begin{array}{c} 70 \\ 130 \end{array}$			
	Manhattan*	50			Kings C'nty (Bkn.).	20	180	200			
	Marine	100			KnickerLocker	40	75	80			
	Market	$\frac{100}{25}$	149		Lamar Long Isl'd (B'klyn)	100 50	70 110	$\begin{matrix} 75 \\ 112 \\ \iota_2 \end{matrix}$			
-	Mechanics'& Trads'	25	100	110	Lorillard	25	55	60			
	Mercantile	100	115		Manufac. & Build		107	113			
	Merchants' Exch	50 50	129		Manhattan Mech. & Traders'	$\begin{array}{c} 100 \\ 25 \end{array}$	120	125			
	Metropolis*	100			Mechanics' (Bklyn)			140			
	Metropolitan	100	165		Mercantile	50	60	65.			
	Murray Hill* Nassau*	$\frac{100}{100}$			Merchants'	50 50		$\frac{105}{105}$			
	New York	100	145		Nassau (Bklyn.)	50		150			
	New York County .	100	140		National	3742	82	90			
c	N. Y. Nat. Exch Ninth	$\frac{100}{100}$	1		N. Y. Equitable N. Y. Fire	35 100	$\frac{142}{70}$	$\begin{array}{c} 150 \\ 80 \end{array}$			
	North America*	70			N. Y. & Boston	100	ĭ	6			
	North River*	30			New York City		60	$\begin{array}{c} 65 \\ 160 \end{array}$			
	Oriental*	$\frac{25}{50}$	140 161		Niagara North River			108			
	Park	100	164	16412	Pacific	25	160	167			
	People's*	$\frac{25}{20}$	145	,	Park	100	110	117			
	Phenix Produce*	50			Peter Cooper	20 50		$\begin{array}{c} 165 \\ 115 \end{array}$			
	Republic	100			Phenix	50	140	145			
	St. Nicholas*	$\frac{100}{100}$			Relief	50 100	58 75	65			
	Seventh Ward	100			Republic	25		$\begin{array}{c} 80 \\ 125 \end{array}$			
	Shoe & Leather	100.			Standard	50	100	105			
	State of New York* Third	$\frac{100}{100}$			Star	100	65	70			
	Tradesmen's	40		116	Sterling	$\frac{100}{25}$	$\begin{array}{c} 55 \\ 120 \end{array}$	$\frac{60}{126}$			
	Union	50	155		Tradesmen's	25	65	70			
	United States Wall Street	$\frac{100}{50}$	104	105	Westchester	25 10		$\frac{130}{126}$			
	West Side*		10.1	103	Williamsburg City.			240			
				,		,					

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

Gas Quotations by	Prenti	ss & Stap	ies, Bro	kers	, 11 Wan	Street	
GAS COMPANIES.	Par.	Amount.	Period	Rate	Date.	Bid.	Ask.
Brooklyn Gas-Light		$^{(2,000,000}_{1,200,000}$ $^{(315,000)}_{315,000}$	Var's	5		110	112
Citizens' Gas-L. (Bklyn)	20	1,200,000	, Var's	3.	Jan., '83		80
Bonds	1,000	315,000	A. & O.		April, '83	105	110
Harlem	50	1,850,000			Feb. '83		100
Jersey City & Hoboken Manhattan	20 50	750,000	J. & J.	5		$\frac{155}{235}$	$\begin{array}{c} 165 \\ 240 \end{array}$
Metropolitan	100	4,000,000	M & S	5 6		187	189
Ronds	500	2,500,000 750,000	E & A	3	May, '83	105	110
Bonds Mutual (N. Y.)	100	3,500,000	Onar	210	'April, '83	1154	11612
Bonds	1.000	1,500,000	MAN	6	1982	104	106
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '82	60	65
Scrip	Var's	700,000	M.&N.	312	May, '83	9.0	95
New York	100	4,000,000	M.&N.	5	May. '83	121	123
People's (Bklyn.)	10	1,000,000	J. & J.	3 12	Jan., '76		55
Bonds	1,000	375,000	M.&N.	342	May, '83	106	110
Bonds Central of New York	Var's	125,000	Var's		April, '83	90	95
Uentral of New York	50	466,000	F. & A.	3	Feb., '83	80 -	50
Williamsburg	50	1,000,000 1,000,000	Quar.	1 12	Feb., '82	70	75
Metropolitan (Bklyn.)	1,000 100	1,000,000	A. & O.	3		$105 \\ 82 \frac{1}{2}$	110 85
Municipal	100	$\begin{bmatrix} 1,000,000 \\ 3,000,000 \end{bmatrix}$		5	Jan., '83 (April, '83	180 -	182
Bonds	100	750,000	M .6 X	6	1888	106	110
Fulton Municipal	100	3,000,000	1		1000	100	72
Bonds		300,000		6		101	103
CITY RAILROADS.							
Bl'cker St. & Fult. F Stk	100	900,000	11 8 1	. 3.	Ian '92	. 90	25
1st mort	1,000	691,000		7	Jan., '83 July,1900	103	112
Br'dway & 7th AvSt'k.	100	2,100,000	0J.	$\dot{2}$	April. '83	145	118
1st mort	1,000	1,500,000	J. & D.	.7	April, '83 June, '84	101	103
Brooklyn City-Stock	10	2,000,000		312		210	215
1st mort	1,000	300,000		7		105	107
Br'dway Bkln.)-Stock.	100	200,000	Q.—J.	3	April, '83	180	200
Bklyn. Crosstown-Stock	100	400,000	Q.—J.	2	April, '83 April, '83		
1st mort. bonds	1,000	300,000	QJ.	7,	1888	100	102
Bushw'kAv. (Bkln)—St'k Cent.Pk.N.& E. Riv.—Stk	$\frac{100}{100}$	500,000	J. & J.	2 2	April, 80	120	$\frac{130}{141}$
Consol. mort. bonds		1,800,000 $1,200,000$	I & D	7	April, '83 April, '83 Dec., 1902	115	117
Christ'ph'r&10th St-Stk	100	650,000	F. & A	210	Feb., '83	110	115
Bonds	1,000	250,000	J. & J.	7 ~	1898	1110	117
DryDk.E.B.& Bat'y-Stk	100	1,200,000	QF.	4	Feb., '83	250	
1st mort., consol	500&c.	900.000	1. (5. 1).	7	June, '93	114	116
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	April, '83	250	
1st mort.	1,000	: 03,000	J. & J.	7	June, '84	100	
42d & Grind St.F'ry-Stk	$100 \\ 1.000$	748,000	M.&N.	$\frac{6}{7}$		225	110
1st mort Central Crosstown—Stk.	100	236,000 600,000	A. & O.	•	April, '93	80	$\begin{array}{c} 118 \\ 85 \end{array}$
1st mort	1,000	200,000	MEN	7	Nov.,1904	100	105
Houst.W.St.&P.F'yStk	100	250,000		•		90	100
1st mort	500	500,000	J. & J.	7	July, '94	111	
1st mort Second Av.—Stock	100	1,199,500	J. & J.	5	Jan., '83	180	
3d mort	1,000	150,000		7	April '85	103	106
Consol.	1,000	1,050,000	M.&N.		Nov., '88	107 245	108
Sixth Av.—Stock	1000	750,000	M. &N.	9	Mar., '83	245	115
1st mort	1,000	500,000 2,000,000	J. & J.	7	July. 30	1110	115
1st mort	1,000	2,000,000	I & I	5 7	May, '83 July, '90	$\frac{225}{110}$	112
Third Av.—Stock	100	600,000	F. & A.	4	Feb., '83	160	
1st mort	1.000	250 000			May, '93	113	115
Chicago and the Part of the Pa	THE RESERVE AND ADDRESS OF THE PERSON.	-					-

^{*}This column shows last dividend on stock, but date of maturity of son is.

Quotations in Boston, Philadelphia and Baltimore.

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SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
BOSTON.	1101		Buff. Pitts. & WGen., 6s		
Atch. & Topeka—1st, 7s. Land grant, 7s	$119\frac{1}{2}$ $112\frac{1}{4}$	93	Cam. & Ambov-6s, c.,'89 Mort., 6s, 1889.	109	10912
Atlantic & Pacific—6s	97 333 ₄	3378	Cam. & Atl.—1st,7s,g.,'93 2d, 6s, 1904	119	122 114
Boston & Maine-7s Boston & Albany-7s			Cons., 6 p. c. Cam. & Burl. Co6s, '97.	105	
Boston & Lowell—7s			Catawissa—1st, 7s, con. c. Chat. M., 10s, 1888		
Boston & Providence-7s			New 7s, reg. & coup Chart'rs V.—1st, 7s, 1901	121	
Burl. & Mo.—Ld. gr., 7s. Nebraska, 6s Ex.	113		Connect'g 6s, cp., 1900-04 Delaware - 6s, rg. & cp., V.	117	118
Nebraska, 6s Nebraska, 4s	8014		Del & Bound Br —1st, 7s East Penn.—1st, 7s, 1888	12514	
Chic.Burl.& Q.—D.Ex Conn. & Passumpsic—7s.			Easton&Amb'y-5s, 1920 El &Wmsp't-1st,6s, 1910	$105\frac{1}{2}$ $116\frac{1}{2}$	
Connotton Valley-6s			5s, perpetual. Harrish g—1st, 6s, 1883. H.&B.T.—1st, 7s, g., 1890	97	100
California Southern-6s East'rn, Mass6s, new	11012		Cons. 58, 1895	$\begin{array}{c} 114 \\ 85 \\ \mathbf{_{12}} \end{array}$	
Fort Scott & Gulf-7s Hartford & Erie-7s	11112		Ithaca&Ath.—1st, gld.,7s Junction—1st, 6s, 1882	•••••	
K. City Lawr. & So,-5s. K. City St. Jo. & C. B7s	104	105	2d, 6s, 1900 Leh. V.—1st,6s,C.&R,'98	$\frac{110}{122}$	$\frac{115}{125}$
l ittle R. & Ft. S.—7s, 1st Mass. Central—6s	90 21	9214	2d, 7s, reg., 1910 Cons. 6s, C.& R., 1923	$\frac{133}{124} \iota_2$	133 ¹ 4 125
Mexican Central—7s N. Y. & N. England—6s	7012	$70\frac{5}{6}$ $102\frac{1}{4}$ $110\frac{7}{6}$	N. O. Pac.—1st, 6s, 1920. No. Penn.—1st, 6s, cp., '85	$\frac{891_{2}}{104}$	104
N. Mexico & So. Pac.—7s	11234	113 8	2d, 7s, cp. 1896 Gen., 7s, reg., 1903 Gen., 7s, cp., 1903	$\frac{116^{1}2}{124}$	
Ogdensb.& L.Ch.—Con 6s Income Old Colony—7s			Debenture 6s, reg	104 2	
08			Norfolk & West.—Gen.,6s Oil City & Chic.—1st, 6s	100	10012
Rutland-6s, 1st.	95	96	Oil Creek—1st, 6s, coup Pennsylv.—Gen., 6s, reg.	$\frac{105}{124}$	106 125
T. Cinn. & St. L-1st, 6s.	103		Gen, 6s, cp., 1910 Cons., 6s, reg., 1905	$\frac{123}{120}$	125
Income	1012		Cons., 6s, coup., 1905	118 106	120
Main lineSTOCKS.		g	Cons., 5s, reg., 1919 Pa. & N. Y. C.—7s, 1896. 7, 1906	$\frac{121}{126}$	
Atchison & Topeka Boston & Albany	*83½ 182		Perkiomen-1st, 6s,cp.'87	103 113	113
Boston & Lowell	96 ¹ 2 *157		Cons., 6s, 1920	103	10312
Boston & Providence Cheshire, preferred	60	62	Phila. Newt. & N.Y.—1st Phil. & R.—1st, 6s, 1910		121
Chic. & West Michigan Cinn. Sandusky & Cleve.	•••••		2d, 7s, coup., 1893 Cons., 7s, reg., 1911	126	$\frac{118}{126}$
Concord	167	$\overline{167^{1}\!_{2}}$	Cons., 7s, coup., 1911 Cons., 6s, g., I.R.C.1911	125	12612
Conn. & Passumpsic Connocton Valley	2	3	Imp., 6s, g., coup., 1897	981 ₈	9814 1034
Eastern, Mass Eastern, New Hampsh		1	Gen., 7s, coup., 1908 Income, 7s, coup., 1896	91	95
Flint & Pere Marquette.	23	12512	Cons. 5s, 1st ser.,c., 1922 Cons. 5s, 2d ser.,c., 1933	63	634
Preferred Fort Scott & Gulf-Pref.	120^{14}	$121\frac{1}{4}$	Conv. Adj. Scrip, '85-88 Debenture coup., 1893‡	8934	
Common Iowa Falls & Sioux City.	*8112	901	Deb. coup. off, 1893	116	117
Little Rock & Ft. Smith. Maine Central	90	2912	Conv., 78, R. C., 1893	70	75
Manchester & Lawrence, Marq, Honghu'n & Onton	4612	47	Conv. 7s, cp.off, Jan., '85 Phil. Wil. & Balt4s, tr.ct	56 935 ₄	9414
Preferred	37	374	Pitts.Cin. & St. L.—7s, reg Pitts. Titus. & B.—7s,cp.	$\frac{122}{97}$ 1 ₂	9819
N. Y. & New England Northern of N. Hampsh. Norwich & Worcester	112 158		Rich & Dan.—Cons.int.6s Shamokin V. & Potts.—7s	123	124
Ogdensb. & L. Champlain	13912		Sunbury & Erie-1st, 7s. Sunb. Haz. & W1st, 5s	125 86	126 94
Old Colony Portland Saco & Portsm. Pullman Palace Car	111		2d, 6s, 1938. Syr.Gen.& Corn.—1st, 7s.	$\begin{array}{c c}28\\\hline 97^{1}_{2}\end{array}$	9812
Rutland—Preferred Revere Beach & Lynn		112	Union & Titusv.—1st, 7s. United N. J.—Cons.6s, 94	11512	
Tol. Cinn. & St. Louis Verm't & Massachusetts	334	378	Cons. 6s, gold, 1901 Cons. 6s, gold, 1908	0512	
Worcester & Nashua Wisconsin Central	2258	23	Gen., 4s, old, 1923 Warren & F.—1st, 7s, '96	114	
Preferred			West Chester-Cons. 7s W. Jersey-1st, 6s, cp.,'96	116 123	
PHILADELPHIA. RAILROAD STOCKS, † Allegheny Valley	4	5 5 5	1st, 7s, 1899 Cons. 6s, 1909 W.Jersey & Atl.—1st, 6s, C.	$\begin{array}{c} 112 \\ 105 \\ ^{1}2 \end{array}$	
Buffalo Pittsb. & West'n Preferred	153 ₈	$\frac{15}{30}$	Western Penn.—68, coup.	110 105	
Camden & Atlantic Preferred		50	6s, P. B., 1896		
Catawissa	23 58	24	Ches. & Del.—1st, 6s, 1886 Lehigh Nav.—6s, reg., 84.	10112	80
2d preferred	135	57	Mort RR reg. 1897	115 12	
East Pennsylvania Elmira & Williamsport	50 ¹ ₂	42	Cons., 7s, reg., 1911 Greenw'd Tr., 7s, reg. Morris—Boat Loan rg., '85		
Preferred. Har. P. Mt. Joy & Lanc'r	55	60	Pennsylv.—6s, cp., 1910 Schuylk. Nav.—1st,6s,rg.	1071	108
Huntingd'n & Broad Top Preferred	14	15	2d, 6s, reg., 1907	9012	91
Lehigh Valley Preferred	66		RAILR'D STOCKS. Par		
Little Schuylkill	60	$\begin{array}{c} 601_4 \\ 64 \end{array}$	Baltimore & Ohio100 1st pref	$\frac{197^{1}}{130}$	
Nesquehoning Valley Norfolk & West'n—Com.	44	53 45	2d pref50	$\frac{127}{8}$ $\frac{8}{563}$	9
Preferred Northern Central	5614		Northern Central50 Western Maryland50	13	56 ⁷ 8
North Pennsylvania Pennsylvania	5758	67	Central Ohio—Com50 Pittsburg & Connellsville	5134	
Allotments Philadelphia & Erie	$\begin{bmatrix} 77 \\ 18 \end{bmatrix}$	20	RAILROAD BONDS. Atlanta & Charl.—1st	10312	1085a
Phila. Ger. & Norristown Phila. Newtown & N.Y		108	Inc	7858	79
Phila. & Reading	2758	2734	Charl. Col. & Aug.—1st	99	100
Phila. Wilm. & Balt Pittsb. Cin. & St. L.—Com.	6	9	Columbia& Greenv.—1sts 2ds	1043 ₄ 80 6	105
St. Paul & Duluth-Com. Preferred	37 96		N.W.Va.—3d, guar.,J&J. Pittsb.&Con'ells.—7sJ&J	12212	1051
United N. J. Companies. West Chester—Cons. pref.	19218		No.Central—6s, '85, J.&J. 6s, 1900, A. & O	$104\frac{1}{2}$ $115\frac{3}{4}$	1164
West Jersey & Atlantic.	3712	50	6s, gold, 1900, J. & J Cen. Ohio.—6s, 1st.M.&S.	117 109 ¹ 4	
Lehigh Navigation	4314	4312	W.Md6s, 1st, g., J.&J. 1st, 1890, J. & J.	110 ¹ 4 115	116 ¹ 2
Pennsylvania Schuyikill Navigation	· · · · · · ·		2d, guar., J. & J	11014	
Preferred. RAILROAD BONDS.	1534	16	2d, guar. byW.Co.,J.&J. 6s, 3d, guar., J. & J.		12712
7s, E. ext., 1910		123	Mar.&Cin.—78, '91,F.&A.	131 ¹ 4 105 ¹ 4	106
Inc. 7s. end., coup., '94' Belvid'e Del.—1st,6s,1902	700	121	Richm, & Dany.—Gold, 6s.	98	54 ¹ 4 100 120
2d, 6s, 1885	104	102	Union RR.—1st, gua.J&J Canton endorsed		103
2d. 7s, 1908	101	102	Virginia & Tenn.—6s 8s Wil. & Weldon—Gold, 7s.	124_{12} 120	125 2
Cons. 6s, 1921			Vilm. C. & Aug.—69	111 1	112
* Ex-dividend, † P	er shar	e.	‡ In default. § Ex-r gh	ts	

RAILROAD EARNINGS.

