

THE Commercial AND Financial Chronicle

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CONTENTS.

THE CHRONICLE.

Our Maps and Supplement....	717	Monetary and Commercial	
The Financial Situation.....	717	English News.....	722
Influence of New Roads on		Commercial and Miscellaneous	
Stock Values.....	719	News.....	723
The New Suez Canal.....	721		

THE BANKERS' GAZETTE.

Money Market, Foreign Ex-		Quotations of Stocks and Bonds	727
change, U.S. Securities, State		New York Local Securities....	728
and Railroad Bonds and		Railroad Earnings and Bank	
Stocks.....	725	Returns.....	729
Range in Prices at the N. Y.		Investments, and State, City	
Stock Exchange.....	726	and Corporation Finances..	730

THE COMMERCIAL TIMES.

Commercial Epitome.....	732	Breadstuffs.....	736
Cotton.....	732	Dry Goods.....	737

The Chronicle.

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JOHN G. FLOYD. }
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OUR MAPS AND SUPPLEMENT.

We issue with the CHRONICLE to-day our Investors' Supplement. The new feature, which was begun in the last Supplement, of giving correct railroad maps, has made such progress since, that we now include within its pages ten maps, each indicating a distinct system of roads.

It is hardly necessary to remark upon the usefulness of this addition. The Supplement as it stood before, with its figures, explanations and references, furnished full information of the security of each road and its financial standing. But these maps carry the inquirer one step further, by conveying to him, in the only way possible, a clear idea of the position any system holds in relation to other systems, and to the country's crops and traffic. Furthermore, in these days, when consolidations, leases and new extensions are of constant occurrence, the maps are essential to a correct understanding of the facts and rumors all the time afloat on such subjects.

This number of the Chronicle, including the Supplement, contains one hundred and twenty pages.

THE FINANCIAL SITUATION.

The situation this week has been under the control of the same influences, only more fully developed, noted a week ago. As we then said, so it has now turned out that the losers by the Chicago speculations had by no means reached the end of their losses. They entered upon a venture, the work of controlling the markets of the world for the necessities of life, at a time when all business was very dull, stocks of old crops large here and everywhere, and crop prospects the world over above an average. That they failed is a surprise to no one except the immediate operators. As an aside, and by way of a moral, we would suggest (to those who are so prone to seek legislative cures for commercial ills) how much greater influence in discouraging cornering operations this one experience will have than would be exerted by a cart load of statutes.

Of course, with such a collapse as has occurred in the prices of breadstuffs and provisions, and the resulting failures showing immense liabilities and only trifling assets, confidence everywhere has been disturbed, and the public has been ready to believe even the most absurd rumors. At times large numbers of individuals, firms, and more especially some banks, were claimed to be involved in a general ruin. The foolishness of the latter statements is readily seen, when we remember that the banks hold the produce, and all they can lose in any case is a mere percentage of its value, for the produce is worth something; and furthermore, that the Chicago banks, at the last return, had over 3 millions in surplus and undivided profits to lose before their capital would be touched. It is very possible that some one or more of the number will suffer to an extent; there is no bank but makes bad debts at times, for it is a part of the risks of the business; but there is not the least reason to suppose that any of their losses will be so serious as to affect in any degree the financial condition at that centre.

In the meantime, while there has been this general agitation in business circles, the actual situation has been improving day by day. In the first place the old stock of wheat and provisions and corn has begun to move freely to market, which means better earnings for railroads and a setting loose of capital locked up in these articles. Then the new crops have been developing very promisingly, and from some of the earliest districts the winter wheat has already begun to move. Furthermore, if we take the crops together, we doubt whether there ever was a time when the aggregate yield promised better than to-day. Some, however, are claiming now—a last resort of the grumblers—that the production in Europe will also be so large that we shall not market our produce. That is a mistake, unless another batch of stupids shall try another

corner, which is not at all likely under the circumstances. At low prices the world will consume or take all we raise, and that is just the situation in which values, according to the present outlook, are placed. Yet the weather during coming weeks may do much to change some of these conditions, especially with reference to foreign markets.