earnings of al		from wh			
Roads.	Weck or Mo	arnings Re 1883.		Jan. 1 to L	
	Week of Mo		1882.	1883.	1882.
Ala.Gt.Southern	warch	85,822	68,885	\$ 251,721	\$ 196,190
Atch.Top.&S.Fe Buff. Pittsb.& W	March	$1,284,120 \\ 78,821$	$1,203,073 \\ 62,150$	$3,181,040 \\ 78,821$	$\begin{array}{r} 3,335,773 \\ 62,150 \end{array}$
enr Ced.R.& No.	Ith wk Apr	61,828	47,884	855,568	880,865
anad'n Pacific led. R. & Mo. R.	3d wk Apr. January	$\begin{array}{c c} 93,370 \\ 224,723 \end{array}$	40,181 255,444	959,130 $224,723$	$\begin{array}{c} 426,037 \\ 255,444 \end{array}$
extral of Ga	March	276,000	258,166	921,700	860,905
entral Iowa Central Pacific	April	100,805 $2,035,000$	82,044 $2,054,687$	373,896 7,269,633	361,165 $7,584,568$
hosan, & Ollo.	March	270,675	215,444	765,104	603,243
hicago & Alton	lst wkMay March	143,050 2,396,584	113,197 $1,566,217$	2,603,377 $5,633,285$	2,370,484
hic. Bur. & Q hic. & East. Ill	4th wk Apr	29,385	31,469	516,355	4,682,351 $532,978$
hic.& Gr.Trunk hic. Mil.&St. P.	WK Apr 28.	57,070 461,000	50,562 358,664	899,492 7,094,000	675,818
hie & NorthW.	list wkMay	417,600	421,700	6,924,809	6,248,531 6,882,483
h.St.P.Min.&O.	lstwkMay	100,400	84,000	1,552,728	1,535,088
hic. & W. Mich. in.Ind.St.L.&C.	April	31,052 $196,371$	35,738 $194,474$	469,964 761,275	471,314 802,868
incinnatiSouth	March	11.100		565,924	603,210
lev. Akron& Col ol. Hock. V.& T.	2d wk Apr.	$11.180 \\ 65.474$	10,627 $69,924$	$159,635 \\ 783,416$	$\frac{149,035}{728,125}$
anhury & Nor.	March	15,902	14,419		
env. & Rio Gr. env. & R.Gr.W.	1st WkMay	126,600 18,600	135,006	2,073,600 148,700	,2,109,099
es Mo.& Ft. D.	3d wk Apr.	6,120	6,086	87,422	118,599
et. Lan. & No	4th wk Apr	41,834 $21,210$	39,085	468,027	502,012
ub. & Sioux C. astern	4th wk Apr	72,787	$22,261 \\ 71,776$	330,24° 1,053,032	360,356 944,882
Tenn. Va. &Ga.	April	265,534	220,402	1,240,448	958,244
liz. Lex. & B.S. vansv. & T. H.	4th wk Apr	52,994 $14,671$	31,416 17,808	156,527 $227,050$	86,877 $245,247$
lint & P. Marg.	4th wk Apr	63.687	53,603	822,673	716,814
t.W. & Denver.	March	6,900 148,041	114,257	425,738	350,155
rand Trunk	Wk Apr.28	328,487	316,558	5,465,086	4,995,731
r.Bay W.&St.P. ulfCol&San.Fe	4th wk Apr April	9,770 $120,064$	7,815 66,461	121,996 556,773	$119,041 \\ 328,475$
annibal&St.Jc	1st wkMay	41,100	37,500	838,213	659,273 $51,791$
lous.E.&W.Tex lous.& Tex.Cen	March	26,517	18,215	73,153 $768,103$	51,791 $575,815$
Hnois Cen. (Ill.)	April	463,307	499,934	2,037,392	2,147,536
Do So. Div.	April	$160,040 \\ 265,084$	$\frac{140,080}{247,529}$	606,982 $1,426,637$	622,723 $1,120,209$
d.Bloom.& W.	April	215,913	205,934	935,787	782,052
.C.Ft.S. & Gulf .C. Law. & So.	3d wk Apr.	27,774	26,864	560.327	503,143
. Erie & West'n	1th wk Apr	$131,394 \\ 26,507$	$86,456 \\ 34,681$	$333,801 \\ 452,592$	226.436 435,997
.R. & Ft.Smith	April	37,652	28,265	175,742	136,557
Rk.M.Riv.&T.	Aprillst wkMay	29,456 $55,905$	21,066 $50,816$	$128,869 \\ 647,424$	78,591 591, 9 53
ouisa. & Mo. R.	January	49,569	41,361	49,569	41,361
ouisv.& Nashv. [ar.Hough.& O	1th wk Apr March	286,774 20,000	$278,006 \\ 24,052$	4,216,008 $56,203$	3,947,279 $72,133$
Iemp. & Charl.	April	80.766	71,187	398,582	352,882
lexican Cent Do No.Div	2d wk Apr. 3d wk Apr.	$38.154 \\ 4.919$		510,442	•••••
lexican Nat'l	4th wk Apr	20,618		$61,520 \\ 242,604$	
	1st wkMay	17,830	14,510 $123,250$	311,075	283,547
	1st wkMay 1st wkMay	139,783 18.808	12,994		
Int. & Gt. No.	1st wk May	57,900	46,247		
Mo. Kan. & T St.L.lr.Mt.&S.	1st wkMay 1st wkMay	118,148 $119,498$	101,947 $124,143$		
Tex. & Pacific.	1st wkMay	160,302	97,555		
Wab.St.L.& P. Whole System	1st wkMay	$285,485 \\ 839,924$	283,502 789,638		
lobile & Ohio	April	128,462	141,957	696,746	608,388
ash.Ch.&St.L. Y.L.E.& West.	March February.	206,164 1,283,616	177,336 1,304,758	598,814 2,803,485	523,063 $2,623,755$
Y.&N. Engl'd	April	268,853	261,044	1,043,728	957,369
Y. Susq. & W.	March	76,974 $175,562$	51,219	211,783 $784,727$	136,998 664,793
orthern Cent	March	506, > 65	171,793 114,789	1,492,982	1,235,708
orthern Pacific hio Central	lst wkMay lst wkMay	182,200 23,605	139,150	2,127,943 317,433	1,477,618 311,350
hio & Miss	February	283,999	19.065 $260,139$		
	April	29.720	29,040	134,270	113,382
regon Imp. Co.	February.	233,140	210,950	$210,290 \ 473,683$	441,133
regon R.&N.Co ennsylvania	March	418,100	420,385	1,058,400	1,103,053
eo. Dec. & Eve.	March 4th wk Apr	4,189.38t 17,512	3,912,293 $20,348$	$\begin{array}{c} 11,830,952 \\ 213,525 \end{array}$	$10,592,364 \\ 253,514$
	34	308,069	265,311	923,472	761.281
madelp.& Erie			1,610,039	4,731,878	4,403,585 $2,804,606$
alladelp.& Erie hila. & Read Do C. & Iron	March March March	1,669,241 $1.160,483$	977.631	3,035.021	
nladelp.& Erie hila. & Read Do C. & Iron ichm.& Dany.	March Warch Ist wk May	1,160,483 †59,500	977.631 †44,200	3,035,021 $1,268,328$	1,225,456
nladelp.& Erie hila. & Read Do C. & Iron ichm.& Danv. Ch'l Col.&Aug. Columb. & Gr.	March Varch 1st wk May 1st wk May	1,160,483 †59,500 †6,570	†44,200 †6,030	3,035,021 $1,268,328$ $308,294$	$\substack{1,225,456\\258,532}$
mladelp.& Erie hila. & Read Do C. & Iron ichm.& Danv. Ch'l Col.&Aug. Columb. & Gr. Va. Midland.	March Warch Ist wkMay Ist wkMay Ist wkMay Ist wkMay	1,160,483 †59,500 †6,570 †5,600 †19,970	†44,200 †6,030 †5,800 †15,761	3,035,021 1,268,328 308,294 303,405 480,148	1,225,456 258,532 268,980 409,272
alladelp. & Erie hila. & Read. Do C. & Iron ichm. & Danv. Ch'l Col. & Aug. Columb. & Gr. Va. Midland. West No. Car.	March Varch Ist wkMay Ist wkMay Ist wkMay Ist wkMay Ist wkMay Ist wkMay	1,160,483 †59,500 †6,570 †5,600 †19,970 †1,300	†44,200 †6,030 †5,800 †15,761 †2,920	3,035,021 $1,268,328$ $308,294$ $303,405$ $480,148$ 86.081	1,225,456 258,532 268,980 403,272 53,276
niladelp. & Frie hila. & Read Do C. & Iron lehm. & Danv. Ch'l Col. & Aug. Columb. & Gr. Va. Midland West No. Car. Johnsb. & L. C. L. Alt. & T. H.	March Warch Ist wkMay Ist wkMay Ist wkMay Ist wkMay	1,160,483 †59,500 †6,570 †5,600 †19,970 †1,300 16,763 30,594	†44,200 †6,030 †5,800 †15,761 †2,920 13,575 27,430	3,035,021 1,268,328 308,294 303,405 480,148 86,081 16,763 467,994	1,225,456 258,532 268,980 409,272 53,276 13,575 409,093
niladelp. & Erie hila. & Read Do C. & Iron lohm. & Danv. Ch'l Col. & Aug. Columb. & Gr. Va. Midland West No. Car. Johnsb. & L. C. L. Alt. & T. H.	March Varch Ist wk May Ist wk May Ist wk May Ist wk May Ist wk Apr. January Ith wk Apr	1,160,483 †59,500 †6,570 †5,600 †19,970 †1,300 16,763 30,594 15,900	†44,200 †6,030 †5,800 †15,761 †2,920 13,575 27,430 15,557	3,035,021 $1,268,328$ $308,294$ $303,405$ $480,148$ 86.081 $16,763$ $467,994$ $268,904$	1,225,456 258,532 268,980 409,272 53,276 13,575 409,093 266,340
niladelp.& Erie hila. & Read Do C. & Iron ichm.& Danv. Ch'l Col.&Aug. Columb. & Gr. Va. Midland West No. Car. Johnsb.&L.C. L. L.Alt. & T.H. Do (brehs Louis & Cair. L. & San France	March	1,160,483 †59,500 †6,570 †5,600 †19,970 †1,300 16,763 30,594 15,900 7,709	144,200 16,030 15,800 15,761 12,920 13,575 27,430 15,537 5,962 58,700	3,035,021 1,268,328 308,294 303,405 480,148 86,081 16,763 467,994 268,904 110,857 1,206,099	1,225,456 258,532 268,980 409,272 53,276 13,575 409,093 266,340 115,356
niladelp. & Frie hila. & Read. Do C. & Iron lohm. & Danv. Ch'l Col. & Aug. Columb. & Gr. Va. Midland. West No. Car. Johnsb. & L. C. L. Alt. & T. H. Do (brehs. Louis & Cair. L. & San France, Paul & Dui.	March Varch Ist wkMay Ist wkMay Ist wkMay Ist wkMay Ist wkMay Ist wkApr. January Ith wkApr Ith wkApr ith wkApr ith wkApr st wkMay	1,160,483 †59,500 †6,570 †5,600 †19,970 †1,300 16,763 30,594 15,900 65,800 20,236	144,200 16,030 15,800 15,761 12,920 13,575 27,430 15,557 5,962 58,700 18,754	3,035,021 1,268,328 309,294 303,405 480,148 86,081 16,763 467,994 268,964 110,857 1,206,099 318,211	1,225,456 258,532 268,980 403,272 53,276 13,575 409,093 266,340 115,356 1,077,904 266,071
niladelp. & Frie hila. & Read Do C. & Iron lohm. & Danv. Ch'l Col. & Aug. Columb. & Gr. Va. Midland West No. Car Lolis & Car Louis & Carr Louis & Carr Laul & Dul Paul & Dul Pac. Cal. N. I	March Varch Ist wkMay Ist wkMay Ist wkMay Ist wkMay Ist wkMay Ist wk Apr. January Ith wk Apr Ist wkMay Ist wkMay	1,160,483 †59,500 †6,570 †5,600 †19,970 †1,300 16,763 30,591 15,900 7,709 65,800 20,236 160,000	144,200 16,030 15,800 15,761 12,920 13,575 27,430 15,557 5,962 58,700 18,754 149,920	3,035,021 1,268,328 309,405 480,148 86,081 16,763 467,994 268,904 110,857 1,206,099 318,211 2,581,196	1,225,456 258,532 268,980 403,272 53,276 13,575 409,093 266,340 1,077,904 266,071 2,065,633
nlladelp. & Erie hila. & Read hila. & Read Do C. & Iron on the Columb. & Gr. Va. Midland. West No. Car. Johnsb. & L.C. Johnsb. & L.C. L. Alt. & T. H. Do (brchs Louis & Cair. L. & San France, Paul & Dul. P. Minn. & M. Do Pac. Cal. N. I. Do So, Div.	March Varch Ist wkMay Ist wkMay Ist wkMay Ist wkMay Ist wkMay Ist wkApr. January Ith wkApr Ith wkApr ith wkApr ith wkApr st wkMay	1,160,483 †59,500 †6,570 †5,600 †19,970 †1,300 16,763 30,594 15,900 7,709 65,800 20,236 160,000 86,989 299,733	144,200 16,030 15,800 115,761 12,920 13,575 27,430 15,557 5,962 58,700 18,754 149,920 73,882 320,560	3,035,021 1,268,328 309,294 303,405 480,148 86,081 16,763 467,994 268,904 110,857 1,206,099 318,211 2,581,196 86,989 299,733	1,225,456 258,532 268,980 403,272 53,276 13,575 409,093 266,340 115,356 1,077,994 266,071 2,065,633 73,882 320,560
nlladelp. & Erie hila. & Read hila. & Read Do C. & Iron olehm. & Danv. Ch'l Col. & Aug. Columb. & Gr. Va. Midland. West No. Car. LJohnsb. & L.C. L. Alt. & T. H. Do (brchs.) Louis & Cair. L&San Frant, Paul & Dul. Pac. Cal. N. I. Do So. Div. Do So. Div. Do Arizona	March	1,160,483 †59,500 †6,570 †5,600 †19,970 †1,300 16,763 30,594 15,900 7,709 65,800 20,236 160,000 86,989 299,733 150,001	144,200 16,030 15,800 115,761 12,920 13,575 27,430 15,557 5,962 58,700 18,754 149,920 73,842 320,560 216,074	3,035,021 1,268,328 303,294 303,405 480,148 86,081 16,763 467,994 268,904 268,904 110,857 1,206,099 318,211 2,581,196 86,93 299,733 150,001	1,225,456 258,532 268,980 409,272 53,276 13,575 409,093 266,340 115,356 1,077,904 266,071 2,065,633 73,882 320,560 216,074
hiladelp.& Erie hila. & Read Do C. & Iron on the Columb. & Cr. Va. Midland Va. Midland West No. Car. Johnsb.&L.C. L.Alt. & T.H. Do (brchs Louis & Cair. L. & San France. Paul & Dul P. Miun. & M. D. Pac. Cal. N.I. Do So. Div Do N. Mex Moto Valley	March Varch Ist wkMay Ist wkMay Ist wkMay Ist wkMay Ist wkMay Ist wkApr. January Ith wk Apr Ith wk Apr Ith wk Apr Ist wkMay Ist wkMay Ist wkMay Ist wkMay Ianuary January January January January	1,160,483 †59,500 †6,570 †5,600 †19,970 †1,300 16,763 30,594 15,900 20,236 160,000 86,989 299,733 150,001 56,574	144,200 16,030 15,800 15,761 12,920 13,575 27,430 15,537 58,760 18,754 149,920 73,882 320,560 216,074 66,469	3,035,021 1,268,328 303,294 303,405 480,148 86,081 16,763 467,994 268,904 110,857 1,206,099 318,211 2,581,196 86,939 299,733 180,001 56,574	1,225,456 $258,532$ $268,980$ $409,272$ $53,276$ $13,575$ $409,093$ $266,340$ $115,356$ $1,077,904$ $206,071$ $2,065,633$ $73,882$ $320,560$ $216,074$ $66,469$
niladelp.& Erie hila. & Read hila. & Read Do C. & Iron ichm.& Danv. Ch'l Col.&Aug. Columb. & Gr. Va. Midland West No. Car. LJohnsb.&L.C. LAIL. & T.H. Do (brchs Louis & Cair. L.&San Frant. L. Paul & Dul. P. Minn.& M. D. Pac.Cal. N.I. Do So. Div Do Arizona. Do N. Mex buth Carolina	March Varch Ist wkMay Ist wkMay Ist wkMay Ist wkMay Ist wkMay Ist wk Apr. Ist wk May Ist wk M	1,160,483 †59,500 †6,570 †5,600 †19,970 †1,300 16,763 30,591 15,900 7,709 65,800 20,236 160,000 86,989 299,733 150,001 56,574 37,762 136,783	144,200 16,030 15,800 15,761 12,920 13,575 27,430 15,557 5,962 58,700 18,754 149,920 73,882 320,560 216,074 66,469 41,408 112,878	3,035,021 1,268,328 303,405 480,148 86,081 16,763 467,994 268,904 110,859 318,211 2,581,196 86,989 299,733 150,001 152,599 415,973	1,225,456 258,532 268,980 403,272 53,276 13,575 409,093 266,340 1,077,904 266,071 2,065,633 73,882 320,560 216,074 66,469 154,621 365,118
miadelp.& Erie hila. & Read hila. & Read Do C. & Iron Columb. & Car. to Columb. & Gr. Va. Midiand. West No. Car. t. Johnsb.& L. C. t. L. Alt. & T. H. Do (brchs. t. Louis & Cair. t. L. & San Frant. Paul & Dul. t. P. Minn. & M. Do Pac. Cal. N. I. Do So. Div Do Arizona. Do N. Mex bith Carolina mion Pacific tah Central	March Narch Ist wk May Ist wk Apr. Inuary Ith wk Apr Ith ward Ith warch April April	1,160,483 †59,500 †16,570 †5,600 †19,970 †1,300 16,763 30,591 15,900 65,800 20,236 160,000 86,989 299,733 150,001 56,574 37,762 136,783 2,199,23	144,200 16,030 15,800 15,761 12,920 13,575 27,430 15,557 5,962 58,700 149,920 73,882 320,560 216,074 66,469 41,408 112,878 2,362,004	3,035,021 1,268,328 309,294 303,405 480,148 86,081 16,763 467,994 268,904 110,857 1,206,099 318,211 2,581,196 86,989 299,733 180,001 156,574 152,599	1,225,456 258,532 268,980 403,272 53,276 13,575 409,093 266,340 1,077,994 266,071 2,065,633 73,882 320,560 216,074 66,469 154,621 365,118 8,776,237
niladelp.& Erie hila. & Read Do C. & Iron ichm.& Danv. Ch'l Col.& Aug. Columb. & Gr. Va. Midland West No. Cart. Johnsb.& L. C. L. Alt. & T. H. Do (brchs Louis & Cairt. L. & San Frant. Paul & Dul. C. P. Minn.& M. D. Pac. Cal. N. I. Do So. Div Do Arizona Do N. Mex Boto Valley Boto Valley Boto Valley Boto Valley Boto Carolina nion Pacific Boto Carolina chentral	March Varch	1,160,483 †59,500 †6,570 †5,600 †19,970 †1,300 16,763 30,594 15,900 20,236 160,000 86,989 299,733 190,001 56,574 37,762 136,783 2,199,23 104,669 43,761	144,200 16,030 15,800 15,876 12,920 13,575 27,430 15,537 5,962 58,700 18,754 149,920 73,882 320,580 216,074 66,469 41,408 112,878 2,362,004 121,026 36,173	3,035,021 1,268,328 309,294 303,405 480,148 86,081 16,763 467,994 268,904 110,857 1,206,099 318,211 2,581,196 86,989 299,733 150,001 56,574 152,599 415,973 8,418,378 302,730 139,609	1,225,456 258,532 268,980 409,272 53,276 13,575 409,093 266,340 115,356 1,077,904 266,071 2,065,633 73,882 320,560 216,074 66,469 154,621 365,118 8,776,237 360,497 126,491
niladelp.& Erie hila. & Read hila. & Read Do C. & Iron och	March Varch Ist wk May Ist wk Apr. Ist wk May Ist	1,160,483 †59,500 †6,570 †5,600 †19,970 †1,300 16,763 30,594 15,900 20,236 160,000 86,989 299,733 190,001 56,574 37,762 136,783 101,669 43,761 76,846	144,200 16,030 15,800 15,876 12,920 13,575 27,430 15,537 5,962 58,700 18,754 149,920 73,882 320,580 216,074 66,469 41,408 112,878 2,362,004 121,026 36,173	3,035,021 1,268,328 309,294 303,405 480,148 86,081 16,763 467,994 268,907 1,206,099 318,211 2,581,196 86,939 299,733 180,001 152,599 415,973 8,418,378 302,730 139,609 200,724	1,225,456 258,532 268,980 403,272 53,276 13,575 409,093 266,340 115,356 1,077,994 206,071 2,065,633 73,882 320,560 216,074 66,469 154,621 365,118 8,776,237 360,497

RAILROAD EARNINGS.

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

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 May 5:

Average amount of-

Banks.	Capital.	F	Aven	rage amous	Net dep'ts	
	,,	Loans and discounts.	Specie.	Legal Tenders.	other than U.S.	Circula- tion.
New York	2,000,000	8,000,000	1,450,000	\$ 435,000	7,888,000	495,009
Manhattan Co Merchants	2,050,000 2,000,000	7,020,800	1,656,000 56,000	331,000 618,000	6,150,000 5,611,300	959,400
Mechanics' Union America	2,000,000 1,200,000 3,000,000	7,446,000 4,273,500 8,877,000	1,239,000 833,700	2×8.300	8,405,000 3,505,500	*****
Phoenix	1,000,000	3,159,000	1,051,900 423,000 2,532,300	427.800 316,500 324.000	6.034,200 2.834.000 8.122 5 0	1,10 9 267,600
City Tradesmén's Fulton	1,000,000 600,600	3,004,000 1,618,900	286,000 356,900	143,600 79,100	1,764,900	792,100
Merch'nts' Exch. Gallatin Nation'l	300,000 1,000,000 1,000,000	12,977,200 3,356,200 4,871,500	2,866,200 369,100 552,200	484,000 432,200	13,072,930 2,530,900	281,700
Butchers'& Drov. Mechanics' & Tr.	300,000 200,000	2,050,900 878,000	375,600 158,000	147,400 79,400 81,000	2.500.800 1,913,900 953.000	781,500 281,200 45,000
Greenwich Leather Man'f'rs	200,000 600,000	1,046,200 8,019,860	31,500 411,700	151.200 295,800	1,0-3,600 2,546,400	2,60 0 53 4,000
State of N. York. American Exch.	300,000 800,000 5,000,000	1,13,,830 4,255,400 12,251,000	192,9 ₀₀ 688,0 ₀₀ 2,056,0 ₀₀	102,900 187,700 815,000	1,118.606 4.085,606 9.651 000	19,400
Commerce Broadway	5,000,000,0 1,000,000,1	5,913.400	2,415.700 1,163,800	649,000 129,706	8.607,700 4.588,800	1,010,500 900,000
Mercantile Pacific Republic	1,000,000 422,700 1,500,000	5,667,300 2,2-9,400 4,281,400	352,500 328,400	951,100 209,100 546,700	5.375,200 2,468,200 2,612,100	701,000 540,000
Chatham	450.000 200.000	3.459,600 1.443,900	328,400 806,500 112,206	169,100 153,400	3,7 0.500 1,700.2 %	45,000 5,400
North America Hanover Irving	700,000 1,000,000 500,00	3,000,4)0 9,177,2)0 3,164,000	349,000 1,947,800 3,1,600	222,906 601,406 849,600	2,966.906 10,024 600 2,947:30	150,000
Metropolitan Citizens'	8,000,000	12.542 006 2.576.4 10	1,972,000 458,800	514,000 214,300	9.274,000 2,563.400	417.000 3.2(4 000 264 300
Market	500,000 500,000 500,000	2,355,200 2,854 706 2,525,700	13 ± 1 ₀₀ 451,2 ₀₀ 230,2 ₀₀	190,800 88,000 83,100	2,521,200 2,273,900	437,600
Shoe & Leather Corn Exchange	500,000 1,000,000	2,879 000 4,641,000	854,0 ₀ (871,8 ₀ (217,000 171,000	2,132,106 3,464 0, 0 3,999,306	450,000 4,800
Oriental	1,000,000 300,000	5,657,900 2.175,800	1,412,300	199,300 299,900	6.253,600 2.033,200	450,00 0
Marine	1.500,000 2,000,000	3,051,000 18,413,800 17,534 4 00	877.00(4,441,0 ₀ (8,265,9 ₀ (175,000 599,809 1,454,100		270,000 1,328,200 45,000
Wall St. Nation'l North River	240,000 240,000	1,700,400 1,618.000	9,265,900 202,300 16,000	115 100 2.4.00	1,601.906 1,560.000	
Fourth National. Central Nat	250,000 3,200,000 2,000,000	1,097,500 15,845,200 7,641,000	3.132.7 ₀₀ 954,0 ₀₀	114.8 ± 0 871.500 $1.132.000$	939,100 15,788,300 8 171,000	221,400 539,930
Second Nation'l Ninth National	300.000	5.70 1.200	1 014.9 m	3.0.000 461.700	4.348,000 5,549,800	297,000 90,000 590,000
First National Third National N. Y. Nat. Exch	1,000,000 1,000,000	13,934,000 4,985.500 1,349,8±0	3,444,400 850,700 146,700	4:0.900 7:8.100	5,331,3 (0)	44.900
Bowery National N. York County.	300,000 250,000 200,000	1,535,500 1,639,500	19,700	139 706 179,406 514 100	1.037,200 1.838.206 2.006 906	268.000 2:83.069 180,009
Germ'n Americ'n Chase National	75),000 3:0,000	2,433.700 4,785,200	257,90 1,000,1-10 473,606	66.600 315.000	2,013,300 5 627,700]	45,000
German Exch	200,000 200,000	2,143,300 1,784,6)(1,789,400	44,000 71.500	74 7a(175,0)0 148,0)0	2 253 25 1.979,8 0 1,8 0,800	•••••
Lincoln Nat	500,000 800,000	4,696,200 1,22:,200	1,038,400 210,100	202,-00 154,900	4,995.400 1,371,100	448,60 0 45,000
Garfield Nat	81.182,700	835,200 315,507,400	23,800	20.077.690	296,970 8 0	179,100
The deviation	as trom	eturns of	previou	18 Week	are as IOI	ws:
Legal tenders	lnc	. 2,032,300	Circulat	ion	Dec.	103,80
	g are th	e totals fo	or three iders. De	weeks: posits. Cir	culation. A	ga. Clear
1883. \$ Apr. 21310,807 28312,895	000 53,83 000 53,73	9,800 18,42 1,800 19,639	3,500 296, 6 9,000 299, 9	376,100 16 922,400 16	,493,800 - 82 ,312,400 - 64	5,770,284
May 5315,507. Boston Ban		9,100 20,07	7,600 293,9	170,300 10	,233,600 77	3,087,780
1883. Loan	s. Spe	cie. L. Ten	ders. Dep	oosits.* Cir	culation. A	gg. Clear
Apr. 23 142,7-9. 30 142,925, May 7 141,560	600 5,04	3,000 3,169 3,900 3,555 7,600 3,728	,300 83,4	151.400 30	0.186,200 6	73,338 93 5 4,690,01 3 81,032,50 0
* Including the i	tem " đue	to other ba	nks."		XXI	
Philadelphi are as follows:			100 M		-	e de la companya del companya de la companya del companya de la co
1883. Apr. 23	Loans. \$ 75.743,267	L. Tender 8 17,170,79			culation. A: .828.541 5	7.897 579
May 7	75,292,485	17,466,8	15 66,130	8,013 9	.761,181 4	
Unlisted Se		.—Follow		quoted a		Street: . Asked.
Am. Railw'y Im Ex bonds and	p.Co-	_	N.Y.W.	Sh.&Buff. h.iss.on ol		
Atl. & Pac.—6s, Incomes	1st		58		801	
Blocks 35 per Cent. Branch	cent11-	14 115	Prefe	rred	58	67
Am. Elec. Light	o		North P		onds. 917	
Am. Bank Note Bost, H. & E.—No	wst'k	38 13	N.Y.Ch	ic&St.L. c		117
Buff. N. Y. & P	1.,new 23	1 ₄ 1 ₂ 31	Incom	nes		
Preferred, nev Brush El.Lt.Par Cal. & Chi. Ca'l	'nt Co		ered v	Sh. Line when issue		115
Chie & Atl.—Stk do Beneficiary	1		Subs.	ex-bd. &		
1st mort Contin't'l Cons	9	21 ₈ 105 71 ₉ 51	Pensac.			25
Den.& R.G.R'y- Denver!i). G.	-Cons. 9	64 994 13 34	Pitts. &	Western	17	20
1st mort Denver & N. Or	80	078 8112		D.Ext. sul Pitts. con	s.,1st	••••
Subsidy scrip Edison Elec. Li	ght 2	75 295	St. Jo. 6 St. Jo	& West . & Pacifi	c 1st. 60	3
Ga. Pac. R'y., 1 Gal. Houst. &	Hen	65 87		do & Neb.,	2d 24 1st 62	
Gal. Har. & S. A I. B. & W. inc. 1	ods	7	Tex.&C	ol.Imp.—	2d 233 60 p.e	
1nd. Dec. & Spr 1st mort. fund	7		Tex.&S		A.Div 754	14 7858
Keely Motor Mahoning Coal	& RR	10	ex-bo	nds		••••
Mexican. Nat Preferred		i 47	U. S. E	Pac. inc. (lec. Light & & Meric	126	638
Mich.&OSubs M.U.St'k Trust	.65 p.c	$\frac{6}{73}$ $\frac{47}{20}$	1st m	g & Meric ort ort	96	100
M. K. &. T. inc. N. J. & N. Y	scrip	3	Incon	nes sin Centra	26	33
		••••				

ABSTRACT FROM REPORTS OF THE NATIONAL BANKS MADE TO THE COMPTROLLER, MARCH 13, 1883.

ABSTRACT FROM	I RE	PORTS	OF	THE	NATI	ONA	L B	ANKS	MA	DE T	O T	HE (COMP	TRO	LLE	R, N	IARCH	13,	1883.	•
March 13, 1883.	Number of banks.	Capit	al.	Surp	lus.	In	dividi	Deposi		her,	(I)	ans ar iscount netudi; rdraft	ts.	, (fold.		Silver.	10	gallender ind U. gerlificate of depres	8.
Maine. New Hampshire. Vermont Boston Massachusetts, other Rhode Island.	72 49 45 54 191 62	7,780 $50,750$ $45,40$ $20,31$	0,000 6,000 0,000 2,500 5,050	1,1 $1,7$ $11,4$ $13,4$ $3,9$	07,757 18,321 95,907 20,462 16,894 80,365		$5,459 \\ 64,59 \\ 43,19 \\ 11,07$	7,187 9,316 1,232 5,571 6,284	3 1 2 1	39,412 $28,964$ $30,808$ $08,018$ $90,129$ $19,319$	1	18,696 8,286 12,478 09,015 83,013 30,037	5,104 6,180 5,666 6,406 7,149	4 1	\$535,5 120,7 154,2 ,768,6 ,289,6	69 86 33 00 71	\$66,26 42,16 45,8: 131,74 275,99 61,8:	33 50 24 17 75 34	\$222,69 132,43 234,13 3,677,23 1,576,61 409,21	4 2 7 3 0
Total Division No. 1	$\frac{87}{561}$	$\frac{25,700}{\$166.52}$			$\frac{72,381}{12,087}$		$\frac{22,67}{60,94}$			$\frac{45,853}{62,503}$		$\frac{42,089}{03,616}$			$\frac{,027,9}{,167,2}$		\$778,0		931,96 87,184,31	8
New York City Albany New York, other	48 7 252	\$50,350 1,800 33,91	0,000 0,000 4,160	\$23,3 1,4 8,4	22,502 $00,000$ $74,360$	\$2	7,00 $7,25$ $79,60$	$8,301 \\ 6,540 \\ 2,717$	\$0 7	75,194 $79,105$ $00,228$	\$2	39,085 8,973 89,728	5,537 3,341 3,922	\$41	$ \begin{array}{c} -402,5 \\ 512,0 \\ 437,1 \end{array} $	03 06 36	51,189,56 27,68 520,58	88 89 87	15,353,37 $691,11$ $3.561.21$	3
New Jersey Philadelphia. Pittsburg Pennsylvania, other	66 32 23 207	12,000 $17,558$ $10,050$ $30,818$	8,000 0,000	$\frac{8,6}{3,2}$	02,165 $41,803$ $67,015$ $07,904$		27,999 58,609 21,499 61,73	$9.256 \\ 9.723$	2 2	85,099 35,170 28,469 64,012		31,752 $60,178$ $25,695$ $66,001$	3,012 5,264	1	$677,3$ $,0 \times 6,3$ $,420,2$ $,708,5$	$\frac{36}{92}$	$egin{array}{c} 233,93 \ 652,33 \ 145,6 \ 656,33 \end{array}$	33 19	1,537,45 5,454,92 1,614,69 2,900,10	2 8
Total Division No. 2	635	\$156,48			15,749		73,7 0.			67,277		21.414			,244,1		\$3.505,8	-1-	31.112,87	_
Delaware. Baltimore. Maryland, other. Washington Dist. of Columbia, other Virginia.	14 17 23 5 1 21	$\substack{1,12\\25}$		2,6 7 2	54,518 $58,383$ $35,072$ $47,655$ $60,000$ $97,524$		63	3,314 1,659 8,503 4,392 1,378 4,812	•	48,788 19,304 44,668 39,839	3	\$4,004 26,604 5,429 2,028 335 11,527	1.893 0,921 8,491 5,862		$8107,0 \\ 710,9 \\ 189,4 \\ 131,4 \\ 66,2 \\ 295,2$	98 82 03 200	\$49,85 158,7 60,19 39,03 6.70 93,2	41 94 30 08	\$161,06 $2,207,04$ $277,51$ $256,76$ $67,00$ $562,01$	8 7 9 0
West Virginia	18	1,83	6,000	4	80,098	3	2,34	7,999		••••••		3,393	3,261		162,2	87	42,2	35	197,64	6
Total Division No. 3 North Carolina South Carolina	99 14 13	\$22,24 \$2,35 1,88	1,000 5,000	\$1	33,250 70,839 00,038		$\frac{43,04}{\$3,52}$	$\frac{1}{9,421}$ $\frac{1}{6,064}$	\$1 1	$\frac{52,599}{75,404}$ $\frac{68,504}{68}$		\$4,320 3,287	0,960 7,523		$\frac{,662,7}{$102,6}$	503 514	\$450,03 \$81,83 99,5	98	\$3,729,06 \$295.08 356,35	4
Georgia Florida. Alabama. Mississippi.	13 2 9 2	1,46	1,000 0.000 $8,000$ $1,750$		06,400 $11,742$ $90,600$ 2.566		$\frac{51}{2.02}$	3,260 $2,421$ $4,392$ $2,557$		18,360 40,234		1,879	0.984 0.218 0.773		211,0 $6,6$ $144,2$ $15,4$	65 226	174,59 $3,29$ $45,99$ $18,49$	$\frac{25}{00}$	308,55 $55,50$ $223,62$ $12,87$	9
Mississippi. New Orleans. Louisiana, other. Texas	26	2,87 10 $2,40$	5,000 0,000 2,000 5,000	8	55,000 595 14,450 65,000		10,46 9 7,10		í	91,797 88,655	;	9,671 131 $6,840$,505 1,167		486,5 2,5 336,3	$\frac{1}{1}$	465,26 $6,25$ $216,46$	38 58 04	1,176,81 $9,33$ $1,042,22$.5 3 4
Arkansas Louisville Kentucky, other Tennessee	9	3,55 8,54	1,500 0,900 5,300	6 1,5	56,974 04,833 91,040	3	$\frac{2,84}{8,64}$	8,096 3,938 4,206	7	94,885 $93,640$ $84,100$		7,138 13,302 9,076	3,258 2,738		14,6 247,2 308,7 529,7	265 725	13;70 $81,23$ $73,30$ $216,80$	35 67	85,51 389,01 483,60 705,49	2
Total Division No. 4	180	\$30,03	6,450	\$6,8	70,077	-	52,69			55,581		60,924					\$1,496,6	-	\$5,143,99	_
Cincinnati	172 95	$\begin{array}{r} \$8,60 \\ 4,20 \\ 20,61 \\ 13,37 \end{array}$	$0,000 \\ 4,300$	4,0	89,000 40,000 95,705 18,965	5	$\frac{7,40}{37,06}$	9,797 3,017 2,081 7,745	. 4	35,000 62,820 33,805 80,924	8	320,368 $10,378$ $44,006$ $29,108$	5,215 3,112	2	\$270.8 206,9 ,034,8 ,192,1)58 371	\$46,56 34,3 366,76 268,56	78 98	$egin{array}{c} $2,378,95 \\ 1,055,50 \\ 2,694,77 \\ 2,054,88 \end{array}$	2
Chicago	11 144	8,55 $12,41$	0,000	2,3 3,7	65,000 82,931	3	$31,27 \\ 34,84$	$\frac{2,442}{0,673}$	7	58,437 $81,296$	3	39,776 33,022	5,470 2,088	6	,197,9 ,227,4	003	$\frac{422,7}{277,1}$	56 49	3,423,02 2,050,04	10
Detroit	79 3 40	7,95 65	5,000 5,000 0,000 0,00 <i>3</i>	$^{1,7}_{2}$	40,000 99,203 85,000 80,204	3	18.38 4,01	5,497 9,998 6,810 2,897	. 4	68,927 $35,947$ $61,316$ $59,841$	7	21,114 3.698	2,750 4,663 8,551 9,610	1	536,6 ,134,6 357,7 635,5	746	74,59 $202,79$ $21,14$ $79,79$	$egin{array}{c} 61 \ 42 \ \end{array}$	588,67 767,99 368,57 414,09	8
Total Division No. 5	567	\$82,14			96,010	-	88,52		\$4,2	78,313		19,477					\$1,794,3		15,796,50	-
Iowa. Minnesota St. Louis	97 35 6		7,200 0,000 0,000	1,2	02,804 $59,110$ $90,930$		13,85 5.32	$5,474 \\ 6,181 \\ 2,442$	4	28.188 16.541 17.014	L)	18,689 18,689	7,186 8,694 7,360	\$1	019,9 $606,7$ $761,7$	738	$$218,9 \\ 106,5 \\ 32,2$	81	31,329,28 736,13 1,169,83	34
Missouri, ether Kansas. Nebraska	22	$\frac{2,13}{1,62}$	5,000 $5,000$ $5,200$	3	50,400 18,769 53,750		5,00 $4,60$	0,124 $0,684$ $0,899$	3	49,726 $22,160$ $08,120$	3	4,502 4,143	2,023		220,9 175,0 305,0	951 929	47,5 41.5 $62,2$	69 16	318,48 447,51 412,02	35 .7
Total Division No. 6	213	\$23,25			75,76			5,804		41,749	.	863,60			,089,4		\$509.1		\$4,413,27	
Colorado Nevada San Francisco California, other Oregon	1 1 11	7,50 1,80	5,000 5,000 0,000 0,000	2 3	893,500 18,618 802,469 876,890 55,000	9	2,15 5,67	7,693 7,601 5,099 7,050 8,109		11,459 $94,919$		$\frac{2,52}{4,34}$	5,376 4,110 6,505 3,157 7,840	. 1	$$440,1\\38,9\178,1\515,9\\484,0$	010 120 028	\$38,3 2,4 11,4 56,2 42,4	$ 16 \\ 80 \\ 12 $	\$836,22 2,15 11,51 82,46 5,30	53 10 56
Total Division No. 7	34	\$5,12	0,000	\$1,3	46,47	5	20,29	5,552	\$7	87,379	\$	16,18	7,988	\$3	,657,2	204	\$200,8		\$937,65	58
Arizona Dakota Idaho	24	1,41	0,000 0,000 0,000	2	\$500 21,02 20,000	0	$\frac{2,96}{34}$	6,561 $6,927$ $3,711$		62,78: 99,85		$\frac{2,86}{1!}$	5,358 1,678 7,120		\$20,0 160,1 2,2	197 25 -	\$2.0 27,3 4,0	90	\$15,85 300,50 33,00)5)0
Montana. New Mexico Utah	$\begin{vmatrix} 6 \\ 4 \end{vmatrix}$	55	5,000 0,000 5,600	1	01,500 $34,70$ $55,000$	2	1,33	9,684 $4,761$ $4,988$	1	$\begin{array}{c} 29,378 \\ 35,747 \\ 66,77 \end{array}$	7	1,120	3,973 0,078 0,828		150,8 $138,0$ $227,6$	82	$26,6\atop16,\cdot\\8,6$	07	390,44 $92,95$ $33,70$	56
Washington Territory Wyoming	5	4.5	0,000		42,750 98,000)	78	0,115 6,604		61,16	.	1,110	6,769 5.599		160,1	143	14,8 4,0	55	14,49 54,43)2 37
Total Division No. 8 Total for United States.	$\frac{54}{2,343}$	-	5,000 6,932	***************************************	73,47	-	-	$\frac{3,351}{1,401}$	Name of the owner	55,697 01,098		810,56 $249,11$		-	\$905.2 ,123,0		\$104,2 \$8,839,2		\$935,38 69,253,06	
S	TATE	MENT (OF T	HE NA		AL I	BANK		THI	E RE	SERV	E CIT	ries,	ANI	о то	TAL	s.			-
Totals for Reserve Cities, &c.	Boston.	York.	Albany.	Phila- delphia.	Pittsb'rg.	B'Uimore	Wash- ington.	New Crleans.	Louis- ville.	Cincin- nati.	Clevel'd.	Chicago.	Detroit.	Mil- wankee.	St. Louis.	. Fran-	Total Reserve Cities.	Total	Cities. Total United	
	·	×.							-							3				_
Resources. Loans Bonds for circulation	i 34·3	$2 239.09 \\ 1 19.67$	1.72	60.18	25.70	26.61	2.03	9.67		Mil's. 20:37 6:28	10.38	Mil's. 39.78 1.08	8.23	Ml's 3.70 .60	9.85		583.55		60 1,249	·1
Other U. S. bonds Stocks, bonds, &c Due from banks	2:7	4 4·37 4 13·06	·12 ·07	5·41	·40 ·81	·30	·2:	·33 ·49	.90	1·19 ·69	·56	2·19 1·12	·54 ·09	:55	·42 ·24	::::	12.83 25.83	21 42	82 34 61 68	·7
Real estate	3.2	3 10·69 7 41·40	·33 ·51	2·59 5·09	4·48 1·47 1·42	2·90 ·73 ·71	·44 ·13	1.51 .33 .49	• 12	$\begin{array}{c} 4.30 \\ .26 \\ .27 \end{array}$	1.51 .38 .21	9.80 •41 •6:20	·08		1/55 ·23 ·76		21.41	25	65 49 85 89	1
Silver Legal tender notes National bank notes	2·9 1·4	8 13.51	·03 ·18 ·10	3.43	1.61 30	·16 1·14 ·34	·04 ·20 ·04	1.18 1.14	.39	1.52 1.18	1.04 1.19	2.65	·07 ·59 ·10	.37	1·17	.01	3.60			.9
Clearing House exch's U. S. certific's of deposit Due from U.S. Tr'surer.	8.1	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	·18 ·51 ·08		1·45	1.65 1.07		1.24	.03	·27 ·86 ·29	·15 ·01 ·09	2.37	·17	.13	·41 ·60 ·05	•24	106 62 7·85	1	18 107 56 8	8
Other resources	2.1		17	1.24	-47	•26	•12	•13	•26	•58	.27	•22	•20	.02	•16	.01		. 17	87 27	7
Liabilities. Capital stock	50.7	-		===			-	==			4.20	====	2.65	==	3.15	=		=		= '
Surplus fund	11.4 5.5 30.4 64.7 25.7	$egin{array}{c cccc} 2 & 23 \cdot 32 \\ 9 & 10 \cdot 20 \\ 3 & 17 \cdot 23 \\ 0 & 217 \cdot 68 \\ 1 & 132 \cdot 79 \\ \hline \end{array}$	1·40 ·29 1·53 7·34	8.64 2.20 9.62 58.85	3.27 $.71$ 6.47	2.66 1.35 6.61	·25 ·09 ·62	1.06 -36 2.15 10.47	2.59	.62 5.49 14.37	·74 ·47 1·70 7·86	2·37 1·09 ·71 31·33 24·11	·14 ·31 ·82	·29 ·15 ·54 4·48	5:15 :69 :24 :68 5:44 5:99 :04	20 11 216 65	58·10 24·07 87·50 478·39	78. 35. 225. 539. 40.	84 136 25 59 49 313 14 1,017	9 3 0 5 5
Totals	189.3	6 451.74	15.71	112.64	45.91	43.82	4.72	18.56	13.47	37.11										9

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Investments

STATE, CITY AND CORPORATION FINANCES.

The Investors' Supplement contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Siturday 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.

Railroad Maps.

The railroad maps published in the last issue of the INVEST-ORS' SUPPLEMENT have been received with much favor by the readers of the Chronicle. Several additional maps of other railroads have already been ordered to be published in the next issue of the SUPPLEMENT, which will come out in June. It is believed that these maps will be of great interest to all investors in stocks and bonds, and will greatly facilitate their obtaining correct ideas of the precise location and commercial strength of the different railroads.

Railroad officers are enterprising and liberal in undertaking all measures which they consider desirable for the benefit of their companies, but they frequently do not appreciate the importance of a map of this sort to general investors or to the average customers of a stock broker. The most ready purchasers of all the large and expensive railroad maps issued by the well-known map publishers of New York and Chicago, are the bankers and brokers in this and other cities.

The maps in the Investors' Supplement are invariably prepared under the direction of the publishers, and not by the agents of the respective railroad companies themselves; they are therefore geographically correct in the territory shown: also, while the particular road represented is prominently brought up, all other competing lines are shown on the map in their proper places.

Subscribers and readers of the CHRONICLE and SUPPLEMENT. who have an interest in the stocks or bonds of particular railroad companies, and think it would be to their benefit to have a map in the Supplement, should communicate with the officers of the company and suggest the matter to them. The officers being engrossed with their work in attending to the practical operations of their roads, can hardly be expected to give heed to a new matter of this sort, unless it is brought to their attention.

ANNUAL REPORTS.

St. Louis Alton & Terre Haute Railroad.

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

The annual report of this company for the year 1882 has just been issued, and the most important parts of it are con-

"Under the order of court requiring the lessee company and receiver to pay into court 30 per cent of the gross earnings for the use of your company, we have received on account of rental. from the 1st of January to the 31st of October, \$334,699 71. The rental for November and December was paid under the new

"On the 26th day of July, 1882, the United States Circuit Court for the District of Indiana rendered its decision in the suit of this company against the Indianapolis & St. Louis Railroad Company, lessee, and the Cleveland Columbus Cincinnati & Indianapolis and the Pennsylvania Railroad Co., guarantors, for back rental due under the lease to the former company. As foreshadowed in our former report, the result is favorable to your company. The decree in favor of the complainant against the lessee company is for \$664,874 and costs of suit, and against guarantor companies aforesaid for one-third each of said sum. The court held that the guaranty contract was a several and not a joint obligation—hence the guarantors above named could not be held liable for the third assumed by their coguarantor, the Indianapolis Cincianati & Lafayette Railway Company, since defunct.

"The two guarantor companies have appealed from the decree, as against them, to the United States Supreme Court, where the same is now pending, and our company has filed a cross appeal as to that part of the decree finding the guaranty contract to be several and not joint.

"In the meantime this company has filed its petition in the foreclosure suit against the Indianapolis & St. Louis Railroad Company, claiming priority as to the proceeds of the sale of

the road of said lessee company."

Of the Indianapolis & St. Louis, the report says the new company was placed in possession of the property Oct. 1, 1882, "and it is now practically a part or division of the Cleveland Columbia Company and controlled Columbus Cincinnati & Indianapolis Railway, and controlled and operated in the interest of the New York Central Railroad Company. Prior to the foreclosure, the Cleveland Company | the report.

purchased the moiety interest of the Pennsylvania Railroad Company in the Indianapolis & St. Louis Railroad, so that the embarrassment incident to the ownership of the property by two competing lines is now removed. It was to this unnatural alliance that the financial disaster to our former lessee company was attributable.

"Negotiations for a new lease of the main line and Alton branch of this company to the successor of our former lessee the Indianapolis & St. Louis Railway—were inaugurated soon after the formation of that company, and finally concluded. and a new lease executed on the 23d day of February, 1883, but to take effect as of, and be in force from, the 1st day of November, 1882. This lease is executed to the Indianapolis & St. Louis Railway Company and the Cleveland Columbus Cincinnati & Indianapolis Railway Company as joint lessees. The lease is made to run for ninety-nine years, and is modeled substantially after the old lease, except as to the rent reserved. Under the existing lease the lessee companies are to pay, in equal monthly instalments, a fixed rental of \$450,000 per annum, until the gross earnings of the leased road, for a given year, shall exceed \$1,750,000, and twenty per cent of such gross earnings in excess of \$1,750,000. Whilst there is some modification in the amount of rental reserved, as compared with the old lease, it was thought that this would be more than compensated for in the increased certainty of the payments and the increased business resulting from the improved relations of the property."

The Main Line and Alton Branch are under lease to the In-

dianapolis & St. Louis Railway Company, and, as the following comparative statement of gross earnings will show, was quite prosperous the past year, as compared with 1881:

From— Freight Pas enger Mail Express Miscellaneous	333,485 19,576 25,973	$1882. \\ \$1,019,827 \\ 362,424 \\ 20,218 \\ 29,439 \\ 74.678$
Total		\$1,506,586

CAIRO SHORT LINE DIVISION.

This division is composed of the proprietary line from East St. Louis to Belleville-14.4 miles, and of the leased roads from Belleville to Du Quoin-564 miles, and from Du Quoin to Eldorado-50.2 miles, making a total of 121 miles operated by the company.

The earnings for 1882, compared with those of 1881, show the following most satisfactory result, viz.:

			· ·	
	From-	1881.	1882.	Increase.
	Passengers	\$155,269	\$168,300	\$10,030
١	Coal	266,536	269,703	3.167
	Miscellaneous freight	294,118	376,670	82,551
	Mail	12,780	12,780	
	Express	11,169	11.954	784
1	Miscellaneous	13,149	36,049	22,900
1			-	
ı	Total	\$756.024	\$875.458	. 9110 424

Every branch of earnings showed a marked increase, and a total of 15.8 per cent over 1881.

The following statement shows the comparative earnings of the separate divisions:

×	1881,	1882.	Increase
Belleville Division		\$345,063	\$34,439
Du Quoin Division		456,376	59,778
Eldorado Division	48,802	74,019	25,216
	A-1-1		
Total	\$756,024	\$875,458	\$119,434

"This flattering increase of earnings is due to the exceptionally good wheat crop along the line, imparting general prosperity, and to the large volume of business given to our line by the St. Louis Coal Railroad system, connecting at Pinckneyville. Both these causes have contributed to increase our local freight tonnage and our local passenger traffic, without any appreciable increase of our operating expenses, as will hereafter appear." * *

ì	EARNINGS AND EXPENSES
١	1881. 1882. Increase.
I	Gross earnings
ı	Operating expenses and taxes 434,815 446,332 11,516
I	Net earnings
ı	
ļ	"During the year two dividends—one of three and the other
ı	of four per cent—were declared and paid on the preferred stock
l	of the company. This settled the claims of this stock to Dec.
١	31, 1881, and there is every reason to believe that the accumu-
l	lated interest due upon the stock for 1882 will be promptly met.
١	The general financial result for the year 1882 from the opera-

tion of the company's roads will be found below.

GENERAL FINANCIAL RESULT FOR 18	382.	
RECEIPTS.		
To rental received from main line. To net earnings, less rents, of branches To interest.		238.930
PAYMENTS.		\$657,580
By paid interest on funded debt	\$469,000	
payment	44,520	*
By main line expenses	\$424,480 \$10,664	
By legal expenses	3,000 25,810	
By real estate exchanged	337 172.788-	-637.079

Balance...... \$20,500 No general balance sheet of assets and liabilities is given in

Kentucky Central.

(For the year ending December 31, 1882.)

The report of the directors, and Mr. M. E. Ingalls, President, is condensed as follows:

"The re-building of the line, which was in progress at the date of the last report, has been continued. The track between Covington and Lexington has been brought into very fine condition, except its bridges, and these are being re-built with new masonry and iron superstructure. The Maysville division has been largely improved, and is in condition to do all the business that may be offered. The equipment has been improved, and additions made in order to be ready for the increase of traffic that is expected from the extension. Work on the latter is progressing very well. The board hope to open the line from Paris to Richmond by July 1 next, and the balance of the line later in the year. Finding that the extension into and through Richmond involved a large outlay, your board thought best to lease or purchase of the Louisville and Nashville Railroad its Richmond Branch, so called. Negotiations were opened and resulted in the lease of this branch for ninety-nine years from January 1, 1883, for \$24,000 per annum, with a right to purchase at any time for \$400,000. By this lease the Company get what terminals are needed in the city of Richmond and three miles of road that it uses in its extension, and a valuable feeder thirty-one miles in length. While the road has not been profitable hitherto to the L. & N., it is thought the conditions of traffic will be so changed by our extension as to make

it a good lease to our company."

* * * *

By the Treasurer's report it will be seen that the gross earnings have been \$724,363, and the net \$309,273. After paying interest and taxes, the net profit for the year was \$130,230about 21/3 per cent on the stock. As the company was selling bonds to build new road, it was not deemed advisable to divide this, and it was carried to the profit and loss account. During the year the preferred stock outstanding, amounting to \$500,-000, has been called in at par and canceled." * * "Since the close of the year your directors have sold 1,702 of the consolidated bonds at 95 and interest, thus obtaining funds sufficient to pay the \$780,000 of old 7 per cent bonds falling due March 1st next, and leaving a balance sufficient to complete the extension. The company still has unsold \$564,000 of the consolidated bonds. The fixed liabilities of the company after the current year will

be as follows:

Comparative statistics for two years have been arranged for the CHRONICLE as follows:

Interest on consolidated bonds, \$6,036,000 at 6 per cent. \$362, Interest on \$400,000 of Maysville Div., 7 per cent bonds. 28, Interest on \$220,000 old 7 per cent bonds, due in 1855. 15, Pental of Eighbourd Prescher	$\begin{array}{c} 000 \\ 400 \end{array}$
Rental of Richmond Branch. 24, Total. \$429,	

"To pay this we estimate will require one million of gross earnings. For the last year the earnings have been on 150 miles of railway \$724,363, requiring an increase to meet the above estimate of nearly 40 per cent, while the increase in mileage will te 66% per cent. As the new line is through a fine country for local traffic, nearly all of which will go over a large portion of the old line, it would seem that more than the required increase might be expected from the local business alone. In addition to this a large through traffic is expected from the connection with the East Tennessee Virginia & Georgia system."

Comparative statistics for two years have been compiled for

ROAD AND EQUIPMENT.

the Chronicle as follows:

	7.00	
The state of the s	1881.	1882.
Miles owned	100	100
Miles leased	49	49
and action actions and action and action actions and action actions are actions as a second action a	40	40
Madal amanada 3		-
Total operated	149	149
	10	00
Locomotives Passenger, mail and express cars	am 47	22
Passenger, mail and express cars	25	. 29
Freight and other cars	337	611
		011
FISCAL RESULTS.		
Earnings	1881.	1882.
Passenger.		
Tassenger	\$226,554	\$247,709
Freight.	438,692	434,316
Mail, express, &c	39,881	42,338
, - 1 1	00,002	12,000
Total guess comings	A505 105	(C.E.) 1 0 0 0
Total gross earnings	\$705,127	\$724,363
Operating expenses	490,655	415.090
2 - 1 - 0 - 2	200,000	110,000
Not comings	0011 470	0000 000
Net earnings	\$214,472	\$309,273
INCOME ACCOUNT.		
Passints	1001	
Receipts—	1881.	1882.
Net earnings	\$214,472	\$309,273
Disbursements-	4-1,212	4000,210
	00.000	00.01.0
Rentals paid	28,000	28,000
Interest on debt	70.875	130,630
Taxes	70,975 $17,732$	20,412
Dividonda	50,702	20,412
Dividends	73,252	
Miscellaneous	23.885	
Total disbursements	4010 744	0150.010
	\$213,744	\$179,042
Balance surplus	\$728	\$130,231
		φ100,201
GENERAL BALANCE AT CLOSE OF EA	CH FISCAL Y	EAR.
Assets-	1881.	1882.
Railroad, buildings, equipment, &c	\$7,967,908	\$8,678,081
Maysville & Lexington RR	851,495	851,496
Davis & Livingston Pertonaion	001,400	001,480
Paris & Livingston Extension	75,844	822,640
Bond account	2.871.200	
Loan	-,,	535.842
Bills and accounts receivable.	05.05.4	
Dins and accounts receivable	27,954	98,010
Materials, fuel, &c	128,187	113,189
Cash on hand	2:,612	217,941
	20,012	211,0EL
Total a		
Total	511,346,200	\$11,317,199
Li ibilities—		
BLUC I, COMMON	\$6,083,500	\$5,584,800
Stock, common. Funded debt (see Supplement)	5,345,000	5,334,000
Bills payable	292,238	0.00
I ad announced the second seco	200,000	
		je / 200

All other dues and accounts		\$1882. \$188,776 209,623
Total liabilities	\$11,946,200	\$11,317,199

Little Rock & Fort Smith.

(For the year ending December 31, 1882.)

The length of road from Little Rock to Fort Smith is 165 miles, and branches 3 miles, making 168 miles in all.

The President, Mr. J. H. Converse, says in his report: "It will be noticed that the gross earnings for 1882, as compared with the same in 1881, show a falling off. This is accounted for by the severe drought of 1881, which made its influence felt until the cotton crop of 1882 was fully assured; and, inasmuch as the movement in the same did not commence much before October, our monthly receipts until then showed a falling off from the previous year. Since then the receipts have been steadily gaining over corresponding months of year before, The number of bales of cotton transported over the road in 1882 was 94,842, against 92,403 for the previous year; and from Jan. 1, 1883, to April 1, 1833, 23,638 bales against 8,463 bales for year before. There were canceled in 1882, \$145,000 bonds; canceled previously, \$113,500; total, \$258,500. From Jan. 1. 1883, to April 14, 1883, the trustees canceled \$51,500; total to April 14, 1883, \$310,000." * * * *

"It will be noticed from the figures given that our land sales

show a considerable increase in the number of acres sold over that of previous year. With one exception, the lands sold were to actual settlers, the exception being a lot of timber land, on which it is expected a saw-mill will soon be erected, which will contribute considerably to our business. Besides sales made by this company the Government has sold land within the limits of our grant amounting to 100,000 acres." * * *

"Last December, the St. Louis & San Francisco road extended its line to connect with our road at Van Buren. It is now too soon to predict how much this connection will benefit us; but from present indications we have reason to expect a large increase to our business from it, as it gives us a line reach.

ing to Kansas City.
"In the early part of the year a suit was brought against our company by holders of the Arkansas State bonds in aid of railways, to which a demurrer was entered; this was overruled by the court. The case will now be tried upon its merits at the Circuit Court, to be held in Keokuk, Iowa, some time in June of the present year."

Earnings and expenses were as follows:

8	
EARNINGS AND EXPENSES.	,
Gross earnings for the year. Operating expenses for the year.	\$539,133
Operating expenses for the year	301,939
Net earnings	\$237.193
Payments-	1
Interest on bonds	3
Interest on scrip. 32,714	
Interest, taxes and insurance	000050
General expenses	236,256
Surplus	\$937
Operating expenses, 56 01 per cent of the receipts.	

STATEMENT OF THE ANNUAL EARNINGS AND EXPENSES FOR FOUR YEARS.

1831. Passengers.........\$111,052 \$203,859 \$170,742 \$174,964

 Freight
 227,844

 Express
 7,125

 Telegraph
 5,301

 United States mail
 9,959

 307,522 12,369 319,379 323,711 16,479 7,307 9,959 17,928 6,165 6,899 11,064 9.879 3,667 Miscellaneous 9,404 4,565 5.672 Total earnings.... \$370,686 \$510,287 \$562,657 \$539,133 Operating expenses.. 189,122 257,828 301,912 301,939 Net receipts \$181,563 \$252,459 \$260,745 \$237,193

STATEMENT OF THE LAND SALES OF THE LITTLE ROCK & FORT SMITH RAILWAY, FROM OPENING OF THE ROAD TO DEC. 31, 1882.

			,	
Amount \$167,587	Year. Aeres Sold. 1882 49,431	Amount. \$41,687	Tear. Acres Sold. 875 9,781	Year. 1875
		169,686	876 39,459	1876
\$1,469,298		176,659	877 40,070	
	Deduct sales		878 55,203	
170,237		202,947	879 52,027	
		288,406	880 73,590	1880
\$1,299,061	Totals 323 215	185.705	581 47.785	1581

The average price per acre was \$4 02, and acres unsold Dec. 31, 1882, 695,390.

West Jersey Railroad.