With the heavy decline in breadstuffs and provisions and the large purchases for shipment, it is natural that foreign exchange should have shown a tendency to lower rates. Still, the offerings of commercial bills have not been liberal, and they have all been promptly taken by bankers remitting for securities, or by importers paying for goods, so that at the close the market is strong for sight and cables. It is anticipated that this demand will continue pretty steady, at least until about the middle of next month, for at this period remittances are always large, on account of interest payments the first of July. If, however, the export movement of breadstuffs and provisions remains uninterrupted, these July payments will probably be made without any special variation in the exchange market.

There is, nevertheless, claimed to be a possibility of an adverse influence growing out of the condition of Continental money markets. In London, money continues to grow easier, the Bank having gained £346,000 in bullion this week, of which £270,000 came from foreign sources, while the proportion of reserve to liabilities was increased 5-16 of 1 per cent. But in Germany and France the open market rate for money is hardening, at Berlin mainly in consequence of a growing scarcity, and at Paris by reason of speculative influences which may be only temporary. If these were more than passing disturbances it does not seem probable that the Bank rate at Amsterdam would have been lowered recently from 4 to 3 per cent. Besides, so far as this country is concerned, we are on the eve of the movement of our new crops, and though prices are likely to be low, the volume will be large and commercial exchange cannot fail to be plentiful in early weeks. It is to be remembered, too, that the bills for the sales of breadstuffs, &c., lately made at Chicago, may not be available here until the produce is on shipboard, which perhaps accounts for the comparative scarcity of commercial bills on the market, notwithstanding the increased engagements of produce for Europe.

It is hardly necessary to state that with the developments in progress at Chicago and the rumors afloat of greater failures and disasters impending, the stock market has been unsettled during almost all the past week. In fact until Thursday afternoon there was no cessation in the disquieting reports drawn from that centre, while the very large fall which has taken place in staples gave such statements a presumption of truth and therefore pretty ready belief. Besides, and in addition to these unsettling influences, there were reports of serious damage to railroad property at the West. The speculators for a decline of course made all the use they could of these circumstances and added to them stories of serious differences in the trunk-line pool.

For special attack New York Central was selected because it was assumed that the competition which this road would have to encounter with the West Shore, would compel a reduction of dividends to 6 per cent. The market, it would seem, was entirely given over to the class of operators known as "room traders" who, for the moment, were seeking to depress prices. Very little apparently was done even by the recognized leaders to sustain their specialties, and they were seemingly content simply to deny the damaging stories put in circulation from time to time. We need scarcely remark that even the

low prices to which some of the stocks were forced, did not tempt outside purchases. Non-professionals seem to have lost confidence in the market to a very large extent, and this is not surprising when we consider how they have heretofore been treated by professional operators and the leaders. The recovery on Thursday afternoon was mainly in consequence of the denial of the rumors previously circulated, and it was aided by manipulation which induced some of the shorts to cover. The same influences kept the market strong on Friday, though the volume of business was small. Very little is being done in securities between here and London, and the following will show relative prices at the opening each day.

	June 25.		June 26.		June 27.		June 28.		June 29.	
	Lond'n prices.*	N.Y. prices.								
U.S. 4s. c.	118'82½	119½	118'70½	120	118'70½	120	118'70½	120	118'82½	120
U.S. 3½s.	103'28	103½	103'28	103½	103'28	103½	103'28	103½	103'52	103½
Erie.....	37'69	37½	37'32	36½	37'20	37½	36'58	36½	37'32	37½
2d con.	96'43	96	96'43	95½	96'43	95½	96'43	95½	96'43	96
Ill. Cent.	133'14	132½	132'65	132	132'65	132	131'91	132	132'40	132½
N. Y. C.	120'41	119½	120'17	119½	119'19	118½	119'19	118½	120'17	120
Reading	28'88½	5½	25'39½	56½	28'63½	57½	28'63½	57½	29'12½	58½
Ont. W'n	26'79	26½	26'30	26	26'18	26½	26'43	26½	26'67	26½
St. Paul	102'79	104½	103'64	103½	104'14	103½	103'77	104	104'14	104½
Exch'ge. cables.	4'80½		4'80½		4'80½		4'80½		4'80½	

* Expressed in their New York equivalent.