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

The annual report for 1882 states that as regards the freight service, the increased tonnage over 1881 upon the main line amounted to 43,220 tons, or 13 93-100 per cent, of which increase 16,077 tons were contributed by the West Jersey & Atlantic Railroad and 1,227 tons by the Sea Isle City Branch. "The Stockton Hotel, situated at Cape May, was during

1881, as heretofore, operated in the interest of this Company, the results, financially, having been better than for the previous

year. "The gross receipts from the express business were \$82,646an increase of \$13,431; the expenses of conducting it were \$29,466—an increase of \$2,572; leaving net earnings of \$53,180

-an increase of \$11,858. "The increased passenger business brought upon the West Jersey Railroad between Camden and Newfield by the West Jersey & Atlantic Railroad, required additional transportation facilities on that particular portion of your line, in the form of double track, which now extends from Camden to Temperance-ville, a distance of 18.6 miles." * * * ville, a distance of 18 6 miles." * *

n

"The West Jersey & Atlantic Railroad, connecting with your line at Newfield, thirty miles from Camden, and extending, via May's Landing, to Atlantic City, is thirty-four and a half miles long, and is operated by the West Jersey Railroad Company. The net earnings from traffic during the year 1882 were

\$57,408.
"The passenger and freight traffic carried upon the West Jersey Railroad to and from the West Jersey & Atlantic Railroad during 1882 amounted to \$135,284, being an increase of 21.67 per cent over that of 1881. The consolidation and merger of the Pleasantville & Ocean City Railroad Company, with and into the West Jersey & Atlantic Railroad Company, negotiated to take effect January 1st, 1883, will, in controlling the business of Somer's Point and Ocean City, none of which has here-tofore passed over the West Jersey & Atlantic Railroad, mate-rially add to the gross earnings of the West Jersey & Atlantic and the West Jersey Railroad companies.

"The Sea Isle City Railroad extends from near Seaville Station, on the main line, to Sea Isle City, on Ludlam's Beach, a distance of nearly five miles. The expenditure made by the company to place this line in operation amounted to \$39,786. It was opened for use in June, 1882, since which time 11,579 passengers and 1,227 tons of freight have come upon the main

line, going to or coming from that branch.
"The Woodstown & Swedesboro Railroad, extending from Swedesboro, through Woodstown, to Oakland, a station on the Salem Railroad seven miles from Salem, is very nearly completed, and will be thrown open for public use early in the year 1883. It is 11½ miles long, and will be of great value in developing a section of New Jersey that has heretofore been without railroad facilities, and will shorten the travel between Salem and Camden nearly six miles. An operating contract has been executed between the W. J. Company and the Woodstown & Swedesboro, by and under which the West Jersey furnishes all equipment, operates and maintains the line, and pays over to the contracting company any remaining balance of gross earn-

ings after the said operating expenses, taxes, etc.

"A number of projected lines, tending to the development of that section of the State lying upon the sea coast, as well as of inland portions, are in progress, all of which will be carefully fostered whenever it is apparent that the interest of your company is involved."

The comparative statistics for two years, compiled for the

Chronicle, are as follows:	* .	
ROAD AND EQUIPMEN	T.	
	1001	1882.
Miles owned. Miles leased and controlled.	$\begin{array}{c} 101 \\ 62 \end{array}$	106 69
Total operated.	163	175
Locomotives. Passenger, mail and express cars	$\begin{array}{c} 23 \\ 74 \end{array}$	25
Freight cars	251	$\begin{array}{c} 74 \\ 262 \end{array}$
OPERATIONS AND FISCAL RI	ESULTS.	
Operations—	1881.	1882.
Passengers carried	1,238,132	1,542,487
Rate per passenger per nulo	1.44 cts.	52,545,479 1.34 cts.
Fieldin (folis) moved	276,807	317,664
Freight (tons) mileage. Average rate per ton per mile	9,046,582	10,983,344
Famina	3'07 ets.	2.69 cts.
Passenger	621,515	709,017
Freight.		306,788
Mail, express, &c.	77,535	93,605
Total gross comings	988,525	1,109,410
Operating expenses— Maintenance of way, &c. Motive power.	\$	\$
Maintenance of way, &c	150,679	164,276
Maintenance of cars	$\substack{170,541\\26,374}$	188,311
Transportation expenses	203.125	31,166 $260,843$
General expenses.	10,234	10,147
Total (including taxes)	560,953	C51 740
Not earnings.	427,572	654,743
INCOME ACCOUNT.	421,012	454,667
	1881.	1882.
Receipts -	\$	\$
Net earnings. Other receipts.	427,572	454,667
	3,074	••••••
Total income	430,616	454,667
Disbursements— Rentals paid	\$	\$
Interest on debt	33,034 175,726	33,034
Interest on debt. Net earn'gs of W. J. & Atl. and P. & O. C. RRs. Dividends.	53,034	177,118 57,775
Dividends. Rate of dividend	54,390	82,807
Rate of dividend	4 p. c.	6 p. c.
Total disbursements.	316,184	350,734
barance, surpius	114.462	103.933
GENERAL BALANCE AT CLOSE OF EACH	I FISCAL YEA	R.
Assets—	1881. \$	1882.
Railroad, buildings, &c	2,516,982	2,609,329
-cquipment	561,297	561,297
Real estate. Stocks owned, cost. Stockton Hotel	210,315 454,590	210.315
Stockton Hotel Bills and accounts received	250,000	479,790 250,000
	106,899	83,380
Materials, fuel, &c Cash on hand Sinking fund	97,668 99,149	52,686
	$\begin{matrix} 29,149 \\ 193,750 \end{matrix}$	$\frac{43,746}{206,250}$
Miscellaneous items.	5,186	5,186
Total assets	A 495 720	4501.050
Llabilities_	4,425,736	4,501,979
Stock, common	\$ 1,359,750	1,377,750
Funded debt (see Supplement) All other dues and accounts	2,761,900	2,754,90
West Jersey & Atlantic D.	• • • • • • • • • • • • • • • • • • • •	53,428
Unpaid interest and vouchers Profit and loss	44,253 114,251	$\frac{39,596}{71,483}$
Profit and loss.	145,582	204,822
Total lighting		
	4,425,736	4,501,979

Louisiana & Missouri River RR.

(For the year ending December 31, 1882.)

The annual report of the directors, in the form of a circular issued to stockholders, states the mileage, bonded debt and stock, and also gives the following:

OTHER INDEBTEDNESS.	
Balance due Jan. 1, 1883, on note to the Chicago &	
Alton KK. Co., dated Dec. 1, 1877 for \$176 197	
given for money advanced your company	1
Note to the Chicago & Alton RR. Co., in settlement	O
for claim for damages for non-completion of road,	
payable from earnings of company, if sufficient for	
that purpose	
Interest on same, from March 14, 1878, to Dec. 31,	0
1882, With annual rests, as per stipulation con-	
Lamed in note	
Total\$351,01	3
In addition to the above liabilities the first mortgage bonds	•

of the company to the amount of \$439,100 are outstanding, on which the Chicago & Alton RR. Co. has agreed to pay the semi-annual interest as it accrues, and the principal upon the maturity of the bonds. So far as known, the company has no other liabilities. On the first day of August, 1870, the road of your company was leased to the Chicago & Alton RR. Co. in perpetuity, reserving an annual rent of 35 per cent of the gross earnings, after deducting taxes and assessments, with the stipulation, on the part of the Chicago & Alton RR. Co., that the minimum rental should never be less than \$1,370 per mile

The gross earnings of the road for the year ending Dec. 31, 1882, were as follows:

Main line, between Louisiana and Mexico, 50 91-100 miles	. \$499,848
South branch, between Mexico and Cedar City, 50 miles	49,711
Less taxes	\$549,559 9,724

"Thirty-five per cent of which, or \$188,942, was the rental due your company for the year ending Dec. 31, 1882." * * *

"The company has no assets aside from its annual rental, all of which has been appropriated in payment of interest and expenses." * * *

The future rental will be applicable:

"1st. To the payment of the interest accruing after 1832 upon 1,675 bonds (or guaranteed preferred stock into which these bonds have been converted) until the principal of fifty-nine (59) of said bonds issued in excess of \$16,000 per mile of completed road shall be paid by your company, and then upon the residue of said stock and bonds, and also to the payment of interest accruing after 1882 upon 300 second mortgage bonds as the interest on said stock and bonds becomes due and payable.

"2d. To the payment of office rent, salaries of transfer agents and Secretary, and other necessary expenses of the company. "3d. To the payment of the indebtedness of your company to the Chicago & Alton RR. Co.

"4th. To the payment of the principal of fifty-nine (59) first mortgage bonds, being the excess over \$16,000 per mile of completed road, which your company is under obligation to pay and discharge before payment of dividends."

The gross earnings of the road for the last four years have been as follows:

1879\$317,756 188t\$	
1880	495,345 549,5 5 9

GENERAL INVESTMENT NEWS.

Albany & Susquehanna. The second mortgage 7 per cent bonds due in 1885 can be exchanged by the holders for 6 per cent consolidated bonds due 1906 by paying 8 per cent difference in price. An item previously published had given the impression that the exchange could be made a part without the payment of any difference.

Central of New Jersey.—Mr. Williamson made application to Chancellor Runyon at Newark in behalf of the Central Railroad of New Jersey, with a view to taking its property out of the hands of the receiver. The petition filed by the company represented that it is solvent, and prays that the property and assets should be returned to it and the receivership ended. Upon the petition the Chancellor made an order of reference to J. D. Bedle, one of the special masters of the court, to inquire and report as to the truth of the matters set forth in the petition.

-It is reported that a draft of a lease of the Central Railroad of New Jersey to the Philadelphia & Reading Railroad was presented to the directors of the latter road at a meeting in Philadelphia, and that Mr. Franklin B. Gowen, the President of the Reading, laid the draft before the Executive Committee of the New Jersey Central. The terms, as reported, provided that should the Reading guarantee 6 per cent on the \$18,500,000 of stock of the New Jersey Central, assume its obligations of every nature, and keep the road in repair. Mr. H. S. Little said no official action could be taken by the directors until the road was taken out of the hands of the receiver.

Delaware & Hudson Canal.—At the annual meeting of the Delaware & Hudson Canal Company this week, the old board was re-elected. The proposition to increase the capital stock by \$10,000,000, making it \$30,000,000, was unanimously adopted. The stock is to be issued as follows, viz., \$3,500,000 in 1884, \$1,000,000 in 1887 and \$5,500,000 in 1891, the object of the issue being to take up an equal amount of 7 per cent bonds.

The resolution provides that 35,000 shares shall be apportioned among stockholders of record May 24, 1883, at par at the rate of one share of new stock for every six shares of the old stock held by shareholders on the date named.

Denver & New Orleans.—The Denver & New Orleans Construction Company, which built this road, failed to pay to the Mercantile Trust Company \$1,400,000, with \$155,493 interest to April 1, 1883, and the Trust Company announced that it would sell at auction the bonds and stock of the railroad company pledged as collateral security for the loan. This probably means a transfer of the property to Mr. Jay Gould. The Denver & New Orleans Railroad is in operation from Denver south to Pueblo, 125 miles, of which 89 miles was built in 1882. It also operates 13 miles of branches—to Colorado Springs and to St. France-ville coal mines. Ex-Governor John Evans is President of the company. The Denver News of April 26 said that the man-agement was preparing to extend the road south from Pueblo to Tuscola, on the Canadian River, about 380 miles from Denver, The route is almost direct, and will make connection at Tucson with the Fort Worth & Denver City Railroad, now finished to Wichita Falls, in Wichita County, Texas, just south of Red River, 114 miles northwest of Forth Worth.

Eastern (Mass.)—In the Supreme Judicial Court of Massachusetts the hearing on the bill in equity brought by Willard P. Phillips, one of the trustees of the mortgage of the Eastern Railroad, against the corporation and two other trustees, to enjoin the execution of the lease of the Eastern to the Boston & Maine, was postponed till the 29th of May, when it will be heard on its merits.

Massachusetts Central.—The trustees of the Massachusetts Central Railroad have finally taken possession of the property. Until foreclosure and re-organization, the Boston & Lowell Rail-road will operate the Massachusetts Central as agents for the trustees, using the rolling stock and train-hands of the Central, but having no interest in the receipts, being paid by the trustees to operate the road merely.

Milwaukee Lake Shore & Western.—The following statement is for the year 1882:

Gross earnings. Operating expenses.	\$906,318 578,044
Net earnings	\$328,274 199,071
Surplus carried to income account	\$132,792

Mobile & Alabama Grand Trunk.—At Mobile, Ala., May 7, the foreclosure of the Mobile & Alabama Grand Trunk Railroad was made to a committee representing the bondholders, for \$350,000. The road is completed from Mobile to Jackson, Ala., 64 miles, and surveyed northeast through the Cahaba coal fields to Birmingham. The purchasing committee consisted of George Arents, Edward R. Bacon and P. D. Barker of New York, and D. I. Parker of Mobile.

Mutual Union Telegraph.—The Mutual Union stock was reduced from \$10,000,000 to \$2,500,000 by vote of May 5, and a new company called the New York Mutual Union Telegraph Company will issue its stock, par value \$25 per share, in exchange for the old stock.

New York Central & Hudson River.—This company requested to have placed on the list, the debt certificates of the New York Central Railroad, dated August 1, 1853, falling due May 1, 1883, \$6,632,000; denominations, \$1,000 and \$500; the time of payment for which has been, by authority of the directors, extended for ten years, with interest at five per cent per annum, payable semi-annually, May and November. The following has been affixed to each bond so extended:

For value received by each it is mutually agreed by the New York Central & Hudson River Railroad Company and the holder of the foregoing debt certificate, No. ——, that the principal thereof shall not be due nor payable until the First day of May, 1893, with interest at the rate of five per cent per annun, payable semi-annually, according to the tenor of twenty new coupons herewith. The consent to this agreement by the holder of said debt certificate is evidenced in its surrender by him for the purpose of having this agreement affixed thereto, and by his acceptance of the accompanying coupons.

C. C. CLARKE, Treasurer.

C. C. CLARKE, Treasurer. New York Susquehanna & Western.—This railroad company

makes the following statement to the Stock Exchange The lines of road owned and operated by the New York Susquehanna & Western Railroad Company are:

From West End-Jersey City, N. J., to Unionville, N. Y..... From West End—Jersey City, N. J., to Chlowing, N. 1...

From Two Bridges, Sussex County, N. J., to Gravel Place, 3
miles west of Stroudsburg, Pa., the point of connection
with the Delaware Lackawanna & Western Railroad....

From Columbia Junction, N. J., to Delaware Station, N. J...
Paterson Extension Branch. 50.1 miles 3:1 mtles 0.75 miles From Priceville to Winton, branch in the Lackawanna Valley, Pennsylvania..... 5.5 miles

.....131 05 miles Total number of miles owned...... From Unionville, N. Y., to Middletown, N.Y. (leased) 13:09 miles Lodi Branch.....

steel rails, the ten miles being laid with fifty-six-pound iron rails.

The floating debt of the company this date, April 23, 1883, is \$70,755.

Available assets in Treasury— First mortgage 6 per cent gold bonds Midland R.R. Co. of New Jersey, par value.

First mortgage 7 per cent bonds of the Lackawanna & Susquehanna Ceal & Iron Co., now known as the Pennsylvania Anthracite Coal Co., par value.. These bonds are now on the free list of the Stock Exchange.

10,000 79 10,000 79¹8 L. Boardman... 10,000 7914 & Co... J. & W. Seligman Baldwin& Weeks Martin&Runyon4,117,000 & Co.....

25,000 78.05 25,000 77.05 100,000 76.19 20,000 77.75 40,000 79.14 Noah Content ... (100,000 J. Struthers&Co. F.J. Kaldenberg. 40,000 794 L. Ven Hoffman & Co.....3,250,000 78*20 D. H. King, Jr.. 10,000 794 Palmer & Lew-engard.... 20,000 78 5,000 78 Henry Coggle... Richardson, Hill

Horace Porter.. 200,000 78 G. M. Pullman... 200,000 78 50,000 78 70,000 79

20,000 79 Woerishoffer & 350,000 7919 Co..... 50,000 79·19 50,000 79·07 Marx & Co.... 50,000 78.57 787_{10} 50,000

Laidlaw & Co... $150,000 787_{10}$ Baldwin&Weeks $\begin{cases} 25,000 79\\ 25,000 791_2 \end{cases}$

Total amount of bids, \$10,426,000; total awards. \$4,117,000, awarded at a minimum price of 78¹4 and interest=80.04 flat, and at a maximum price of 82 per cent and interest=83.79 flat, being an average of 78.54 and interest=80.83 flat.

Washington & Western.—This railroad was sold at public sale in Alexandria, Va., May 9, for \$400,000. The purchasers were Bates & Oakman, who represent the Oakes Ames & McComb interest.

Capital stock of the Pennsylvania Anthracite Coal Co., be-	
ing the controlling interest thereof, par value	200 010 18
Capital stock of the Lodi Branch R. R. Co., being the entire	1,010,000
capital thereof, par value.	60,000
Capital stock of the Middletown Unionville & Water Gap	00,000
R. R. Company, par value	40,250
Loans to coal producers, secured by bond and mortgage on	•
coal properties worth over \$1,500,000	225,000
mi i i i i i i i i i i i i i i i i i i	

The company control the Hudson Connecting Railway Company, by reason of the ownership of \$400,000 of its bonds. being the entire issue, and \$94,000 out of \$100,000 of its capital stock, the charter of this company giving it the right to construct a line of connecting railway through any portion of Hudson County, N. J.

Provision was made under the terms of consolidation for the conversion of the several classes of securities of the Midland Railroad Company of New Jersey, consisting of capital stock, income bonds and scrips, into the preferred and common stock of this company. The amount of these securities issued was as follows:

 Capital stock
 \$3,000,090

 Income bonds Class A
 3,000,000

 Income bonds Class B
 1,568,332

 Scrip No. 1
 1,291,647

 Scrip No. 2
 137,200

Total.

Of these securities there has been converted up to April 23, 1883, into preferred stock— Stock......\$2,131,550

Income bonds, Class A. 1,596,322
Income bonds Class B. 631,975
Scrip No. 1. 856,032
Scrip No. 2. 89,840

Total amount converted...... 5,605,719

Leaving yet to be converted.....\$3,391,460 For the conversion of which preferred and common stock to that amount has been issued in trust, to be applied to the liquidation of the same as fast as the securities are presented for that purpose.

The general office of the company is at 93 Liberty Street. New York City, at which place is the transfer office. President, Frederick A. Potts; Vice-President, Wm. S. Dunn; Treasurer, R. S. Chapel; Secretary and Transfer Agent, J. P. Rafferty. The committee recommend that New York Susquehanna & Western Railroad common stock, \$13,000,000, preferred stock, \$8,000,000, first mortgage 6 per cent bonds, \$2,500,000, and debenture 6 per cent bonds, \$600,000, be placed on the regular list; and that Midland Railroad of New Jersey first mortgage 6 per cent bonds, \$3,500,000, now on the free list be transferred to the regular list, next after the before mentioned debentures.

N. Y. & Texas Land Co.-The New York & Texas Land Company lately sold a large block of its land to New York capitalists, receiving in payment notes secured by a first mortgage on the lands sold bearing interest at 5 per cent. The company proposes to place these notes in the hands of a trust company, and asks scrip-holders to name a price at which they will exchange scrip for the trust company's certificates represented by said notes, in order to redeem the scrip. The scrip is prior to the stock, and must be retired before anything is paid on the latter. Scrip outstanding is about \$5,000,000 and stock about \$1,500,000.—N. Y. World.

New York West Shore & Buffalo.—One of the interesting events of the week was the opening of the bids for the New York West Shore & Buffalo first mortgage bonds, of which \$4,117,000 were offered for subscription by Messrs. Winslow, Lanier & Co. The total amount bid for was \$10,426,000, and the awards of the amount offered were at prices ranging from 80.04 to 83.79 flat. The bids were largely from prominent houses or capitalists, the details being as follows:

Name. Am't of Bds. Rate.

Name. \$\frac{1}{2} \text{Am't of Bds.} \text{Rate.} \text{Rate.} \text{Rate.} \text{Name.} \text{S00,000} 78 \text{Kuhn, Loeb& Co.} \text{30,000} 79 \text{H. V'r Newcomb} \text{200,000} \text{78:} \text{10} \text{E. F. Winslow.} \text{200,000} 78: \text{19} \text{Horace Porter.} \text{200,000} 78 \text{G. M. Pullman.} \text{200,000} 78 \text{78:} \text{15:} \text{16:} Name. Am't of Bds. Rate. $\begin{cases} 20,000 & 79.01 \\ 10,000 & 78.88 \\ 10,000 & 78.76 \end{cases}$ 78.63 78.51 78.38 78.26 10,000 De Neufville&Co 10,000 10,000 10,000 10,000 10,000 78.01 W. Boocock 100,000 25,000 20,000 Samuel Thomp-son's Nephews 10,000 75 -1,000 50 50,000 78 S.W. Hutchinson L. Cohn & Co... Fisk & Hatch.. 30,000 Estate of Geo. A. Lully..... 10,000 1,000 2,000 C.W.Hartshorne

S. L. Cleveland ..

A. W. Austin.

20,000 80 10,000 7934 S.S.Quivey, Cash'r Closson & Hays C. P. Cogswell.. 10,000 784 Savin & Vander-75,000 79 hoof. C. J. Osborne & 40,000 81 Co.....

3,000 7,000 50,000

82 flat

itized for FRASER

150,000

\$300,000

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, May 11, 1883.

The weather has been more seasonable during the part week, giving an impulse to the growth of vegetation and somewhat improving crop prospects. The Agricultural Bureau's report of the condition of winter grain May 1 is of a more hopeful nature than was expected, and this is regarded as a favorable element in the commercial situation. Trade has been only fairly active, however, and some speculative features alone relieve the market from dulness.

Lard has been firm, and those interested in higher prices have had the advantage. The speculation, however, has not been large and the legitimate movement is not satisfactory. Pork has received attention for consumption and export, but the speculative market has been devoid of interest. To-day mess pork sold on the spot at \$20 40@\$20 50, and clear back at \$22 50@\$23; there were no prices for the options. Lard continued to advance; prime Western quoted on the spot at 11.95 @12c.; refined to the Continent, 12c.; South America, 12.25c.; June contracts of Western sold at 12:04@12:06c., July at 12:08@ 12·10c., August, 12·08@12·10c.; closing weak at 11·90@11·93c. for May, 11.99c. for June, 12.02c. for July and August, 11.95@12c. for September, and 11:10@11:12c. for the year. Bacon is quiet and firm at 11%@11½c. for long clear. Beef is steady at \$26@ \$27 50 for city extra India mess. Beef hams very firm at \$22 50@\$23 for Western. Tallow was firm and sold at 8%@8½c. Stearine quiet at 12%c. for prime and 10@104c. for oleomargarine. Butter is quiet and barely steady. Cheese inclined to easiness; good to prime State factory, 12@12½c.; fine full eream do., 13@131/4c.

Rio coffee has been rather more active on the basis of 9½c. for fair cargoes; options have been quiet at some decline; today there were sales of No. 7 at 7.75c. for May, 7.85c. for June. 8c. for July, 8 10@8 15c. for August, 8 20c. for September, 8 30 @8:35c. for October, 8:55c. for November and 8:50c. for December; mild grades have been dull, and Padang on the spot has sold down to 17½c. Tea has shown no material change at auction. Spices have been dull. Foreign fruits have sold moderately at somewhat lower prices. Rice closes more active and quite steady. Molasses has been in fair demand, and refining has advanced to 32@32½c. for 50 deg. test. Raw sugar has risen to 7%c. for fair refining Muscovado and 7% @7 13-16c. for 96 deg. test centrifugal, with a pretty good business on this basis. Refined has advanced to 9%c. for cut-loaf, 9@9%c. for powdered, 8%c. for granulated and 8%@8%c. for standard "A;" crushed remains at 91/4c.

Kentucky toba cco has continued very quiet and nothing new has been presented; lugs are still quoted at 5@6½c. and leaf at 6@11½c. There have been sales of 74 hhds for consumption and 69 hhds for export. Seed-leaf in fair sale at steady prices. Sales for the week embrace 1,200 cases, including 400 cases, 1881 crop, Pennsylvania, 8½@14c.; 100 cases, 1881 crop, Wisconsin Havana seed, private terms; 175 cases, 1881 crop, Ohio, 4@6½c.; 100 cases, 1880 crop, Ohio Little Dutch, 15@18c.; 300 cases, 1882 crop, Ohio Little Dutch, private terms; and 100 cases, 1881 crop, New England, 14@30c.; also 400 bales Havana, 80c.@\$1 18, and 300 bales Sumatra, \$1 05@\$1 40.

Naval stores have continued to show irregularity; rosins have declined, owing to the absence of export interest, and strained and good strained are quoted at \$1.75@\$1.80, with sales of the latter at \$1.77½ landed. Spirits turpentine was steady and sold to-day at 42½c. in yard. Refined petroleum was lower at 7½c. for 110 test and 75%c. for 70 test, and this in the face of the disastrous fire at Cavan Point, whereby the Standard Oil Company lost about 250,000 bbls. Crude certificates have been irregular and closed lower; sales to-day at 93¾ @92½c., closing 925%@92¾. Ingot copper was steady, and 300,000 lbs. Lake sold at 15½@16c.; other brands 14¼@15½c. All cils are firm. Wool is dull, weak and very irregular. Hops are easier; the best grades of State 1882 can be had at 80c. cash; yearlings 70@75c.

Ocean freights have been more active, and at the close all rates are stronger. The offerings of tonnage are smaller. Grain to Liverpool by steam quoted 3½d.; bacon taken at 17s. 6d.; cheese, 25s.; beef, 3s. 6d.; pork, 2s. 6d.; flour, 12s. 6d.@ 15s.; cotton, 9-64d.; grain to London by steam quoted 3¾d bid and 5d. asked; grain to Glasgow by steam, 3d; to Antwerp by steam, 3¾d.@4d.@4½d.; by steamer to Stockholm, 4s. 6d.; from Philadelphia to Cork for orders by steamer, 4s.; residuum to Liverpool, 3s. 3d; refined petroleum to Bromen, 2s. 9d.; to Antwerp, 2s. 11½d.; case oil to Beyrout, 22c.; to Levant, 22½c.

COTTON.

FRIDAY, P. M., May 11, 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 11) the total receipts have reached 50,575 bales, against 48,761 bales last week, 59,244 bales the previous week and 66,527 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,711,245 bales, against 4,492,046 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,219,199 bales.

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	1,370	1,406	615	2,890	667	1,174	9,122
Indianola, &c.						132	132
New Orleans	2,157	1,951	4,311	1,661	1,240	3,014	14,334
Mobile	93	347	1,012	78	10	168	1,703
Florida						69	69
Savannah	883	731	430	516	589	284	3,463
Brunsw'k, &c.							
Charleston	548	890	643	546	1,246	208	4,081
Pt. Royal, &c.						260	260
Wilmington	41	61	135	144	89	31	501
Moreh'd C.,&c						57	57
Norfolk	1,929	1,663	1,076	705	1,023	1.858	8,254
West Point,&c						1,028	1,023
New York				212	141		353
Boston	326	1,188	748	1,014	811	612	4,639
Baltimore						1,642	1,642
Philadelp'a, &c.	87		393	360	633	394	1,872
Totals this week	7,434	8,237	9,368	8,156	6,449	10,931	50,575

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.

_ 188	3 2- 83.	188	31-82.	SI	llock.	
This. Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.	
8,122	798,807	2,903	415,917	50,195	15,445	
132	16,533	4	13,631		•••••	
14,334	1,599,783	2,985	1,153,121	158,688	116,842	
1,708	306,712	1,454	256,076	18,601	10,272	
69	18,303	50	27,115			
3,463	794,738	2,295	710,065	20,080	15,738	
	5,508		6,966			
4,081		1,334	483,411	17,079	11,116	
260	24,117	125	24,196			
501	126,073	285	133,725	4,212	2,727	
57	18,816	44	26,327			
8,254	766,516	1,916	587,243	39,264	9,129	
1,028	219,629	1,079	187,921			
353	135,165	1,062	155,954	226.546	237,850	
4,699	171,312	5,986			8,670	
1,642	53,624	694	19,088	16.865	24,058	
1,872	93,510	3,665	79,683		15,402	
50,575	5,711,245	25,8\$1	4,492,046	564.219	517,219	
	This Week. 8,122 13,2 14,334 1,708 69 3,463 4,081 260 501 57 8,254 1,028 353 4,699 1,642 1,872	Week. 1, 1882. 8,122 798,807 132 16,533 14,334 1,599,783 1,708 306,712 69 18,303 3,463 794,738 5,508 4,081 262,099 260 24,117 501 126,073 57 18,816 8,254 766,516 1,028 219,629 353 135,165 4,699 171,312 1,642 53,624 1,872 93,510	This Since Sep. This Week. 1, 1882. Week. 8,122 798,807 2,903 132 16,533 4 14,334 1,599,783 2,985 1,708 306,712 1,454 69 18,303 50 3,463 794,738 2,295 5,508 4,081 562,099 1,334 260 24,117 125 501 126,073 285 57 18,816 44 8,254 766,516 1,916 1,028 219,629 1,079 353 135,165 1,062 4,699 171,312 5,986 1,642 53,624 694 1,872 93,510 3,665	This Since Sep. This Since Sep. Week. 1, 1882. Week. 1, 1881. 8,122 798,807 2,903 415,917 132 16,533 4 13,631 14,334 1,599,783 2,985 1,153,121 69 18,303 50 27,115 3,463 794,738 2,295 710,065 5,508 6,966 4,081 562,099 1,334 483,411 260 24,117 125 24,196 501 126,073 285 133,725 57 18,816 44 26,327 8,254 766,516 1,916 587,243 1,028 219,629 1,079 187,921 353 135,165 1,062 155,954 4,699 171,312 5,986 211,607 1,642 53,624 694 19,088 1,872 93,510 3,665 79,683	This. Since Sep. This. Since Sep. This. Since Sep. 1, 1881. 1883. 8,122 798,807 2,903 415,917 50,195 132 16,533 4 13,631 14,334 1,599,783 2,985 1,153,121 158,688 1,708 306,712 1,454 256,076 18,601 69 18,303 50 27,115 3,463 794,738 2,295 710,065 20,080 5,508 6,966 4,081 562,099 1,334 483,411 17,079 260 24,117 125 24,196 501 126,073 285 133,725 4,212 57 18,816 44 26,327 8,254 766,516 1,916 587,243 39,264 1,028 219,629 1,079 187,921 353 135,165 1,062	

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.	8,254	2,907	4,897	1,737	3,257	1,641
New Orleans.	14,334	2,985	12,608	9,496	3,500	4,833
Mobile	1,703	1,454	3,035	1,974	1,187	1,555
Savannah	3,463	2,295	4,965	1,136	2,634	2,093
Charl'st'n, &c	4,341	1,459	2,497	1,788	1,423	1,126
Wilm'gt'n, &c	558	329	362	197	225	622
Norfolk, &c	9,232	2,995	6,619	4,171	3,050	3,125
All others	8,635	11,457	14,167	4,137	4,621	5,102
Tot. this w'k.	50,575	25,881	49,150	24,636	19,897	20,097
Since Sept. 1.	5711,245	4492,016	5446,033	4689,164	4355,935	4158,152

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

The exports for the week ending this evening reach a total of 77,474 bales, of which 44,981 were to Great Britain, 6,319 to France and 26,174 to the rest of the Continent, while the stocks as made up this evening are now 564,219 bales. Below are the exports for the week and since September 1, 1882.

Manage	Week Ending May 11. From Sept. 1, 1882, to May Exported to—							11, 1883
Exports from—	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total.
Galveston	1,662		2,393	4,045	800,897	38,094	155,132	494,143
New Orleans	17,874	5,849	8,025	31,748	738,367	277,362	436,761	1,462,49
Mobile					32,330	9,350	1,100	42,780
Florida							100	100
Savannah			198	198	101,602	25,658	280,868	408,12
Charleston		,	5.696	5,696	131,080	24,775	210,631	378,498
Wilmington	• • • • • • •				51,596		4,590	56,18
Norfolkt			5,427	5,427	360,970		25,231	396,20
New York	10,815	470	2,655	13,947	426,013	27,130	145,145	598,28
Boston	5,885			5,883	145,980		443	147,42
Baltimore	5,245		1,690	6,935	145,425	4,718	53,937	204,100
Philadelp'a,&c	3,500		100	3,600	75,130		3,086	73,210
Total	44,931	6,319	26,174	77,474	2,530,390	407,087	1,307,084	4,214,54
Total 1881-82	37,598	5,407	14,398	57,399	2,102,665	826,753	713,989	3,143 40

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.

	Or	On Shipboard, not cleared—for							
MAY 11, AT-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.			
New Orleans	10,501 1,500	2,781 None.	5,510	660	19,452	139,236			
Characton	None.	None.	None. 4,300	2,100 1,050	3,600 5,350	15,001 $11,729$			
Galveston	4,400 2,897	None. 1,084	$\frac{1,500}{1,278}$	800 5,693	$6,700 \\ 10,952$	$13,380 \\ 39,243$			
Norfolk	$\frac{6,347}{4,800}$	None.	$\frac{2,184}{750}$	2,534 None.	11,065 5,550	$28,199 \\ 220996$			
Other ports	4,000	None.	1,000	None.	5,000	28,766			
Total 1883	34,145	3,865	16,522	12,937	67,669	496,550			
Total 1882	23,508 46.780	$9,985 \mid 12,087 \mid$	$4,987 \\ 40.023$	$\frac{2,060}{4.892}$	103,782	476.709 458.934			

Speculation in cotton for future delivery at this market was very active during the first half of the week under review, but during the latter half fell off considerably. Prices fluctuated widely and some irregularity was developed, not only as between this and the next crop, but between the different months of this erop. On Saturday the opening was dull, but speculation revived and this crop advanced, especially May and June, but the next crop closed lower. On Monday there were freer sellers and the "short interest" was materially increased; but on Tuesday some excitement was caused by the intimation that contracts for May and June might be "cornered," and there was a sharp advance for these months, with an irregular closing, May and July and June and August being nearly together. The fact that June sold for more than July checked the speculation for the rise and on Wednesday prices declined slightly. On Thursday June fell 7 points and closed only 2 points dearer than May and July, higher money in London, the fall in the price of silver, full receipts at the ports, and good weather at the South, being the most active of the depressing influences at work. To-day Liverpool was unexpectedly better, so that yesterday's decline was more than recovered; but the market was much less active, and closed dull though steady. Cotton on the spot has been dull and unsettled. There was an advance of 14c. on Saturday, a decline of 15c. on Monday, an advance of 15c. on Tuesday and a decline of 1-16c. on Thursday. To-day the market was firm, middling uplands closing at 10 15-16c.

The total sales for forward delivery for the week are \$34,500 bales. For immediate delivery the total sales foot up this week 3,496 bales, including 1,025 for export, 1,991 for consumption, 480 for speculation and — in transit. Of the above, 300 bales were to arrive. The following are the official quotations for each day of the past week.

May 5 to	U	PLANI	08	NEW	ORLE	ANS.	7	TEXAS	
May 11.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. # 16	8116	71516	8116	8516	8316	8516	8516	8316	8516
Strict Ord	812	838	842	834	808	834	834	858	834
Good Ord	9516	9316	9516	9916	9716	9916	9916	9716	9916
str. G' d Ord	1.0	9'8	10	104	1018	1014	104	1018	104
Low Midd'g	1013	1038	1012	1034	1058	1034	1031	1058	1034
str.L'w Mid	$10^{13}16$	101116	101316	11116	101516	11116	11116	101516	11116
	11	1078	11	1114	1118	1114	1114	1118	1114
Good Mid	1138		1138	1158	1113	1158	1158	1112	1158.
tr. G'd Mid	1158		1158	1178	1134	1178	1178	1134	1178
Midd'g Fair	1218		1218	123_{8}		1238	123_{8}	124	1238
Fair	1278	1234	1278	1318	13	1348	1318	13	1318
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. PD	8116	8	8	8516	814	814	C5.	01.	07.
Strict Ord	512	8716	8716	834	81116	81116	85 ₁₆ 83 ₄	814	814
Good Ord	9518	914	914	9916	912	949	9916	811 ₁₆ 91 ₂	81116
Str. G'd Ord	10 18	91516		1014	10316	10316	1014	10316	103
Low Midd'g	1010	10716	10716	1034	10116	101116	1034	10116	10316
str. L'w Mid	1013.	1034	1034	111116	11	11	11116	101113	11
Middling	11	101510	101516	1111	11316	113.0	1114	11316	
Good Mid		11516	11516	1158	11916	11916	1158	11916	11916
str. G'd Mid	1150	11916	11916	1178	1113	111316		111316	11116
Midd'g Fair	1218	12116	12118	1238	12516	12516	1238	12516	195.
Fair	1278	121316	121316		13116	13116	1319	13116	13116
- On		-							
8.	TAINE	D.		Sat.	Mon	Tues	Wed	Th.	Fri.
				-					-
Jood Onding	MYT		50 Th	71-	F 20	71-	71		
Hood Ordina	ry		. 38 Do.	719	738	712	712	7716	7716
Food Ordina Strict Good (Low Middlin	Ordinai	·V		7 ¹ 9 8 ⁵ 16	738 8316 878	$\begin{bmatrix} 7^{1}_{2} \\ 8^{5}_{16} \\ 9 \end{bmatrix}$	$ \begin{array}{c} 7^{1}_{2} \\ 8^{5}_{16} \\ 9 \end{array} $	$77_{16} \\ 8^{1}_{4} \\ 8^{1}_{5_{16}}$	814

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.

	SALE	S OF S	FUTURES.				
SPOT MARKET CLOSED.	Ex- port.	Con- sump.		Tran- sit.	Total.	Sales.	Deliv- eries.
Bat Nom'l at 14 adv		50			50	283,000	600
Mon . Nom'l at 18 dec		188				161,600	
Tues. Quiet at 18 adv		269	300			149,500	
Wed . Quiet	!	303	155			91,800	400
Thurs Easy at 116 dec	125	353	25		503		300
Fri . Firm	960	828			1,728		300
Total	1.025	1,991	430		3.496	834,500	2,500

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

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

Market, Prices and Range a
July. August. September. October.
July. August. September. October. 53,600 11.04 29,700 10.96 11.09 11.09 29,700 10.96 21.00 10.96 11.05 10.53 10.68 20.70 10.96 21.00 10.96 21.00 10.96 21.00 10.96 21.00 10.96 21.00 10.96 21.00 10.96 21.00 10.96 21.00 10.96 10.95 10.22 20.02 10.92 10.90 10.96 10.95 10.95 10.92 10.95
July. August. September. October. 53,600 11.04 29,700 10.96 11.09 11.09 29,700 10.96 21.00 10.96 11.05 10.53 10.68 20.70 10.96 21.00 10.96 21.00 10.96 21.00 10.96 21.00 10.96 21.00 10.96 21.00 10.96 21.00 10.96 21.00 10.96 10.95 10.22 20.02 10.92 10.90 10.96 10.95 10.95 10.92 10.95
AND SALES OF Cotober.
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AND SALES OF Cotober.
October: Novemula Aver 10.37 Aver 1 10.30 a 10.43 10.17 a 1 10.24 a 10.17 a 1 11.6 10.28 - 10.30 10.17 a 1 10.28 - 10.30 10.17 a 1 10.28 - 10.30 10.17 a 1 10.29 - 10.24 Aver 1 10.24 a 10.25 Aver 1 10.24 a 10.29 10.10 a 1 10.21 a 10.27 10.14 a 1 10.21 a 10.27 10.14 a 1 10.21 a 10.27 10.14 a 1 10.19 a 10.23 10.08 a 1 10.19 a 10.23 10.08 a 1 10.19 a 10.23 10.09 - 1 Aver 10.24 Aver 1 10.21 a 10.25 10.10 a 1 10.19 a 10.23 10.10 a 1 10.24 a 10.25 10.13 - 1 225.0 10.13 - 1 247,000 236,50
Novemula 11.6 10.17 a 1 1.6 10.17 a 1 1.6 10.17 a 1 10.17 a 1 10.17 a 1 10.14 a 1 10.14 a 1 10.14 a 1 10.08 a 1 10.09 - 1 1.6 10.13 - 1 1.9 10.13 - 1 10.13

December January
November. December. January. Februs Aver10.25 Aver10.26 Aver10.36 Aver10.37 Aver10.37 Aver10.28 Io.25-a10.28 Io.25-a10.23 Io.26-10.28 Io.26-10.28 Io.26-10.28 Io.26-10.28 Io.26-10.28 Io.26-10.28 Io.26-10.28 Io.26-10.28 Io.26-10.28 Io.26-10.24 Aver10.15 Aver10.15 Aver10.15 Aver10.21 Io.25-a10.21 Io.34 aver10.16 Io.15-a10.17 Io.26-a10.21 Io.25-a10.21 Io.30 aver10.16 Io.45-a10.17 Io.26-a10.18 Io.21-a10.22 Io.30 aver10.21 Io.21-a10.22 Io.30 aver10.21 Io.21-a10.22 Io.30 aver10.21 Io.21-a10.22 Io.30 aver10.19 Aver10.19 Aver10.19 Aver10.19 Io.30 aver10.19 Io.30 aver10.19 Io.30 aver10.19 Io.30 aver10.20 Io.30 aver10.21 Io.30 aver10.21 Io.30 aver10.21 Io.30 aver10.21 Io.30 aver10.21 Io.30 aver10.22 Io.30 aver10.23 Io.30 aver10.25 Io.30 aver10
February. Aver . 10.34 Aver . 10.34 Aver . 10.30 10.34 a 200 10.30 a 200 Aver Aver Aver 200 10.32
March. Aver
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* Includes sales in September, 1882, for September. 500.200; September-October for October, 815,600; September-November for November. 56r-October for October, \$15,600; 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; September-April for April, 1,713,300.

Transferable Orders—Saturday, 11:00c.; Monday, 10:85c.; Tuesday, 11:05c.; Wednesday, 10:95c.; Thursday, 10:95c.; Friday, 11:00c.

Short Notices for May—Saturday, 10:91c., and shall continue each 147.942 | 19.060 |2.741.992 |

34,757

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crea. bales

We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week. ·03 pd. to exch. 200 May for June. 02 pd. to exch. 100 June for Aug. 03 pd. to exch. 500 July for June. 500 May for July even. ·04 pd. to exch. 300 July for June. ·02 pd. to exch. 500 June for Aug. 100 Aug. for June even 200 June for July even.

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 affoat, 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 11), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1000	****	
holog	914,000	1982.	1881.	1880.
Stock at Liverpoolbaler.	55 200			
Stock at London	55,300	60,000	44,900	40,700
Total Great Britain stock .	969.300	1,046,000	1,018,900	736,700
Stock at Hamburg	3,800	2,200	7,000	3,000
Brook at Bremen	44,800	27,900	- 48,000	42,600
Slock at Amsterdam	33,000	18,900	43,500	19,600
Stock at Rotterdam	2,400	281	5,730	2,360
Stock at Antwerp	3,300	1.900	780	800
Stock at Havre	133,000	120,000	209,000	67.300
Stock at Marsellies	7,300	2.650	3,800	4.130
Stock at Barcelona	81,000	32,100	31,600	39.500
Rtock at Genoa	9,900	5,000	4,000	10,100
Stock at Trieste	9,700	5,603	6,900	4,070
Total centinental stocks	336,200	216,534	360,310	193,460
Total European stocks	1,305,500	1,262,534	1,379,210	930,160
Todia cotton affoat for Europe.	315,000	409,000	281,000	327,000
A mar'n cotton affoat for Eur'pe	574,000	351,000	466,000	415,000
Egypt. Brazil. &c., allt for E'r'pe	37,000	53.000	42,000	34.000
Stock in United States ports	564,219	517,249	562,716	461.476
Stock in U. S. interior towns	131,214	110,943	175.316	176.157
United States exports to-day	12,500	3,300	7,000	30,000
Total visible supply2 Of the above, the totals of Ameri	.939.433 can and ot	2,707,026 2 her descrip	2,913,242 tions are a	2,373,793 s follows:
ATHET ICUIT				

Of the above, the totals of American—		* .		as tono wp.
Liverpool stock	677,000	622,000	746.000	486.000
Continental stocks	216,000	100,000	266,000	148.000
American afloat for Europe		351,000	466,000	415,000
United States stock	564,219	517,249	562.716	461.476
United States interior stocks	131,214	110,943	175.316	176.157
United States exports to-day	12,500	3,300	7,000	30,000

Total American	.2,174,933	1,704,492	2,223,032	1,716,633
Liverpool stock	237.000	364,000	228.000	210.000
London stock	55.300	60,000		
Continental stocks	120,200	116,534		
India afloat for Europe	315,000	409,000	281,000	327,000
Egypt, Brazil, &c., afloat		53,000	42,000	34,000
Total East India, &c	764,500	1.002.534	690,210	657,160
Total American	2,174,933	1.704.492	2.223.032	1.716 633

Total visible supply......2,939,433 2,707,026 2,913,242 2,373,793 Price Mid. Upl., Liverpool 5^{13}_{16} d. 6^{5}_{8} d. 6^{1}_{16} d. The imports into Continental ports this week have been

The above figures indicate an increase in the cotton in sight to-night of 232.407 bales as compared with the same date of 1882,

an increase of 25,191 bales as compared with the corresponding date of 1881 and an increase of 565,640 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:

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 | Shreveport, La. | Jefferson, Tex.*. | Dallas, Tex