† Reading on basis of \$50, par value.

‡ Ex dividend.

The Pennsylvania statement of earnings for May, published yesterday, is not especially favorable. The gain in gross earnings (\$194,129) is perhaps fully as large as was expected, in view of the small volume of east-bound through shipments, but this is offset by the large and unexplained increase of \$352,244 in expenses, leaving net earnings actually \$158,115 smaller than a year ago, and even \$80,000 below 1881. For the first five months of the year the exhibit made is more satisfactory, as will appear from the following table, which we have prepared to show the gross and net earnings, not only for May, but for the period from January 1 to May 31, for a series of years past.

Lines East of Pittsburg.	1883.	1882.	1881.	1880.	1879.
May.	\$	\$	\$	\$	\$
Gross earnings.....	4,303,006	4,108,877	3,856,897	3,417,916	2,708,695
Operating expenses.....	2,694,332	2,342,088	2,168,287	1,941,064	1,674,603
Net earnings.....	1,608,674	1,766,789	1,688,610	1,476,852	1,034,092
Jan. 1 to May 31—					
Gross earnings.....	20,195,708	18,557,091	17,746,402	16,212,595	13,023,248
Operating expenses.....	12,856,024	11,901,362	10,237,791	9,130,433	7,778,388
Net earnings.....	7,339,684	6,655,729	7,508,611	7,082,162	5,244,860

Gross earnings for the five months here exhibit, it will be seen, a most gratifying growth from year to year, but it cannot fail to be noticed that during the last two years at least the increase in expenses has been even greater than the gain in receipts. Consequently, with 2½ millions more gross earnings than in 1881, net earnings this year are actually \$169,000 less; and compared with 1880, on a gain of pretty nearly 4 millions in gross, net earnings have risen only about a quarter of a million. Still, the net are larger this year than last (which is not the case with the May figures), and larger than in any other year except 1881. On the lines west of Pittsburg, which are separately reported, the deficiency in meeting all liabilities is only about \$35,000 this year, against a deficiency of about \$75,000 in May, 1882. May is never a very profitable month on these lines, though it should be noted that in 1881 there was a surplus of \$144,000; on the other hand, in 1879 the deficiency amounted to pretty nearly \$220,000. For the five months of the year the exhibit on these Western lines shows improvement on 1882, there being a surplus of \$350,000 in 1883 against a deficiency of \$68,000 a year ago, but compared with either 1881 or 1880 there is not improvement, but retrogression. In the

former year the surplus was over a million and a half, and in the latter year over a million and a quarter.

Money on call at the Stock Exchange continues easy, mainly by reason of the downward course of the stock market and the comparatively light speculation. The customs demand has been heavy this week, so that the Treasury has absorbed a somewhat larger amount of money than usual, and it is expected that the banks made preparations yesterday and will again to-day, for the payments due on and after Monday for interest and dividends. But the supply appears sufficient for present needs without causing an activity. Domestic exchange at Chicago, which was unsettled early in the week by the flurry at that point, has again risen so as to permit of the movement of currency in this direction, and the latest advices report a comparatively easy money market at that centre. The New York Clearing-House banks, according to returns collected by us, have received from and shipped to the interior gold and currency as follows the past week.