 | Nashville, Tenn. | Memphis, Tenn
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 | Montgom'ry, Ala. | Macon, Ga | Columbus, Ga | Augusta, Ga
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C 355 48,430 405 2,442 422 58,634 733 2,079 ville, Ky 355 48,430 405 2,636 155 25,983 141 3,038 Rock, Ark. 30,389 259 4,855 383 29,214 371 4,431 ville, Ky 30,389 259 4,855 383 29,214 371 4,431 sum, Tex 30,397 32,853 285 2,538 36 25,071 75 1,339 new towns 6,154 891,580 7,633 16,728 2,849 570,374 4,467 16,687</td><td>otte, N. C.* 300 51,238 317 700 478 32,072 858 1,428 nuis, Mo 3,758 439,062 12,070 36,937 2,820 360,423 6,237 23,169 nnati, O 15,248 342,326 15,384 4,213 8,101 358,169 8,321 4,016 old towns. 30,071 2,558,032 45,033 181,214 16,211 2,171.618 30,290 110,943 criv, S. C 132 23,088 182 150 133 15,125 142 341 sburg, Va 249 24,683 507 2,636 155 25,933 141 3,938 sour, Tex 30,389 256 4,855 583 25,071 75 1,339 on, Tex 4,002 630,597 5,689 3,265 1,434 391,671 2,588 4,075 new towns 6,154 891,580 7,633 16,728 2,849 570,374 4,467 16,687</td><td>otte, N. C.* 220 82,369 1,343 123,635 668 12,102 otte, N. C.* 300 51,238 317 700 478 30,572 858 1,428 uis, Mo 3,758 439,062 12,070 36,937 2,820 360,423 6,237 23,167 matt, O 15,248 342,326 15,384 4,213 8,101 358,169 8,321 4,016 criv, S. C. 152 23,688 182 150 133 15,125 142 30,290 110,943 criv, S. C. 152 23,688 182 150 133 15,125 142 341 sbury, S. Va. 249 24,683 30,389 25,68 155 2,442 422 58,634 733 2,092 rille, K. Va. 357 24,683 507 2,636 155 25,933 141 3,933 sour, Tex. 30,389 256 2,538 36 25,071 75 1,434 3,933 new towns 6,154 891,580 7,633 16,728 2,849 570,374 4,467 16,687</td><td>th, Ga</td><td>n, Ga. 22 26,3 0 31 647 75 31,257 20,73 tta, Ga. 496 139,953 1,449 12,956 138 123,635 668 12,105 ofte, N. C.* 300 51,238 918 3,617 111 \$2,072 858 1,428 outs, Mo. 3,758 439,062 12,070 36,937 2,820 360,423 6,237 23,167 nati, O. 15,248 342,326 15,384 4,213 8,101 358,169 8,321 4,016 old towns 30,071 2,558,032 45,033 181,214 16,211 2,171.618 30,290 110,943 criv, N.
C. 132 23,088 182 150 133 15,125 142 341 sburg, Va. 30,389 24,683 507 2,636 155 25,953 142 361 sburg, Va. 30,389 259 4,855 583 29,214 371 4,334 son, Tex. 4,002 630,397 5,689 3,265 1,434 391,671 2,588 4,075 new towns 6,154 891,580 7,633 16,728 2,849 570,374 4,467 16,68</td><td>Ida, Ala 183 44,232 234 1,503 43 47,679 157 1,17 ta, Ga 496 139,953 1,449 12,956 138 123,635 668 12,102 otte, N. C.* 300 51,238 317 700 478 30,637 578 12,102 ouis, Mo 3,758 439,062 12,070 36,937 2,820 360,423 6,237 23,167 ouis, Mo 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,012 old towns 30,071 2,558,032 45,033 131,214 16,211 2,171,618 30,290 110,943 criv, N. C 182 23,688 182 150 133 15,125 142 341 soury, Va. 249 24,683 507 2,636 155 25,983 10,943 rib, N. C 585 48,430 4,05 2,442 422 58,634 733 2,079 soury, Va. 249 24,683 507 2,636 155 25,983 142 341 soury, Tex. 30,389 259 4,855 583 25,983 371 3,433</td><td>nbus, Miss. 36 38,853 328 1,279 31 1,27,177 417 n, Ga. 22 26,30 31 1,803 43 47,679 157 1,175 ta, Ga. 496 139,953 1,449 12,956 138 47,679 157 117 otte, N. C.* 300 51,238 1,449 12,956 138 123,635 668 12,102 nuis, Mo. 3,758 439,062 12,070 36,937 2,820 360,423 6,237 23,167 old towns. 30,071 2,558,032 45,033 181,214 16,211 2,171,618 30,290 110,943 crry, S. 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C. 132 23,688 182 150 38,101 358,169 8,321 4,016 sburg, Va. 235 48,430 405 2,442 4213 15,125 142 341 wille, Ky. 357 30,389 256 2,538 155 25,633 15,125 142 341 sour, Tex. 300,397 5,689 3,265 1,333 15,125 143</td><td>burg, Miss. 398 14,561 544 1,108 87 135,133 417 521 1,085 obus, Miss. 398 38,535 3234 1,503 43 27,717 96 110, Ala 183 44,232 234 1,503 43 47,679 157 1,171 52; 144, Ala 183 44,232 234 1,503 43 47,679 157 1,171 52; 145, Ga 22 26,3 0 31 647 75 31,257 203 12,570 otte, N. C.* 300 51,238 31,449 12,956 138 123,635 668 12,105 otte, N. C.* 300 51,238 12,070 36,937 2,820 36,423 6,237 23,167 otte, N. C.* 300 51,238 12,070 36,937 2,820 36,423 6,237 23,167 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 152,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 152,248 345,326 15,384 35,071 2,586 34,830 35,071 2,586 34,830 35,071 30,389 25,942 342 342 342 342 342 342 342 343 371 36,333 36,335 36,35 36,335 36,335 36,335 36,335 36,335 36,335 36,335 36,335 36,335</td><td>Febort, Jan. 1,00 24,306 1,00 10 10 24,306 1,00 10 33 Burg, Miss. 3,58 114,561 1,359 4,390 282 62,404 51 33 Bous, Miss. 36 38,853 324 1,108 87 135133 417 52 Ida, Ala 183 44,232 234 1,208 87 135133 417 52 Ida, Ala 183 44,232 234 1,208 87 135133 417 52 Ida, Ala 183 44,232 234 1,203 43 47,679 157 56 117 Ida, Ala 183 44,232 234 1,203 43 47,679 157 56 117 Ida, Ala 183 14,232 234 1,203 43 47,679 157 57 33 Ida, Ala 183 12,633 1,419 12,956 138 123,735 668 12,102 Inati, O 15,248 43,062 12,070 36,937 2,858 1,422 Inati, N.C. 132 23,688 182,121 16,211 2,171,618 30,290 110,943 <tr< td=""><td>8. 1ex.* 1002 43.358 345 1,642 257 27,851 227 son, Tex.* 100 24,306 1359 4,306 100 51 11,517 51 43 seport, La. 1,455 98,916 1,359 4,389 282 62,404 527 51 43 burg, Miss. 36 38,853 328 279 31 27,717 56 108 nia. 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C.* 300 51,238 31,700 36,937 2,839 123,635 123,635 123,635 123,635 123,635 14,23 onis, Mo. 5,548 34,032 45,033 131,214 16,211 2,171,618 30,290 130,493 23,685 14,012 chit, W.<!--</td--><td>wills, Tehm. 3.868 49,1239 8,568 33,367 2,140 328,884 5,150 32,889 4,14 5,500 25,500 54,889 4,14 5,500 25,500 54,910 54,410 54,115 57,113 41,710 51,143 41,710 51,143 41,710 51,143 41,710 52,711 52,717 51,143 41,710 52,717 52,143 41,710 52,717 52,143 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 41,710 41,710 41,710 41,710 41,710<td>his,
Ala</td><td>gonn'ty.Ala. 429 132.512 555 2.070 615 95.891 1.076 h. Ala. 338 98.358 98.368 2.070 615 95.891 1.076 phis, Tenn 109 43.889 414 5.502 2.366 2.00 wille, Tenn 109 43.889 414 5.502 2.36 54.93 s. Tex. 100 24.358 10.542 2.36 54.93 phis, Tex. 100 24.306 10.9 phis, Tex. 100 24.308 10.9 p</td><td> 10, 04, 10, 108 107,206 181 2,895 10 59,723 1,078 1,818 1,414 1,239 1,82,512 1,93 1,078 1,811 1,811 1,93 1,818 1,414 1,90 1,41,513 1,422 2,140 328,884 5,153 32,711 1,082 1,4561 1,45</td><td>n. bus. Ga. 1,450 108,336 346 6,662 149 101,277 10,82 59,172 10,917 10,173</td><td>nbus. Ga</td><td>sta, Ga</td><td>## 1778 Since This This </td><td>FOWNS. This veck. Since veck. May 11. Executives. Since veck. May 12. Since veck. May 12.<</td><td>Frowns Receipls. Shipm'is Receipls. Receipls. Shipm'is Receipls. Shipm'is Receipls. Shipm'is Shipmiis This Shipmiis Shipmiis Shipmiis This Shipmiis Shipmiis</td></td></td></tr<></td></td></td<> | niis, Mo 3,758 434,062 12,070 36,937 2,820 30,423 6,237 23,167 nati, O 15,248 343,326 15,384 4,213 8,101 358,169 8,321 23,167 old towns. 30,071 2,558,032 45,033 181,214 16,211 2,171,618 30,290 110,943 erry, S. C 132 23,088 182 150 133 15,125 142 310,943 rh, N. C 355 48,430 405 2,442 422 58,634 733 2,079 ville, Ky 355 48,430 405 2,636 155 25,983 141 3,038 Rock, Ark. 30,389 259 4,855 383 29,214 371 4,431 ville, Ky 30,389 259 4,855 383 29,214 371 4,431 sum, Tex 30,397 32,853 285 2,538 36 25,071 75 1,339 new towns 6,154 891,580 7,633 16,728 2,849 570,374 4,467 16,687 | otte, N. C.* 300 51,238 317 700 478 32,072 858 1,428 nuis, Mo 3,758 439,062 12,070 36,937 2,820 360,423 6,237 23,169 nnati, O 15,248 342,326 15,384 4,213 8,101 358,169 8,321 4,016 old towns. 30,071 2,558,032 45,033 181,214 16,211 2,171.618 30,290 110,943 criv, S. C 132 23,088 182 150 133 15,125 142 341 sburg, Va 249 24,683 507 2,636 155 25,933 141 3,938 sour, Tex 30,389 256 4,855 583 25,071 75 1,339 on, Tex 4,002 630,597 5,689 3,265 1,434 391,671 2,588 4,075 new towns 6,154 891,580 7,633 16,728 2,849 570,374 4,467 16,687 | otte, N. C.* 220 82,369 1,343 123,635 668 12,102 otte, N. C.* 300 51,238 317 700 478 30,572 858 1,428 uis, Mo 3,758 439,062 12,070 36,937 2,820 360,423 6,237 23,167 matt, O 15,248 342,326 15,384 4,213 8,101 358,169 8,321 4,016 criv, S. C. 152 23,688 182 150 133 15,125 142 30,290 110,943 criv, S. C. 152 23,688 182 150 133 15,125 142 341 sbury, S. Va. 249 24,683 30,389 25,68 155 2,442 422 58,634 733 2,092 rille, K. Va. 357 24,683 507 2,636 155 25,933 141 3,933 sour, Tex. 30,389 256 2,538 36 25,071 75 1,434 3,933 new towns 6,154 891,580 7,633 16,728 2,849 570,374 4,467 16,687 | th, Ga | n, Ga. 22 26,3 0 31 647 75 31,257 20,73 tta, Ga. 496 139,953 1,449 12,956 138 123,635 668 12,105 ofte, N. C.* 300 51,238 918 3,617 111 \$2,072 858 1,428 outs, Mo. 3,758 439,062 12,070 36,937 2,820 360,423 6,237 23,167 nati, O. 15,248 342,326 15,384 4,213 8,101 358,169 8,321 4,016 old towns 30,071 2,558,032 45,033 181,214 16,211 2,171.618 30,290 110,943 criv, N. C. 132 23,088 182 150 133 15,125 142 341 sburg, Va. 30,389 24,683 507 2,636 155 25,953 142 361 sburg, Va. 30,389 259 4,855 583 29,214 371 4,334 son, Tex. 4,002 630,397 5,689 3,265 1,434 391,671 2,588 4,075 new towns 6,154 891,580 7,633 16,728 2,849 570,374 4,467 16,68 | Ida, Ala 183 44,232 234 1,503 43 47,679 157 1,17 ta, Ga 496 139,953 1,449 12,956 138 123,635 668 12,102 otte, N. C.* 300 51,238 317 700 478 30,637 578 12,102 ouis, Mo 3,758 439,062 12,070 36,937 2,820 360,423 6,237 23,167 ouis, Mo 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,012 old towns 30,071 2,558,032 45,033 131,214 16,211 2,171,618 30,290 110,943 criv, N. C 182 23,688 182 150 133 15,125 142 341 soury, Va. 249 24,683 507 2,636 155 25,983 10,943 rib, N. C 585 48,430 4,05 2,442 422 58,634 733 2,079 soury, Va. 249 24,683 507 2,636 155 25,983 142 341 soury, Tex. 30,389 259 4,855 583 25,983 371 3,433 | nbus, Miss. 36 38,853 328 1,279 31 1,27,177 417 n, Ga. 22 26,30 31 1,803 43 47,679 157 1,175 ta, Ga. 496 139,953 1,449 12,956 138 47,679 157 117 otte, N. C.* 300 51,238 1,449 12,956 138 123,635 668 12,102 nuis, Mo. 3,758 439,062 12,070 36,937 2,820 360,423 6,237 23,167 old towns. 30,071 2,558,032 45,033 181,214 16,211 2,171,618 30,290 110,943 crry, S. C. 132 23,688 182 150 133 15,125 142 341 sburg, Va. 249 24,683 256 2,442 422 58,634 733 2,072 sburg, Va. 327 32,853 256 2,538 155 25,953 141 3,038 son, Tex. 327 32,853 256 2,538 36,571 371 4,431 new towns 6,154 891,580 7,633 16,728 2,849 570,374 4,467 16,687 <td>Duurs, Miss. 398 114,561 544 1,108 87 135,133 417 528 abus,
Miss. 183 44,232 234 1,508 31 27,717 56 117 da, Ala. 22 26,3 31 1,647 75 31 27,717 56 117 ta, Ga. 22 26,3 31 12,956 138 17,679 157 117 ta, Ga. 496 139,953 1,449 12,956 138 123,635 668 12,173 otte, N. C. 3,758 439,062 12,970 36,937 2,820 360,423 6,237 23,167 math, O 15,248 342,326 15,384 4,213 8,101 358,169 8,321 4,016 erw. S. C. 132 23,688 182 150 38,101 358,169 8,321 4,016 sburg, Va. 235 48,430 405 2,442 4213 15,125 142 341 wille, Ky. 357 30,389 256 2,538 155 25,633 15,125 142 341 sour, Tex. 300,397 5,689 3,265 1,333 15,125 143</td> <td>burg, Miss. 398 14,561 544 1,108 87 135,133 417 521 1,085 obus, Miss. 398 38,535 3234 1,503 43 27,717 96 110, Ala 183 44,232 234 1,503 43 47,679 157 1,171 52; 144, Ala 183 44,232 234 1,503 43 47,679 157 1,171 52; 145, Ga 22 26,3 0 31 647 75 31,257 203 12,570 otte, N. C.* 300 51,238 31,449 12,956 138 123,635 668 12,105 otte, N. C.* 300 51,238 12,070 36,937 2,820 36,423 6,237 23,167 otte, N. C.* 300 51,238 12,070 36,937 2,820 36,423 6,237 23,167 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 152,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 152,248 345,326 15,384 35,071 2,586 34,830 35,071 2,586 34,830 35,071 30,389 25,942 342 342 342 342 342 342 342 343 371 36,333 36,335 36,35 36,335 36,335 36,335 36,335 36,335 36,335 36,335 36,335 36,335</td> <td>Febort, Jan. 1,00 24,306 1,00 10 10 24,306 1,00 10 33 Burg, Miss. 3,58 114,561 1,359 4,390 282 62,404 51 33 Bous, Miss. 36 38,853 324 1,108 87 135133 417 52 Ida, Ala 183 44,232 234 1,208 87 135133 417 52 Ida, Ala 183 44,232 234 1,208 87 135133 417 52 Ida, Ala 183 44,232 234 1,203 43 47,679 157 56 117 Ida, Ala 183 44,232 234 1,203 43 47,679 157 56 117 Ida, Ala 183 14,232 234 1,203 43 47,679 157 57 33 Ida, Ala 183 12,633 1,419 12,956 138 123,735 668 12,102 Inati, O 15,248 43,062 12,070 36,937 2,858 1,422 Inati, N.C. 132 23,688 182,121 16,211 2,171,618 30,290 110,943 <tr< td=""><td>8. 1ex.* 1002 43.358 345 1,642 257 27,851 227 son, Tex.* 100 24,306 1359 4,306 100 51 11,517 51 43 seport, La. 1,455 98,916 1,359 4,389 282 62,404 527 51 43 burg, Miss. 36 38,853 328 279 31 27,717 56 108 nia. Ala. 22 26,30 34 1,803 43 47,679 157 1,17 nia. Ala. 220 82,369 918 16,47 117 52 12,07 33 123,77 568 117 117 otte, M. C.* 3,758 43,062 12,070 36,937 2,820 360,423 62,37 23,167 mati, O 15,248 342,326 15,384 4,213 16,211 2,171,618 30,290 110,943 cit, N. C. 132 23,688</td><td>Nylle, Tenn. 109 43,889 414 5,502 5256 54,910 54,358 son, Tex.*. 100 24,306 100 24,306 100 51,910 52,7851 227 32,7851 ceport, La. 1,455 98,916 1,359 4,390 282 62,404 51 43 burg, Miss. 398 114,561 544 1,108 87 135,133 417 51 burg, Miss. 398 14,4561 544 1,108 87 135,133 417 527 lla, Ala 183 44,232 234 1,503 43 47,679 34 77 56 lla, Ala 183 44,232 234 1,503 43 47,679 157 1,71 th, Ga 220 82,369 13,953 1,449 12,956 13 123,733 668 11,71 otte, M. C.* 300 51,238 31,700 36,937 2,839 123,635 123,635 123,635 123,635 123,635 14,23 onis, Mo. 5,548 34,032 45,033 131,214 16,211 2,171,618 30,290 130,493 23,685 14,012 chit, W.<!--</td--><td>wills, Tehm. 3.868 49,1239 8,568 33,367 2,140 328,884 5,150 32,889 4,14 5,500 25,500 54,889 4,14 5,500 25,500 54,910 54,410 54,115 57,113 41,710 51,143 41,710 51,143 41,710 51,143 41,710 52,711 52,717 51,143 41,710 52,717 52,143 41,710 52,717 52,143 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 41,710 41,710 41,710 41,710 41,710<td>his, Ala</td><td>gonn'ty.Ala. 429 132.512 555 2.070 615 95.891 1.076 h. Ala. 338 98.358 98.368 2.070 615 95.891 1.076 phis, Tenn 109 43.889 414 5.502 2.366 2.00 wille, Tenn 109 43.889 414 5.502 2.36 54.93 s. Tex. 100 24.358 10.542 2.36 54.93 phis, Tex. 100 24.306 10.9 phis, Tex. 100 24.308 10.9 p</td><td> 10, 04, 10, 108 107,206 181 2,895 10 59,723 1,078 1,818 1,414 1,239 1,82,512 1,93 1,078 1,811 1,811 1,93 1,818 1,414 1,90 1,41,513 1,422 2,140 328,884 5,153 32,711 1,082 1,4561 1,45</td><td>n. bus. Ga. 1,450 108,336 346 6,662 149 101,277 10,82 59,172 10,917 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173
 10,173 10,173</td><td>nbus. Ga</td><td>sta, Ga</td><td>## 1778 Since This This </td><td>FOWNS. This veck. Since veck. May 11. Executives. Since veck. May 12. Since veck. May 12.<</td><td>Frowns Receipls. Shipm'is Receipls. Receipls. Shipm'is Receipls. Shipm'is Receipls. Shipm'is Shipmiis This Shipmiis Shipmiis Shipmiis This Shipmiis Shipmiis</td></td></td></tr<></td> | Duurs, Miss. 398 114,561 544 1,108 87 135,133 417 528 abus, Miss. 183 44,232 234 1,508 31 27,717 56 117 da, Ala. 22 26,3 31 1,647 75 31 27,717 56 117 ta, Ga. 22 26,3 31 12,956 138 17,679 157 117 ta, Ga. 496 139,953 1,449 12,956 138 123,635 668 12,173 otte, N. C. 3,758 439,062 12,970 36,937 2,820 360,423 6,237 23,167 math, O 15,248 342,326 15,384 4,213 8,101 358,169 8,321 4,016 erw. S. C. 132 23,688 182 150 38,101 358,169 8,321 4,016 sburg, Va. 235 48,430 405 2,442 4213 15,125 142 341 wille, Ky. 357 30,389 256 2,538 155 25,633 15,125 142 341 sour, Tex. 300,397 5,689 3,265 1,333 15,125 143 | burg, Miss. 398 14,561 544 1,108 87 135,133 417 521 1,085 obus, Miss. 398 38,535 3234 1,503 43 27,717 96 110, Ala 183 44,232 234 1,503 43 47,679 157 1,171 52; 144, Ala 183 44,232 234 1,503 43 47,679 157 1,171 52; 145, Ga 22 26,3 0 31 647 75 31,257 203 12,570 otte, N. C.* 300 51,238 31,449 12,956 138 123,635 668 12,105 otte, N. C.* 300 51,238 12,070 36,937 2,820 36,423 6,237 23,167 otte, N. C.* 300 51,238 12,070 36,937 2,820 36,423 6,237 23,167 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 15,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 152,248 343,326 15,384 4,213 8,101 358,169 8,321 4,016 otte, N. C 152,248 345,326 15,384 35,071 2,586 34,830 35,071 2,586 34,830 35,071 30,389 25,942 342 342 342 342 342 342 342 343 371 36,333 36,335 36,35 36,335 36,335 36,335 36,335 36,335 36,335 36,335 36,335 36,335 | Febort, Jan. 1,00 24,306 1,00 10 10 24,306 1,00 10 33 Burg, Miss. 3,58 114,561 1,359 4,390 282 62,404 51 33 Bous, Miss. 36 38,853 324 1,108 87 135133 417 52 Ida, Ala 183 44,232 234 1,208 87 135133 417 52 Ida, Ala 183 44,232 234 1,208 87 135133 417 52 Ida, Ala 183 44,232 234 1,203 43 47,679 157 56 117 Ida, Ala 183 44,232 234 1,203 43 47,679 157 56 117 Ida, Ala 183 14,232 234 1,203 43 47,679 157 57 33 Ida, Ala 183 12,633 1,419 12,956 138 123,735 668 12,102 Inati, O 15,248 43,062 12,070 36,937 2,858 1,422 Inati, N.C. 132 23,688 182,121 16,211 2,171,618 30,290 110,943 <tr< td=""><td>8. 1ex.* 1002 43.358 345 1,642 257 27,851 227 son, Tex.* 100 24,306 1359 4,306 100 51 11,517 51 43 seport, La. 1,455 98,916 1,359 4,389 282 62,404 527 51 43 burg, Miss. 36 38,853 328 279 31 27,717 56 108 nia. Ala. 22 26,30 34 1,803 43 47,679 157 1,17 nia. Ala. 220 82,369 918 16,47 117 52 12,07 33 123,77 568 117 117 otte, M. C.* 3,758 43,062 12,070 36,937 2,820 360,423 62,37 23,167 mati, O 15,248 342,326 15,384 4,213 16,211 2,171,618 30,290 110,943 cit, N. C. 132 23,688</td><td>Nylle, Tenn. 109 43,889 414 5,502 5256 54,910 54,358 son, Tex.*. 100 24,306 100 24,306 100 51,910 52,7851 227 32,7851 ceport, La. 1,455 98,916 1,359 4,390 282 62,404 51 43 burg, Miss. 398 114,561 544 1,108 87 135,133 417 51 burg, Miss. 398 14,4561 544 1,108 87 135,133 417 527 lla, Ala 183 44,232 234 1,503 43 47,679 34 77 56 lla, Ala 183 44,232 234 1,503 43 47,679 157 1,71 th, Ga 220 82,369 13,953 1,449 12,956 13 123,733 668 11,71 otte, M. C.* 300 51,238 31,700 36,937 2,839 123,635 123,635 123,635 123,635 123,635 14,23 onis, Mo. 5,548 34,032 45,033 131,214 16,211 2,171,618 30,290 130,493 23,685 14,012 chit, W.<!--</td--><td>wills, Tehm. 3.868 49,1239 8,568 33,367 2,140 328,884 5,150 32,889 4,14 5,500 25,500 54,889 4,14 5,500 25,500 54,910 54,410 54,115 57,113 41,710 51,143 41,710 51,143 41,710 51,143 41,710 52,711 52,717 51,143 41,710 52,717 52,143 41,710 52,717 52,143 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 41,710 41,710 41,710 41,710 41,710<td>his, Ala</td><td>gonn'ty.Ala. 429 132.512 555 2.070 615 95.891 1.076 h. Ala. 338 98.358 98.368 2.070 615 95.891 1.076 phis, Tenn 109 43.889 414 5.502 2.366 2.00 wille, Tenn 109 43.889 414 5.502 2.36 54.93 s. Tex. 100 24.358 10.542 2.36 54.93 phis, Tex. 100 24.306 10.9 phis, Tex. 100 24.308 10.9 p</td><td> 10, 04, 10, 108 107,206 181 2,895 10 59,723 1,078 1,818 1,414 1,239 1,82,512 1,93 1,078 1,811 1,811 1,93 1,818 1,414 1,90 1,41,513 1,422 2,140 328,884 5,153 32,711 1,082 1,4561
1,4561 1,45</td><td>n. bus. Ga. 1,450 108,336 346 6,662 149 101,277 10,82 59,172 10,917 10,173</td><td>nbus. Ga</td><td>sta, Ga</td><td>## 1778 Since This This </td><td>FOWNS. This veck. Since veck. May 11. Executives. Since veck. May 12. Since veck. May 12.<</td><td>Frowns Receipls. Shipm'is Receipls. Receipls. Shipm'is Receipls. Shipm'is Receipls. Shipm'is Shipmiis This Shipmiis Shipmiis Shipmiis This Shipmiis Shipmiis</td></td></td></tr<> | 8. 1ex.* 1002 43.358 345 1,642 257 27,851 227 son, Tex.* 100 24,306 1359 4,306 100 51 11,517 51 43 seport, La. 1,455 98,916 1,359 4,389 282 62,404 527 51 43 burg, Miss. 36 38,853 328 279 31 27,717 56 108 nia. Ala. 22 26,30 34 1,803 43 47,679 157 1,17 nia. Ala. 220 82,369 918 16,47 117 52 12,07 33 123,77 568 117 117 otte, M. C.* 3,758 43,062 12,070 36,937 2,820 360,423 62,37 23,167 mati, O 15,248 342,326 15,384 4,213 16,211 2,171,618 30,290 110,943 cit, N. C. 132 23,688 | Nylle, Tenn. 109 43,889 414 5,502 5256 54,910 54,358 son, Tex.*. 100 24,306 100 24,306 100 51,910 52,7851 227 32,7851 ceport, La. 1,455 98,916 1,359 4,390 282 62,404 51 43 burg, Miss. 398 114,561 544 1,108 87 135,133 417 51 burg, Miss. 398 14,4561 544 1,108 87 135,133 417 527 lla, Ala 183 44,232 234 1,503 43 47,679 34 77 56 lla, Ala 183 44,232 234 1,503 43 47,679 157 1,71 th, Ga 220 82,369 13,953 1,449 12,956 13 123,733 668 11,71 otte, M. C.* 300 51,238 31,700 36,937 2,839 123,635 123,635 123,635 123,635 123,635 14,23 onis, Mo. 5,548 34,032 45,033 131,214 16,211 2,171,618 30,290 130,493 23,685 14,012 chit, W. </td <td>wills, Tehm. 3.868 49,1239 8,568 33,367 2,140 328,884 5,150 32,889 4,14 5,500 25,500 54,889 4,14 5,500 25,500 54,910 54,410 54,115 57,113 41,710 51,143 41,710 51,143 41,710 51,143 41,710 52,711 52,717 51,143 41,710 52,717 52,143 41,710 52,717 52,143 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 41,710 41,710 41,710 41,710 41,710<td>his, Ala</td><td>gonn'ty.Ala. 429 132.512 555 2.070 615 95.891 1.076 h. Ala. 338 98.358 98.368 2.070 615 95.891 1.076 phis, Tenn 109 43.889 414 5.502 2.366 2.00 wille, Tenn 109 43.889 414 5.502 2.36 54.93 s. Tex. 100 24.358 10.542 2.36 54.93 phis, Tex. 100 24.306 10.9 phis, Tex. 100 24.308 10.9 p</td><td> 10, 04, 10, 108 107,206 181 2,895 10 59,723 1,078 1,818 1,414 1,239 1,82,512 1,93 1,078 1,811 1,811 1,93 1,818 1,414 1,90 1,41,513 1,422 2,140 328,884 5,153 32,711 1,082 1,4561 1,45</td><td>n. bus. Ga. 1,450 108,336 346 6,662 149 101,277 10,82 59,172 10,917 10,173</td><td>nbus. Ga</td><td>sta, Ga</td><td>## 1778 Since This This </td><td>FOWNS. This veck. Since veck. May 11.
Executives. Since veck. May 12. Since veck. May 12.<</td><td>Frowns Receipls. Shipm'is Receipls. Receipls. Shipm'is Receipls. Shipm'is Receipls. Shipm'is Shipmiis This Shipmiis Shipmiis Shipmiis This Shipmiis Shipmiis</td></td> | wills, Tehm. 3.868 49,1239 8,568 33,367 2,140 328,884 5,150 32,889 4,14 5,500 25,500 54,889 4,14 5,500 25,500 54,910 54,410 54,115 57,113 41,710 51,143 41,710 51,143 41,710 51,143 41,710 52,711 52,717 51,143 41,710 52,717 52,143 41,710 52,717 52,143 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 52,713 41,710 41,710 41,710 41,710 41,710 41,710 <td>his, Ala</td> <td>gonn'ty.Ala. 429 132.512 555 2.070 615 95.891 1.076 h. Ala. 338 98.358 98.368 2.070 615 95.891 1.076 phis, Tenn 109 43.889 414 5.502 2.366 2.00 wille, Tenn 109 43.889 414 5.502 2.36 54.93 s. Tex. 100 24.358 10.542 2.36 54.93 phis, Tex. 100 24.306 10.9 phis, Tex. 100 24.308 10.9 p</td> <td> 10, 04, 10, 108 107,206 181 2,895 10 59,723 1,078 1,818 1,414 1,239 1,82,512 1,93 1,078 1,811 1,811 1,93 1,818 1,414 1,90 1,41,513 1,422 2,140 328,884 5,153 32,711 1,082 1,4561 1,45</td> <td>n. bus. Ga. 1,450 108,336 346 6,662 149 101,277 10,82 59,172 10,917 10,173</td> <td>nbus. Ga</td> <td>sta, Ga</td> <td>## 1778 Since This This </td> <td>FOWNS. This veck. Since veck. May 11. Executives. Since veck. May 12. Since veck. May 12.<</td> <td>Frowns Receipls. Shipm'is Receipls. Receipls. Shipm'is Receipls. Shipm'is Receipls. Shipm'is Shipmiis This Shipmiis Shipmiis Shipmiis This Shipmiis Shipmiis</td> | his, Ala | gonn'ty.Ala. 429 132.512 555 2.070 615 95.891 1.076 h. Ala. 338 98.358 98.368 2.070 615 95.891 1.076 phis, Tenn 109 43.889 414 5.502 2.366 2.00 wille, Tenn 109 43.889 414 5.502 2.36 54.93 s. Tex. 100 24.358 10.542 2.36 54.93 phis, Tex. 100 24.306 10.9 phis, Tex. 100 24.308 10.9 p | 10, 04, 10, 108 107,206 181 2,895 10 59,723 1,078 1,818 1,414 1,239 1,82,512 1,93 1,078 1,811 1,811 1,93 1,818 1,414 1,90 1,41,513 1,422 2,140 328,884 5,153 32,711 1,082 1,4561 1,45 | n. bus. Ga. 1,450 108,336 346 6,662 149 101,277 10,82 59,172 10,917 10,173 | nbus. Ga | sta, Ga | ## 1778 Since This This | FOWNS. This veck. Since veck. May 11. Executives. Since veck. May 12. Since veck. May 12.< | Frowns Receipls. Shipm'is Receipls. Receipls. Shipm'is Receipls. Shipm'is Receipls. Shipm'is Shipmiis This Shipmiis Shipmiis Shipmiis This Shipmiis Shipmiis |

This year's figures estimated.

The above totals show that the old interior stocks have decreased during the week 14,962 bales, and are to-night 20,271

the same towns have been 13,860 bales more than the same week last year, and since September 1 the receipts at all the towns are 707,620 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	CLOS	CLOSING QUOTATIONS FOR MIDDLING COTTON ON-											
May 11.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.							
Galveston New Orleans.	$\frac{10^{1}4}{10^{1}4}$	10 ¹ 4 10 ¹ 4	101 ₄ 101 ₄	104	1014	1014							
Mobile	$10^{14} \ 10^{3} \ 16$	1014 103 ₁₆	101 ₄ 103 ₁₆	1014	$\frac{10^{3}16}{10^{14}}$	103 ₁₆ 101 ₄							
Charleston Wilmington	1034	103 ₁ 101 ₄	10316 1034 1014	103 ₁₆ 103 ₁	10316	103 ₁₆ 103 ₄							
Norfolk Boston	1012	1038@12	1038 7 12	10 ¹ 4 10 ³ 8@ ¹ 2	1033012	103874							
Baltimore Philadelphia.	1078	1078 11	107 _S	11078	11 107 ₈	111							
Augusta	10៤ 10៤	10 ¹ 8	1018	11@1148 1048	10	1148							
t. Louis	10 ¹ 8 10 ¹ 4	1014	$10\frac{1}{4}$	10 ¹ 4	10^{1}_{4} 10^{1}_{4}	1014 1014							
ouisville	10-4	104	10^{1}_{4} 10^{1}_{4}	104	104	10 ¹ 4 10 ¹ 4							

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

RECEIPTS FROM PLANTATIONS.

Week	Receip	ts at the	Ports.	St'k at	Interior	Towns.	Rec'pts from Plant'ns			
ending-	1881.	1882.	1883.	1881.	1882.	1883.	1881.	1882.	1888.	
Feb. 23	133,859	60,160	134,448	317,588	362,430	321.424	1 13.397	50 198	129.076	
	133,931	51 980	135,321	322,458	343,072	308,417	138,801	32,622	122.314	
9	140.123	58,747	124,526	319.252	315,973	304.621	136,900	31.648	121,030	
10	108,200	57,454	111.181	320,500	284.393	297,173	109,468	25,874		
20				309,513			82.703	31,141	87,59	
00	78.514	54,035		294.608			63.609	33,599	74.049	
Apr. 6	85,696	44,467		277,350				27,229	68,880	
" 20	66,576	33,229 23,800	0.101100000	261,599			50,823	19.032	55,244	
" 27	47.729	33,606		241,198			40,317	8,331	40 095	
May 4	45,535	34,423		225.820 215.233			32 351	11,161	36,021	
" 11	49,150	25.881	50 505	194,862	126.621	104,383	34.865 28.555	19,914	23,333	

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,842,702 bales; in 1881-82 were 4,574,251 bales; in 1880-81 were 5,601,857 bales.

2. That, although the receipts at the out-ports the past week were 50,575 bales, the actual movement from plantations was only 34,134 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 10,184 bales and for 1881 they were 28,559 bales.

AMOUNT OF COTTON IN SIGHT MAY 11 -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 11 Interior stocks on May 11 in	5,711,245	1,492,046	5,446,033	4,689,164
excess of September 1	131,457	82,205	155,824	174,765
Tot. receipts from plantat'ns Net overland to May 1 Southern consumpt'n to May 1	599.862	422,630	472,241	540,402
Total in sight May 11	6.717.564	5 206 881	6210.002	

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,510.683 bales, as compared with 1880-81 is 468,466 bales and with 1879-80, 1,163,233 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather has been very favorable for crop purposes during the week, and planting is making good progress toward completion. In Texas, where rain was desired, they have had very beneficial showers.

Galveston, Texas.-We have had delightful showers on three days of the week, and the indications are that they extended over a wide surface; but some sections have not yet had quite enough. Young crops are unquestionably promising. The increase in cotton acreage for the State is estimated at ten per cent, but may prove greater in consequence of the partial failure of the small grain crops in portions of North Texas. Average thermometer 74, highest 83, lowest 64. The rainfall reached one inch and seventy-nine hundredths.

Indianola, Texas.-We have had good showers on two days of the week, which were very beneficial. The rainfall reached one inch and fifty-six hundredths. Crops are thriving. The thermometer has ranged from 67 to 85, averaging 75.

Dallas, Texas.—It has been showery on two days of the bales more than at the same period last year. The receipts at! week, the rainfall reaching thirty-five hundredths of an inches Planting is about completed in this neighborhood. The ther-

mometer has averaged 73, ranging from 57 to 88.

Brenham, Texas.—This section has been visited by delightful showers on two days of the week, and the indications are that they extended over a wide surface. The rainfall reached one inch and forty hundredths. Farmers are busy, and crops are about as promising as they possibly could be. Competition for labor is running up the rate of wages. The thermometer has averaged 76, the highest being 95 and the lowest 56.

Palestine, Texas.—We have had fine showers on three days of the past week, the rainfall reaching one inch and thirty-five hundredths. Prospects are first-class. The ther-

mometer has ranged from 58 to 91, averaging 75.

Huntsville, Texas.—We have had delightful showers on two days of the week, the rainfall reaching ninety-six hundredths of an inch. Young crops are excellent. Average thermometer 71, highest 86 and lowest 56.

Weatherford, Texas.—We have had delightful showers on three days of the week, the rainfall reaching one inch and eighty-five hundredths. Planting is making good progress. Planters are giving increased land to cotton this year, and are greatly encouraged by the timely rain. The thermometer has averaged 68, ranging from 67 to 85.

Belton, Texas.-We have had delightful showers on two days of the week, and the indications are that they extended over a wide surface. The rainfall reached one inch and thirty-two hundredths. Young crops are fine. The thermometer has averaged 73, the highest being 87 and the

lowest 58.

Luling, Texas-We have had rain locally on one day of the week, yet not enough to do much good; but it has rained all around us. The rainfall reached but six hundredths of an inch. Crops are good, but those sections which failed to get rain are needing it much. Average thermometer 76, highest 95, lowest 57.

New Orleans, Louisiana.—It has rained on four days of the week, the rainfall reaching seventy one hundredths of an

inch. The thermometer has averaged 75.

Shreveport, Louisiana.—The weather has been warmer and generally fair during the week, with three light rains, the rainfall reaching twenty-five hundredths of an inch. The thermometer has ranged from 57 to 90.

Vicksburg, Mississippi.—It has rained on four days of the week. The days have been warm but the nights have been cold. The weather is uncertain.

Columbus, Mississippi.—It has been showery on one day of the week, the rainfall reaching sixty-three hundredths of an inch. We had rain on one day last week, and the rainfall reached forty hundredths of an inch. During the month of April the rainfall reached six inches and sixty-seven hundredths.

Little Rock, Arkansas.—It has been cloudy on two days of the week, with hard rain on one day and light showers on two days. The rainfall reached one inch and eighty-three hundredths. Average thermometer 67, highest 84 and low-

Memphis, Tennessee.-It has rained on four days of the week, the rainfall reaching one inch and forty-six hundredths. The river is falling very rapidly. Planting is making good progress both on uplands and in the Mississippi Valley and considerable cotton is already up. The thermometer has ranged from 54 to 87, averaging 70.4.

Nashville, Tennessee.-We have had rain on one day of the week, the rainfall reaching fifty-two hundredths of an inch.

The thermometer has averaged 69, ranging from 50 to 86.

Mobile, Alabama.—It has been showery on one day of the week, the rainfall reaching four hundredths of an inch. Planting is about completed in this neighborhood, and the crop is developing promisingly, but is late. The thermometer has averaged 74, the highest being 88 and the lowest 60.

Montgomery, Alabama.—The weather has been warm and dry during the week. Average thermometer 74, highest 89

and lowest 57.

Selma, Alabama.—The weather has been warm and dry during the week. The thermometer has ranged from 52 to 84, averaging 71.

Madison, Florida.—Telegram not received.

Macon, Georgia.—It has rained on one day of the week. Cotton is coming up well. The thermometer has averaged 72, the highest being 85 and the lowest 57.

Columbus, Georgia.-We have had no rain during the week. Average thermometer 81, highest 91 and lowest 65.

Savannah, Georgia.-The weather has been pleasant during the week. The thermometer has ranged from 64 to 83, averaging 73.

Augusta, Georgia.—The weather has been pleasant and favorable, with no rain during the week. Planting is about completed in this neighborhood and a good stand has been secured. The thermometer has averaged 73, ranging from 58 to 88.

Atlanta, Georgia.—It has rained on one day of the week, the rainfall reaching twenty-five hundredths of an inch. The thermometer has averaged 71, the highest being 87 and the lowest 49.

Charleston, South Carolina.—We have had rain on one day of the week, the rainfall reaching twenty-three hundredths of an inch. Average thermometer 71, highest 82 and lowest 62.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock May 10, 1883, and May 11, 1882.

	May 1	0, '83.	May 11, '8		
New Orleans Below high-water may Memphis Above low-water mar Nashville Above low-water mar Shreveport Above low-water mar Vicksburg Above low-water mar	k. 29 k. 6 k. 18	Inch. 3 5 9 8 9	Feet. 2 28 16 •14 41	Inch. 3 8 7 3 8	

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 10.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipme	ents thu	s week.	Shipm	en!«'sınce	Receipts.		
Year	Great Brit'n.	Conti- nent	Total.	Great Britain	Conti- nent.	Total.	This Week.	Since Jan.1.
1882 1881	13,000	23,000 22.000	36,000	531,000 175,000	531,000 333,000 325,000 280,000	864,000 500,000	72.000 49.000	

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 6,000 bales, and an increase in shipments of 37,000 bales, and the shipments since January 1 show a decrease of 53,000 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.

	Shipme	nts for th	he week.	Shipments since January 1						
	Great Britain.	Conti- nent.	Total.	Great Britain.	Continent.	Total				
Calcutta— 1883 1882	2,500		2,500	57.700 89,100	9,000 30,300	66,700 119,400				
Madras— 1883 1882 All others—	2,700		2,700	4,500 11,300	1,000 2,000	5,500 13,300				
1883 1882		600	600	4,000 22,400	2,000 4,900	6,000 27,300				
Botal all— 1883 1882	5,200	600	5.800	66,200 122,800	12,000 37,200	78,200 160,000				

The above totals for the week show that the movement from the ports other than Bombay is 5,200 bales less than same 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	18	383.	18	882.	1881.		
to all Europe from—	This week.	Since Jun. 1.	This week.	Since Jun. 1.	This week.	Since Jan. 1.	
BombayAll other p'rts.	73,000	811,000 78,200	36,000 5,800	864,000 160,000	33,000 6,300	500.000 161,400	
Total	73,000	889,200	41,800	1,024,000	41,800	661,400	

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 10.	1882-83.	1881-92.	1880-81.
Receipts (cantars*) – This week Since Sept. 1	3,000 2,240,000	4,000 2,819,720	7,000 2,740,500
	This Since week. Sept. 1.	This Since week. Sept. 1.	week. Since Sept. 1.
Exports (bales)— To Liverpool To Continent	1,000 226,000 1,000 81,000	500 236,200 2,500 169,371	750 227,250 4,302 139,632
Total Europe	2,000 307,000	3,000 405,571	5,052 366,882

^{*} A cantar is 98 lbs.

This statement shows that the receipts for the week ending May 10 were 3,000 cantars and the shipments to all Europe were 2,000 bales.

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

			1	883.						188	2.		
*	32s. Cop. Twist.		814 lbs. Shirtings.			Oott'n Mid. Upl is	32s Cop. 1wist.		8 ¹ 4 lbs. Shirtings.			s. gs.	Cott'n Mid. Uplda
77.1. ()	d. 838 2	d. 94	a. d. 5 10	Ø7	d 3	d. 5918	d. 97 ₁₆	d.	8. 6	d. 6	8.	d. 1012	d. 658
	838 a 838 a	914 914	5 9	07 07	3	558 558	9580	10316 21014	ช่	719	08	0	611 ₁₈ 611 ₁₆
" 30		914 914	5 9 5 9	7	1^{1_2} 1^{1_2}		97_{16}	∂10 48 ∂10 18	6	6	@8 @8	0	658
" 13 " 20	87 ₁₆ @	914 914	5 9	@7	1 ½ 3	55 ₈ 55 ₈	938	D10	6	412	76	10 4	61114
May 4	812 & 89 ₁₆ & 85 ₈ &	938	5 10	@7 @7	$\frac{3}{4^{1}2}$ $4^{1}2$	558 534 513 ₁₆	93 ₈ 3 93 ₈ 3	2010	666	41 ₂ 41 ₃	07	9 9	61116 658 656

AGRICULTURAL BUREAU MAY REPORT.—Under date of May 10 the Agricultural Bureau at Washington issues the following,

Returns of the progress of cotton planting show that the work is later than usual in every State, and indicate that on the 1st of May 74 per cent of the proposed area was planted, when the usual proportion is said to be 84 per cent. In Virginia and North Carolina it was very late. The percentages planted were: Virginia, 15; North Carolina, 35; South Caro-

lina, 75; Georgia, 73; Florida, 96; Alabama, 83; Mississippi, 82; Louisiana, 81; Texas, 75; Arkansas, 72; Tennessee, 67."

The comparison with last year and also with an average year, as given in last year's May report of the Agricultural Bureau, is as follows:

Stales.	Proportion Planted	Prop. Planted May 1.	
	1883.	1882.	Average Year.
Virginia	15 35	40	35
North Carolina	75 73	75 85	67
GeorgiaFlorida	96	86 98	83 97
Alabama Mississippi	83 82	86 75	.88 85
Louisiana Texas	81 75	71 80	89
Arkansas Tennessee	72 67	76 77	83
Average	74	85	87

PROGRESS IN COTTON PLANTING.—The following, received by mail from our correspondents and from exchanges, shows the progress planting was made in various sections:

Georgia.—Rome, Floyd Co.—Messrs. T. F. Howel's circular

of May 4 has the following:

3

32

"Rain interrupted planting on two days, but it is now very favorable weather, and if it continues, we think planting will be finished by 12th. Reports confirm an increase in acreage 10 to 15 per cent, but we can estimate closer later on."

Alabama.—The Mobile Price Current of the 4th inst. says

of the crop:

"Reports from the interior during the past week have indicated a higher temperature and generally more favorable weather for the development of the cotton crop, which, with the exception of being ten to twelve days later than last year, and slightly impaired, stands in some sections by previous cold weather, is in satisfactory condition."

The Columbus Enquirer-Sun states that in Hale and Pike Counties, Alabama, the stands are reported good. In Barbour County, Alabama, some cotton has been chopped out, and in Autauga County, Alabama, it is coming up well.

Mississippi.—In Lowndes County planting is about completed,

and in Calhoun County cotton is being chopped out.

TENNESSEE.—The Memphis Appeal's correspondent at Woodville, Haywood County, writes under date of May 4 as follows:

"The weather has been very favorable for farmers in planting their crop. All the cotton has been planted, with the exception of a few acres. The cotton sowed April 18th to 20th is a very good stand and has a green appearance. The indications are now that the stands will be better than last year. The unusual cold weather last spring caused cotton to die out even after it was up. The stands were necessarily broken, which lessened the yield considerably in this locality. No such misfortune is promised this year—taking into consideration all the indications."

The Covington (Tipton County) Call of the 4th inst. says: "Farmers report that nearly all the cotton that will be planted this

on in Tipton will be in the ground this week. That is early enough.' ARKANSAS.—Messrs. Wheless & Reardon, of Little Rock, issued a circular on May 1, giving information on cotton planting and

acreage as follows: It is early yet for any definite information relative to the crop now

being planted. * * * * *
"Estimates of acreage are varying; some report a considerable decrease
"Estimates of acreage are varying; some report a considerable decrease
"Estimates of acreage are varying; some report a considerable decrease

and others a sharp increase, as compared with last year. We are inclined to think there will be a small increase.

"Planting is ten days to two weeks late. In some sections will be completed by May 1st, but throughout the State not before the 7th to 12th

of the mouth.

"With the exception of the nights being a little cool, present conditions are generally favorable, and everything points to the new crop getting a healthy start."

The New Orleans Times-Demo-

LOUISIANA. - Various items in the New Orleans Times-Democrat report that in Iberia, Rapides and Union parishes crop prospects are very favorable. In St. Landry parish there has been favorable weather; more than the usual amount of cotton has been planted, and the early planting has come to a good stand.

TEXAS.—The Galveston News published on May 5 and 6 gives extensive details with regard to crop progress in Texas. On the latter day it epitomized the results reached by its reports as

The crop reports published in the News of yesterday and this morning, covering the entire State, which may be deemed by all concerned as unbiased and accurate as they are comprehensive, constitute a splendid and gratifying showing for the great farming interests of Texas. With a few exceptions they all agree to the fact that corn and cotton, and

indeed other crops, are in excellent trim. Rains have, as a general thing, been sufficient, yet not excessive. The season is, in fact, exceptionally good, and cotton, though two or three weeks late in some sectionally good. tionally good, and cotton, though two or three weeks late in some sections, is in flue growing condition, and the prospect in this as well as corn, promising. This is the general tenor of the crop dispatches referred to, and which have been chiefly based upon fresh information direct from the farmors themselves. The increase of acreage in cotton is reported generally at 10 per cent, with a few exceptions, and making every allowance for possible errors, it may be put down at 8 per cent, a fact which of itself shows the advancement of Texas agriculture. Hence, if the crop is successful even in a very ordinary degree, the increase of the already vast sum annually realized by the farmers of Texas upon the sale of their cotton can not but be a decided one. All sections of the State seem to have shared alike in the fine season, and alike to be blessed with the same excellent condition of the growing crops. In Central Texas, represented by Austin, Belton, Bremond, Hillsboro and other points, the crops are, with hardly an exception, described as "fine" and "splendid." At one or two points rain is needed. In Northern Texas there have been fine rains; and "becoming" is the word applied by one of the correspondents to the crops. In East Texas the plant is reported three weeks late at some points. In the West rain was needed at some points, while San Antonio reports cotton acreage decreased. To sum up, and basing conclusions on solid facts, there has seeden heap a finer grown prepared in Texas then at this acreage decreased. To sum up, and basing conclusions on solid facts, there has seldom been a finer crop prospect in Texas than at this moment, and if nothing happens to mar the prospect, the addition Texas will make to her wealth next fall and winter will be enormous. The season is now pretty well advanced, with the chances in favor of the present splended prospect being fully realized. present splended prospect being fully realized.

East India Cotton. -Messrs. Wallace & Co., under date of Bombay, March 30, speak as follows with regard to receipts

"As regards probable receipts and exports for the half-year ending 30th June, although receipts so far are in excess of those at same time last year, it is not likely that they will keep up with last year's figures for the remainder of the season; but, on the contrary, a gradual falling off from last year's figures may be expected. Broach and Comrawuttee have been early crops this year, and supplies of both are reported to be falling off up country. Broach, it is evident, will be larger than last year, but Comrawuttee already shows a deficit on last year's figures which but Oomrawuttee already shows a deficit on last year's figures, which will increase as the season advances. Dhollerah, more than any other kind of Surat, is liable to be held back when prices are low, but, in addition to this, the out-turn this year is said to be disappointing; thus, not only does the supply of Dhollerah promise to be less than last year's, but it is probable that a smaller proportion of it will be marketed before the rains than was the asso with last year's group.

the rains than was the case with last year's crop.

"Assuming the supply of Comtah, Dharwar, &c., to be about the same as last year, we estimate that on above basis the total receipts for the half-year ending 30th June, will be about 200,000 bales less than for the corresponding period last year, and that the probable exports to Europe for the half-year will probably not exceed one million and fifty thousand bales (1,050,000 bales), as against 1,231,317 baies last year."

JUTE BUTTS, BAGGING, ETC.—Bagging is in precisely the same position as at our last writing. There is, as yet, no inquiry for large lots, the little demand noted being only for jobbing quantities. Manufacturers prices are still maintained. Dealers at the close are quoting 9c. for 1½ lbs., 9½c. for 1¾ lbs., 10¼c. for 2 lbs. and 11c. for standard grades. Very little demand is noticeable for butts, the contract deliveries sufficing in a large measure. The closing prices on spot were 1%@2c. for paper and 2%@2%c. for bagging.

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		Year Beginning September 1.											
Receipts.	1882	1881.	1880.	1879.	1878.	1877.							
Sept'mb'r	326,656	429,777	458,478	333,643	288,848	98,491							
October	980,584	853,195	968,318	888,492	689,264	578,533							
Novemb'r	1,024,697	974,013	1,006,501	942,272	779,237	822,493							
Decemb'r	1,112,536	996,807	1,020,802	956,484	893,664	900,119							
January .	752,827	487,727	571,701	647,140	618,727	699,610							
February.	595,598	291,992	572,729	447,918	566,824	472,054							
March	482,772	257,099	476,532	261,913	303,955	340,525							
April	284,519	147,595	284,216	159,025	167,439	197,965							
Totalyear	5,630,189	5,630,189	5,359,356	4,633,867	4,307,978	4,099,790							
Perc'tage	of tot. pori												
receipts	Apr. 30	94.02	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.
Tot.Ap.30	4,630,189	4,438,235	5,359,356	4,638,867	4,307,97-	4,099,790
May.1	6,634	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	2,455	7,161
" 4	10,953	3.916	7,317	4,633	S.	2,032
" 5	7,434	9,432	4,854	4,696	4,854	8.
· 6	S.	3,759	6,798	4,017	3.936	5,164
" 7	8,237		6,174	4,282	2,726	4,062
" 8	9,368		8.	4,366	1	•
" 9	8,156	5,841	10,882	3.	2,621	
" 10	6,449					1
" 11	10,931	2,125	5,541	2,430	1	2,925
Total	5,711,215	4,486,171	5,127,559	4,678,504	4,337,991	4,140,980
Percentag	e of total					
port rec'	ots May 11	95.04	92.39	93.54	97.54	95.29

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day of the month in 1882 and 283,686 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 11 in each of the years named.

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

Receipts Net		York.	Bo	ston.	Philad	lelphia.	Baltimore.		
from-	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept.1.	This week.	Since Sept. 1.	
V. Orl'ans		243,987							
Texas Bavannah		168,950 $212,949$		22.015 70.872	219	14,520	1,767	86,543	
Mobile Florida	69	9.545	•••••	5,452	•••••	•••••	•••••		
B. Car'lina N. Car'lina	1,758	164,615		2,646	149	10,110	650	21,388	
Virginia	2,090	214,887	1,712		1,235	54,026	$\begin{matrix} 28 \\ 1,609 \end{matrix}$		
North. pts Tenn., &c.	353	188 135,165	4,717	125,135 $165,784$	784	78,901	982	$\begin{array}{c} 200 \\ 51,982 \end{array}$	
Foreign		2,958	•••••				•••••		
This year.	18,729	*	12,452	474,590	2,386	:	5,036	288,171	
Last year.	11,579	1	7,955	401,907	2,906	94,731	6,775	206,7:0	

Shipping News.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 84,650 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	l bales.
NEW YORK-To Livernool per steemers Britannia 2040	
Egypt, 1,524Laplace, 1,462Republic, 1,860 Servia, 1,372Wyoming, 1,755. To Havre, per steamer Amerique, 470.	
Servia, 1,372Wyoming, 1.755	10,915
To Havre, per steamer Amerique, 470.	470
TO DICHICH, DEFRICAMIETS MAID, 100 ODIO 755 SQUAR 350	1,205
To Hamburg, per steamer Gellert, 707.	707
10 Amsterdam, per steamer Schledam, 713	743
NEW ORLEANS—To Liverpool, per steamers Catalan 2.550	720
Emiliano, 2.500 Explorer, 2.652 Federico, 3.106	
Legislator, 2,468. To Havre, per ship Charles, 5,813.	13,276
To Havre, per ship Charles, 5,813	5.813
TO Dreinen, Der Riehmer Chinionia 4 484 har hark Johanna	0,010
Auguste. 2.400.	7,384
To Reval, per bark Hyperion, 3,706.	3,706
10 Genou, Der Dark Saint Anna. 2.148	2,148
To Venice, per bark Orsala, 1.836	1,836
To Venice, per bark Orsala, 1,836. To Vera Cruz, per steamer City of Mexico, 799	799
MOBILE—To Liverpool, per bark Aphrodite, 2,500.	2,500
CHARLESTON—TO LIVERDOOL, per park Winoug 1 805 Unland and	2,000
250 Sea Island. To Reval. per bark Expedit. 1,150 Upland.	2,055
To Reval, per bark Expedit, 1,150 Upland	1,150
To Barcelona, per barks Cometen, 1,750 Upland,Yar-	1,100
	4,200
SAVANNAH-To Reval, per barks Jacob Aal, 1,839 Upland	4,200
Meteor, 1.624 Unland	3,463
To Barcelona, per park Flora, 228 Unland	228
TEXAS—TO HAVEE, DEF DATE ATMOD 1 354	1.354
10 Bremen, per park inversion 9 101	2,101
To Reval, ver bark Medbor, 1.640	1,640
To Reval, per bark Medbor, 1.640. NORFOLK—To Liverpool, per bark Ruth Palmer, 3,704.	3,704
DALIMURE-10 Liverbool, Der steamers Cashian 1 615 Sor-	0,704
matian, 2,234. To Bremen, per steamer Hohenstauffen, 2,317.	3,879
To Bremen, per steamer Hohenstanffen, 2.317	2,317
DUSTOR—10 Liverbool, ter steamers Palestine, 1,565 Samaria	2,017
1,175Virginian, 1,617	4,357
THILADELPHIA-10 Liverbool, per steamers Illinois, 1.500	4,007
Lord Gough, 1,300.	2,800
_	2,000
- Total	84.650

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

		В	remen					
	[Liver-	d	Ham-	Amster	-	Barce-	(6)	~
	pool.	Havre.	burg.	dam.	Revat.	lona.	Genoa.	Total.
New York	10,815	470	1,912	743				13.940
N. Orleans.	13.276	5,813	7.384		3,706		2,148	34,962
Mobile	2.500							2,500
Charleston.	2,055				1,150	4.200		7.405
Savannah					3,463	228		3.691
Texas		1,354	2,101		1,640			5.095
Norfolk	3,704							3.704
Baltimore	3.879		2,317					6.196
Boston	4,357							4,357
Philadelp'a	2,800							2,800
							-	_,500

Total... 43,386 7.637 13,714 743 9,959 4,428 2,148 84,650 Included in the above totals are, from New Orleans to Venice, 1,836 bales, and to Vera Cruz, 799 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:

New Orleans—For Liverpool—May 4—Steamer Leonora, 5,100....May 7—Steamer Architect, 1,936....May 8—Steamer Murciano, 3,225. For Havie—May 4—Steamer Bordeaux, 5,849.

For Antwerp - May 4—Steamer Bordeaux, 50. For Reval—May 9—Bark Gloria, ——.

For Cronstadt—May 4 Bark Svea, 1,525. For Barcelona—May 8—Bark Antonieta, -CHARLESTON-For Barcelona-May 4-Brig Chanito, 511 ... May 9-

CHARLESTON—For Barcelona—May 4—Brig Chamto, 511....may 5—Bark Catalina,—...

NORFOLK—For Reval—May 7—Bark Bacchus, 3,219.

For Barcelona—May 8—Bark Valborg, 2,208.

Boston—For Liverpool—May 2—Steamer Illyrian, 717....May 4—Steamer Catalonia, 2,471....May 5—Steamer Iowa, 1,875....May 7-Steamer Venetian, ——.

BALTIMORE—For Liverpool—May 4—Steamer Mentmore, 2,845....May

7-Steamer Parisian, 2,400. PHILADELPHIA—For Liverpool—May 4—Steamer British Prince, 3,500. For Antwerp—May 4—Steamer Vaderland, 100

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

HABSBURG, steamer (Ger.), from New York for Southampton and Bremen, before reported spoken with shaft broken, was towed into Falmouth, E., May 7, by steamship Carouilla (Er.), from New Orleans, and left on the 8th in tow for Bremen.

MURCIANO, steamer (Span.). at New Orleans, for Liver, 1001. A fire was discovered at noon, May 8, amongst the cotton in the hold of the steamship Murciano, loading at New Orleans for Liverpool, which had not been subdued at 3 P. M.

VADERLAND, steamer (Belg.), before reported, from Philadelphia for Antwerp, which returned to former port with piston rod of low pressure engine broken, repaired and resumed her voyage May 5.

MARION H. RAND, schooner, of Philadelphia, laden with 1,196 bales cotton for Vera Cruz, took fire in Galveston Harbor May 6, and was filled with water to extinguish the flames. The damage is estimated at \$35,000. She was, A. M. of 7th, discharging her cotton all wet.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.		Thurs.	Fri.
Liverpool, steam d.	964@732	964 @722	964 2732	964 2732	984 @739	9010700
Do sana.	84 0 1364	964@1364	984 @1384	964@1364	901 70 1304	904 70 13
Havre, steamc.	38*	38+	36*	38*	38*	394
Do sailc.						-8.
Bremen, steamc.		1532*	1532*	1532*	1532*	1532*
Do sailc.					02	02
Hamburg, steam.d.	316@14	31624	316@14	316@14+	316@14	316@14*
Do sail d .				10 - 1	10 0 4	-10 to -7
Amst'd'm, steam.c.	12	12	12	12	12	19
Do saild.						_
Baltic, steamd.	932@516*	932@516	932 2518*	920@516*	922@510*	940 75.00
Do sailc.				32 - 19	32 - 10	32 4 18
Barcelona, steam.c.	1116*	1116*	1116*	1116*	1116*	11
Genoa, steamd.	58*	584	58*	58*	58"	11 ₁₆ *

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.

<u>, , , , , , , , , , , , , , , , , , , </u>	April 20	April 27	May 4.	May 11.
Sales of the weekbales.			80 000	00,000
Of which exporters took Of which speculators took	5,000 4,600		4,500	5.100
Sales American	50.000		5,500 62,000	4,00 0 45,00 0
Actual exportForwarded	7,300 25,500		5,700	4,200
Total stock -Estimated	1,011,000	992,000	13,000 933,000	19,50 0 91 4.000
Of which American—Estim'd Total import of the week	743,000 112,000		693,000	677,000
Of which American	81,000		37,000 30,500	56 .000 36 .000
Amount afloat Of which American.	256,000 122,000	278,000 158.000	331,000	343,000
Or Wallott Fridottoall	122,000	100.000	183,000	193,000

The tone of the Liverpool market for spots and futures each day of the week ending May 11, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, }	Active.	Easier.	Dull and easier.	Mod. inq. freely supplied.	Mod. inq. freely supplied	Mod. inq. freely supplied.
Mid Upl'ds Mid.Orl'ns	578 6	578 6	578 6	5 ¹⁸ 16 5 ¹⁵ 16	513 ₁₆ 515 ₁₆	513 ₁₆ 515 ₁₅
Sales Spec.& exp.	12,000 2,000	14,000 2,000	8,600 1,000	1,000	10,000	8,000 1,000
Futures. Market, 12:30 P.M.	Firm.	Steady.	Dull and easier.	Irregular.	Irregular.	Quieter.
Market, }	Steady.	Weak.	Barely steady.	Unsettled	Weaker.	Steady.

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 61ths, thus: 5 62 means 5 62-64d. and 6 03 means 6 3-64d.

	S	Sat., May 5.				on.,	May	7.	T	1es.,	s., May 8.	
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Cles
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
May	••••							·				
May-June	5 55	5 57	5 55	5 57	5 54	5 55	5 53	5 53	5 52	5 52	5 50	55
June-July	5 59	5 60	5 39	5 60	5 57	5 57	5 55	5 55	5 55	5 55	5 53	55
July-Aug	5 62	6 00	563	6 00	561	561	5 59	5 59	5 59	5 59	5 57	55
AuxSept	6 02	6 04	6 02	6 04	6 00	6 00	5 62	5 62	5 62	562	5 60	50
SeptOct	5 82	5 63	5.62	5 63	5 60	5 60	5 59	5 59	5 58	5 58	5 56	55
OctNov	5 53	5 54	553	5 54	5 50	5 50	5 49	5 49				
NovDec	351	551	5 50	5 50	5 48	5 48	5 46	5 48	5 43	5 46	5 44	54
DecJan	•,•••	••••		••••	5.47	5 47	5 47	5 47	••••	••••	••••	•••
,				v								
ļ	7		J]	-]			*	1	J.,,,,,,,,,
* 1	Wed	nes.	Me	y 9.	Thu	rs.,	May	10.	Fr	i., M	ay 1	1.

	Wednes., Mry 9.			у 9.	Th	ars.,	May	Iay 10. Fri., May 11.				11.	
		Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
		d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
1	May	· · · ·											
1	May-June	5 53	5 5A	5 53	5 55	5 54	5 56	5 54	5 55	5 55	5 57	5 55	5 57
١	June-July	5 57	5 59	5 58	5 53	5 56	5 59	5 56	5 57	5 57	5 60	5 57	5 59
1	July-Aug	5.60	5 62	5 59	5 62	5 60	5 61	5 60	5 61	5 80	5 63	5 69	5 63
1	AugSept	5 83	6.02	563	6 00	5 83	6 01	563	8 00	6 00	6 03	6 00	6 02
1	SeptOct	5 59	5 59	5 59	5 59	5 60	5 80	5 60	5 80	5 60	5 61	5 80	5 61
١	OctNov	5 51	5 51	5 50	5 50								
1	NovDec	5 48	5 17	5 46	5 47	2000000	5 48	5 46		547	5 47	547	5 47
1	DecJan]	
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BREADSTUFFS.

FRIDAY, P. M., May 11, 1883.

Flour has been quiet as a rule but steady. Patents, whether winter or spring, have sold with difficulty; both have been pressed on the market. The lower grades have sold fairly, the small supply pre venting any very large transactions. In the better grades holders are evincing some anxiety to sell, in view of the approach of warmer weather. To-day the market was dull and heavy.

Wheat has been less active for export, owing mainly to a marked advance in ocean freights. The speculation has been brisk both here and at the West at a moderate decline. The May report of the Agricultural Bureau at Washington was awaited with more than the usual interest, and so long as its tenor remained unknown, operators for a rise derived much comfort from the many unfavorable rumors in circulation as to the extent of the damage sustained by the plant. The report was published to-day, and though it had little effect upon the market, must be regarded as more favorable than was supposed would be the case. We give it in full further below. After the report to-day speculation was fair, but foreign business was only moderate. Prices were irregular, opening 1/4 @34c. lower, and then recovering the decline and advancing 1/3c. No. 2 red sold at \$1 22@\$1 22% for May, \$1 23@\$1 23% for June. \$1 251/4@\$1 251/8 for July, \$1 261/8@\$1 27 for August and \$1 26%@\$1 27% for September. It is noticeable that the later months, contrary to the usual state of affairs, are selling much above the earlier deliveries. Thus, while there is now a difference between May and September of five cents, and between May and August of fully four cents, in favor of the later deliveries, at this time last year and the year before the reverse was the case, No. 2 red selling for May then at 1.46%c. and for September at 1.25%c.—a difference in favor of May of 21c.: in 1881, at this time, May option sold at 1.241/4c., against 1.15 for August.

Corn has latterly sold to a fair extent for export, though in the fore part of the week the sales to shippers were small. The speculation has not been active; the transactions have reached no more than a fair aggregate. Prices for options have declined 1@2c., in sympathy with a weaker market at Chicago, where the warmer weather of late has given rise, it is said, to fears among some holders as to the condition of the stock in store, and led to free shipments. The first sales of "hot corn" here have been reported within a week. To-day the market was irregular in sympathy with wheat, opening slightly lower and later advancing ½c. No. 2 mixed sold at 64½@64¾c. for May, 64½@645%c. for June, 665%c. for July and 67%@68c. for August.

Rye has been fairly active and firm. Barley has sold to only a moderate extent. Oats have been fairly active at a further decline, largely owing to a fall at Chicago, where the receipts have been liberal. To-day the market was quiet and easier; No. 2 mixed sold at 48%@48%c. for May, 48%@49c. for June and 49%@49%c. for July.

The following are closing quotations:

die closing dat	Juanous:	
	DÚR.	
No. 2 spring 9 bbl. \$2 500 3 40	Patents, winter \$5 50@	7 25
9 3 70 3 70 3 70	City shipping extras. 5 50 a	
opring wheat extrag 4 950 5 00	Southern bakers and family brands 5 750	8 00
do dakers' 5 00% 6 00	South'n skip'g extras. 5 150	5 75
Wis. & Minn. rye mix. 5 25@ 6 00 Minn. clear and stra't 5 00@ 7 00	Rye flour, superfine 3 300	
WILLIER SHIPD' GAYTRAS A 1500 A 25	Western, &c 300@	2 25
Patents, spring 6000 775	Brandywine, &c 3 35 %	
CR	AIN.	
Wheat-	1 Oats—	
Spring, per bush	Mixed 47127	52
Spring No. 2	White 52 @	
Red Winter 1 10 21 04	No. 2 mixed 4812 2 No. 2 white 52 2	524
White 109 @126	Barley—	32-4
Corn. West 1 1512 201 1612	Canada No. 1 95	
West, mix. No. 2 651, 2 661.	Canada bright 97 70 Canada No. 2 85 70	98
White 87 3 70	State, 4-rowed 85 @	88
Pro Waster 67 @ 70	State, 2-rowed 78 @	80
State & Canada 75 @ 80		
10 00 1	t i i i i i i i i i i i i i i i i i i i	a (E)

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 May 5 and since Aug. 1 fer each of the last three years:

Receipts at-	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
7	Bbls.196lbs	Bush.60 lbs	Bush.58 lbs	Bush.32 lbs	Bush.481bs	Bush.561h
Chicago	57,205	134,835	763,277	688,356		60, 84
Milwaukee	64,333	169,462	63,340		,	20,000,000,000,000
Toledo	1,565	202,203	142,046	35,762		5,805
Detroit	3,432	61,106	23,359	16,755	7,923	
Cleveland	3,240	25,700	11,600	6,200	335	*****
St. Louis	25,996	107,104	199,325	138,699	21,533	8,663
Peoria	1,605	6,900	118,000	242,925	13,800	16,000
Duluth		55,341			*****	
Tot. wk. '83	157,396	762,651	1,320,947	1,211,497	198,339	108,839
Same wk. '82	148,288	512,798	2,252,195	658,206	177,519	47,586
Same wk. '81	119,457	703,113	2,025,044	881,352	68,324	28,791
SinceAug.1—	1					2
1882	7,536,809	66,368,770	72,767,309	40,206,773	14,478,467	3,808,706
1881	6,206,145	36,043,643	89,312,556	29,276,278	11,421,242	3,477,604
1880	6,744,358	66,642,139	90,773,446	32,199,440	and the second s	3,098,624

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to May 5, 1883, inclusive, for four years, show as follows:

Flourbbls.	1882-83. 3,321,983	1881-82. 2,521,617	1880-81. 3,029,624	1879-80. 1,775,113
Wheat bush. Corn. Cats. Sarley. Ryé	33,777,920 14,576,922	6,703,273 26,971,915 10,313,914 1,848,204 857,436	11,375,246 23,490,734 9,413,539 1,784,213 870,577	11,653,677 33,110,132 6,362,431 1,347,664 684,752

Total grain ... 63,258,801 46,694,742 46,944,309 53,158,656
Below are the rail shipments from Western lake and river
ports for four years:

4 ° × **	1883. Week	1882. Week	1881. Week	1880. Week
Flourbbls.	May 5. 124,945	May 6. 65,640	May 7. 113,307	May 8. 99,727
Wheatbush.	1.016.664	115,880 541,952	403,672 672,627	195,891 1,033,040
Oats Barley	1,001,695 107,674	360,923 3 39,565	353,486 47,997	561,410 57,214
Rye	65,090	24,183	25,339	36,946

Week Flour, ending— ools.	Wheat, bush.	Corn, Oats	
May 5175,473 Apr. 28101,870		3.742,676 1,609,5° 3,724,697 1,152,80	76 107,674 338,122
Apr. 21 97.387 Apr. 14 90,751	207,961	1,317,421 757,60 1,309,017 558,53	00 148,627 76,687

Tot., 4 w. 465,481 4,168,560 10,093,811 4,078,563 514,999 501,425 4 w'ks 82..399,724 2,090,383 8,483,326 2,369,993 288,770 192,867

The receipts of flour and grain at the seaboard ports for the week ended May 5 follow:

A -	Flour,	Wheat,	Corn,	Oats, bush.	Barley,	Rye,
New York		133,365	514,199	196,286	86,000	
Boston						94,808
Doston.	57,815	16,800		81,050	5,000	500
Portland	1,015	67,000	8.300	2.800		
Montreal	12,639	42,400		2.544	500	
Philadelphia	17,207	98,200	72,400	100,300	1,600	
Baltimore	18,567	307,352	124,466	19,864	2,000	2,050
New Orleans	18.016		242,535	44,390	7 A A A A	COST PURE CO. PORT.
			212,000	44,000	•••••	*****

Total week... 191,799 665.117 1,163,162 447,334 93,100 97,358 Cor. week '82... 213,893 688,277 1,493,283 573.183 76,775 112,700

The total receipts at the same ports for the period from Dec. 25, 1882, to May 5, 1883, compare as follows for four years:

Rye	500,325	350,063	584,839	334,136
Barley	2,031,476	2,130,036	1,885,858	1,435,629
Oats	8,575,770	8,150,317	7,628,477	6,767,359
Corn		12,558,226	29,849,918	45, 141,741
Wheat bush.	16,112,544	9,335,253	22,720,913	18,461,548

Flourbbls.	5,206,524	3,943,143	1880-81. 4,764,744	1879-80. 3,075,840

Total grain 59,033,182 32.523,900 62,670,005 72,190,413 The exports from the several seaboard ports for week ending May 5, 1883, are shown in the annexed statement:

Exports from -	Flour.	Wheat.	Corn.	Oats.	Rye.^	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	58,148	495.415	239,651	543	162,189	703
Boston	62,098	44,183	86,185		202,203	
Portland.	714	67,000	•••••	• • • • • •		15,000
Montreal.	4.400	00.000	001.000	• • • • • • •		
Philadel.	4,428	69,038			*****	
Baltim're	10,844	122,153		•••••		
N.Orl'ns .	312		367,658	15	•••••	******
Total w'k.	136,544	797,789	1,222,589	558	162,188	15,703
8'me time 1882	85,270	397,248	264,641	4.916	96,379	36.138

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

		Flo	ur.	Who	eat.	Cor	n.
-	Exports for week to—	1883. Week, May 5.	1892. Week, May 6.	1883. Week, May 5.	1882. Week, May 6.	1883. Week, May 5.	1882. Weck, May 6.
	Un.King.	Bbls. 95,150	Bbls. 40,960	Bush. 453,345	Bush.	Bush. 1,083,346	Bush. 216,340
	Contin'nt 8.& C.Am	2,768 14,620	2,278 4.808	341,444	109,593 250	117,167	14,520
I	W. Indies Brit. Col's	8,596 14,188	13,683 22,697		2,000		2,727 150
I	Oth.c'nt's	1,222	841			204	994
ŀ	Total	136,544	85,270	797.789	397,248	1,222,599	264.641

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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.

	Flo	ur.	Who	eat.	Con	rn.
Exports since	1882-83.	1881-82.	1882-83.	1881-82.	1882-83.	1881-82.
Sept. 1, to-	Sept. 1 to	Sept. 1 to				
	May 5.	May 6.	May 5.	May 6.	May 5.	May 6.
-	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	4,742,583	2,261,989	30,456.751	24,227,850	22,595,890	18,099,004
Continent	387,928	163,820	23,500,124	9,989,592	4,196,632	4,216,622
S. & C. Am	497,674	477,388	104,936	6,647	274,105	357,193
West Indies.	634,951	460,054	58,550	33,271	285,233	461,265
Brit. Col'nies	392,167	362.020	7,806	45	78,903	110,232
Oth. countr's	31,422	26,113	203,206	226,134	107,415	66,145
Total	6,686,725	3,751,381	54,331 373	34,483,539	27,538,298	23,310,461

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, May 5, 1883, was as

	Wheat,	Corn,	Oais,	Barley,	Rye,
In store at—	bush.	bush.	bush.	bush.	bush.
New York	2,872,373	599,313	703,041	5.843	93,081
Do. afloat (est.)	100,000	266,000	96,000	67,000	95,000
Albany	16,000	6,500	27.500	1,000	1,500
Buffalo	1,078,083	66,514	76,041	95.318	1841
Chicago	6,120,754	6,630,184	898.461	42,098	615,325
Milwaukee	1,267,990	16,217	1,562	178,328	72,018
Duluth	1,531,818				
Toledo	1,515,932	478.924	64.642	936	18,996
Detroit	1,113,175	29,623	31,216	1,889	
Oswego	90.000	10.000	1,800	255,000	150,000
St. Louis	680,945	1,454,960	72.088	21,099	54,044
Cincinnati	80,063	56,397	26,231	58,390	88,975
Boston	75,300	170,236	133,452	1,904	253
Toronto	371,392	1.500		94.028	19
Montreal	240,501	9,131	90.800	35,134	26,928
Philadelphia	407.657	149,397	161.311		
Peoria	$3\ 243$	337.336	237.260	7,013	121,302
Indianapolis	266.300	72.200	42.900		16,400
Kansas City	126,506	28 889	8,974	210	23,423
Baltimore	728,807	200.825			••••
Down Mississippi.	26.448	317,138	35,522		
On rail	279,520	1,616,614	1,308,930	155,160	75.073
On lake	1,714,437	3,620,470	650,312		252,919

Tot. May 5, '83. 20,707,249 16,168,398 4.667,143 1.020 900 1.784,697 Tot. Apr. 28, '33. 20,781,911 15,894,226 4,453,197 981,695 1.627,880 Tot. Apr. 21, '83. 21,201,544 17,681,940 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. May 6, '82. 18,313,806 8,597,941 2,063,033 404,448 1.092,985

AGRICULTURAL BUREAU REPORT.—The Agricultural Department at Washington issued on the 10th inst. its May report on the condition of wheat. The report is as follows:

The May returns of wheat to the Department of Agriculture make the condition as compared with April averages materially lower in New York and Michigan and in Ohio and Illinois. Further it jury was New York and Michigan and in Ohio and Illinois. Further it jury was wrought by trosts early in April, and in the more northern districts the real damage by March freezing was more fully disclosed as the covering of snow and ice disappeared. The average is 77 for New York, the depreciation being heaviest in Onondaga, Niagara, Genesee and Ontario; for Michigan 83; for Ohio 62; for Illinois 63. Further loss is suffered by plowing up of large areas in Ohio and Illinois. A reduction in Missouri from 83 to 80 is also reported. In Indiana the condition averages 75, and New Jersey reports 101, both the same as in April. All the remaining northern States show an improvement since the April report, as well as the Pacific Coast, and nearly all of the Southern States. The averages are:

- Connecticut, 96; Pennsylvania, 95; Delaware, 85; Maryland, 99; Virginia, 97; North Carolina, 96; South Carolina, 93; Georgia, 97; Alabama, 98; Mississippi, 92; Texas, 87; Arkansas, 86; Tennessee, 88; West Virginia, 90; Kentucky, 81; Kansas, 91; California, 77; Oregen, 72.

Oregon, 72.

This is an improvement of 15 points in California and 17 in Oregon. The average condition of the winter wheat is 83½, against 80 in April. The loss in area from re-planting in other crops may be assumed to reduce the prospect to that of April 1. In 1879 and 1880 the general average was 99, in 1881 it was 88, in 1882 it was 102; in May of last year 100. In former years there were no May returns. Two years ago the average declined to 80 in July. Last year it increased to 104 at the time of cutting

time of cutting.

It should be understood that in Department reports of condition, 100 means a medium growth, with a full stand and a healthy plant.

Ohio and Illinois State reports compare with last year's crop. Thus. Ohio reports for May 56 compared with last year, and 62 compared with an average crop.

The spring wheat area will not be complete till May 15 and will be reported June 1. The statistical agent for Dakota makes the probable increase 30 per cent. The agent for Minnesota reported 86 per cent of last year's area already planted. An increase of 15 per cent is reported in Washington Territory. It is not probable that increase in spring wheat area will more than make good the loss of winter wheat acrease.

Without regard to the spring wheat breadth, the present prospect for the winter wheat area, in consideration of reduced condition and acreage, is 20 per cent less than in May last, representing a loss of about 77,000, 000 bushels.

A dispatch from the London statistical agent under date of April 23, reports an improvement in European wheat prospects during the last month. The severity of March was followed by three weeks of dreweather, which was succeeded by one week of invigorating rain. The season is still backward and higher temperature is needed.

The small area of spring sown wheat in England is thin, and much of it will be displaced by barley.

In France and Germany rain is needed and higher temperature necessary. With reduced acreage in Western Europe and some injury from freezing in March, a reduced crop appears to be inevitable. In Austria-Hungary the prospect is favorable for at least a medium crop.

THE DRY GOODS TRADE.

FRIDAY, P. M., May 11, 1883.

The past week has developed an improved undertone in the cotton goods market, the advancing tendency of the staple having led to a more active demand for manufactured goods by exporters and large jobbers. In other respects the situation has not materially changed, business having been quiet with commission houses and importers, and only moderate in the jobbing branches of the trade. The opening of the canals has

caused rather more inquiry for some descriptions of fall goods, for which jobbers in remote sections of the country are desirous of securing cheap transportation, but transactions in this connection have been only moderate as yet. The weather has become more favorable for the retail trade, and large quantities of summer goods are at length passing into consumption; but retailers are amply stocked for the present, and some time must necessarily elapse ere much improvement in the demand can be expected by the wholesale houses.

Domestic Cotton Goods.—The exports of cotton goods for the week reached the handsome aggregate of 5,204 packages, of which 1,523 were shipped to China, 1,247 to Africa, 1,160 to Madagascar, 883 to Great Britain, 111 to U. S of Colombia, 105 to Brazil, &c. There was a better demand for brown sheetings and drills at first hands, and some large sales were made to ex. porters at a slight advance upon prices of a fortnight ago. Bleached goods were in irregular demand but steadier, because of the upward tendency of the cotton market, and colored cottons, especially cheviots and cottonades, ruled quiet. Cotton flannels and wide sheetings continued in fair request, and con. siderable deliveries were made by agents on account of back orders. Print cloths were fairly active and dearer, closing at 3 11-16c. for 64x64 "spots," 3¾c. for 64x64 "futures" and 3½@ 3 3-16c. for 56x60s. Prints were quiet in the regular way, but some fair-sized lots of "off" styles were disposed of by means of low prices, and stocks are well in hand as a rule.

DOMESTIC WOOLEN GOODS.—There was a slight improvement in the demand for men's-wear woolens, the Western and nearby clothing trade having been fairly represented in the market. Operations were, however, conducted with more than usual caution, and selections, though footing up a fair aggregate amount, were chiefly of a hand-to-mouth character. Fancy cassimeres and suitings were more sought for, but purchases were individually light and mostly restricted to a few specialties. Worsted coatings ruled quiet, but stocks are in good shape and prices remain steady. Satinets were less active, but there was a freer movement in heavy doeskin jeans at the low prices lately established for leading makes. White flannels have received more attention, but other flamels and blankets were mostly quiet, and there was only a limited business in blankets. Dress Goods continued in moderate request, and some fair orders for willen hosiery and knit underwear were placed for future delive y.

FOREIGN DRY GOODS -- Importers have experienced a very light demand for foreign goods during the week, but a fair business was done by some of the leading jobbers. Silks and satins were only in moderate request, and operations in dress goods were confined to a few specialties, as nun's veilings, grenadines, light cotton fabrics, &c. Linens, white goods, laces and embroideries ruled quiet, and men's-wear woolens were slow of sale; but there was a steady business in hosiery and fabric gloves.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending May 10, 1833, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	 - -	,	•							١
-	50,315,201	263,636	6,468 1,706,637	6,468	54,162,351	243,692	2,031,198	5,458	Total at the port	
	14 043,604 36,271,597	116,346 147,290	563,902 1,142,735	1.929 4,539	9.338,572 41,773,782	81.558 162,134	463.564 1,567,634	1,274	Total Ent'd for consumpt.	
	2,677,127 3,898,064 1,603,290 1,628,076	8,996 5,539 8,557 82,780	100,364 109,167 140,714 96,845 56,612	423 409 226 512 357	2,780,338 1,800,338 2,110,002 1,616,939 1,075,451	56,869	1:3.61 71,779 168,742 70.622 18,810	250 250 480 64	Cotten	
			PERIOD.	SAME	15	M WARBH	N CENED FO		vianufactures of-	
	49.126,758	252,925	1,577,545		54,483,435	253.147	5,391 1,869 105	5,391	Total ou market	
	12.855,161 36.271,597	105,635 147,290	434,910 1,142,735	4,111 4,539	9.709,653 44,773,782	91,013 162,134	301,471 1,567,634	$\frac{1,207}{4,184}$	Total Ent'd forconsumpt.	
	3,534,371 2,759,627 3,362,904 1,893,090 1,305,169	8,422 8,780 4,410 11,049 72,974	139,097 97,330 103,504 56,431 38,448	356 466 163 320 2,806	2,620,191 1,789,061 2,304,188 1,764,902 1,231,311	6,256 5,978 3,005 10,536 65,238	81,189 47,516 92,881 47,828 32,557	204 155 120 230 498	Wool	
	•	MARKET.	O THE MAR	WN INT	SE AND THROWN INTO THE	WAREHOUSE	WITHDRAWN FROM	VHORLI	Wannifactures of-	
	36,271,597	147,290	4,539 1,142,735	4,539	44.773.782	162,134	1.567,634	4.1811	Total	
	5,518.921 3,329,309	30,543 54,418	301,138	1.935 508	6,250,720 4,054,104	35,380 52,058	233,4×5 123,528	600 600 600 600 600 600 600 600 600 600	Flax Miscellaneous	
	7,314,543 10,256,885	16,934 29,599	125,902 310,169	1,205	8.639.430 11,388,958		221.246 396.623	595 1,145	Wool Cotton	
	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.		
	Since Jan. 1, 1883.	Since - an	May 10, 1883.	Week May 1	n 1, 1882.	Since Jan	Week: Ending Way 11, 1882.	Week: En May 11,		
	82.	83 AND 1882	ARY 1, 1883	DE JANU	WEEK AND SINCE JANUARY 1,	FOR THE W		R COMS	ENTERED FOR CONSUMPTION	

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