Week Ending June 29, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$2,375,000	\$870,000	Gain.\$1,505,000
Gold.....	7,000	455,000	Loss... 448,000
Total gold and legal tenders.....	\$2,382,000	\$1,325,000	Gain.\$1,057,000

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement our City banks have lost \$2,722,444 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total loss to the New York Clearing-House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week Ending June 29, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$2,382,000	\$1,325,000	Gain.\$1,057,000
Sub-Treasury operations, net .....	.....	2,722,444	Loss. 2,722,444
Total gold and legal tenders.....	\$2,382,000	\$4,047,444	Loss.\$1,665,444

The Bank of England return for the week shows a gain of £346,000 bullion, of which £270,000 came from abroad, and the proportion of reserve to liabilities has increased 5-16 of 1 per cent. The Bank of France returns a decrease of 1,454,000 francs gold and 1,144,000 francs silver, and the Bank of Germany has lost since the last report 5,500,000 marks. The following will indicate the amount of bullion in the principal European banks this week and at the corresponding date last year

	June 28, 1883.		June 29, 1882.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	22,439,082	.....	21,380,941	.....
Bank of France.....	40,207,314	41,996,606	38,897,008	46,440,651
Bank of Germany	7,983,250	23,949,750	7,124,000	21,372,000
Total this week.....	70,629,646	65,946,356	70,401,949	67,812,651
Total previous week.....	70,410,781	66,198,715	70,197,515	68,436,354

The Assay Office paid \$136,009 through the Sub-Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
June 22...	\$345,719 41	\$10,000	\$25,000	\$216,000	\$93,000
" 23...	329,183 75	14,000	12,000	230,000	74,000
" 25...	840,070 56	48,000	64,000	577,000	150,000
" 26...	808,488 71	13,000	52,000	583,000	161,000
" 27...	662,432 28	33,000	27,000	543,000	60,000
" 28...	877,816 15	11,000	52,000	694,000	120,000
Total.	\$3,863,710 86	\$129,000	\$232,000	2,843,000	\$658,000

INFLUENCE OF NEW ROADS ON STOCK VALUES.

So long as stock prices fluctuate, the cause or causes will continue to be a pertinent inquiry. In an article in our INVESTORS' SUPPLEMENT we give tables showing the range of values on our Exchanges for two years and a half past, and set out some of the leading influences that have operated in depressing quotations during the greater part of that period. The influences at work to-day are as various and diverse as those detailed in the SUPPLEMENT, and could be enumerated at length; but it is our present purpose to call attention to only one of them—an influence which perhaps is not fully appreciated.

We refer to the number of new roads built and building and competing routes thus opened or assured within the last year or so. Not that these new lines are likely to cause such havoc as interested parties would have us believe, or that the exaggerated estimates of their power for evil are true, but simply that the increased competition to which they have given life has introduced an uncertain element into the problem of future values, and which on account of that very uncertainty is more disturbing than if the effect could be clearly measured. Thus those seeking to depress prices have it within their power to positively assert that the opening of this or that new line presages ruin, or at least lower dividends, to an existing one, and as the proposition cannot be successfully controverted, it passes for truth. Full belief in the assertion is also encouraged by the fact that the new line is in existence and by the admission which all must agree to, that it will take some business from the old road. Yet no one can say how much it will carry off, so the disavowal as to the extent is weakened, and the acknowledgment of some loss is voted as extremely damaging, for if it can secure one-tenth of the traffic, it is said, why may it not take one-half, &c. ?

To see how wide or extensive this adverse influence is, let us take a few of the more prominent of the new roads recently constructed. We may begin with the lines on or near the eastern seaboard. No one needs to be told that among the trunk lines at New York two new ones have made their appearance—the West Shore and Lackawanna. Of course, on through business, all the other trunk lines are also affected by these, though it is supposed that the New York lines will suffer most, since, like the new roads, they run all the way from New York to Buffalo. Singularly enough, however, chief stress is laid upon the through business, and not upon the possible loss of local business, which is of vastly more importance. Yet if the Erie and the Central are to suffer at all, they have apparently more to fear in the latter particular than in the former. For while the Central and the West Shore run on opposite sides of the Hudson River between here and Albany, and may thus each be able in some degree to build up an independent business, west of Albany the case is different, and for the entire distance between that point and Buffalo the line of the West Shore runs not only parallel to the Central, but in exceedingly close proximity to it; and it cannot but be that there will be increased competition on all the local business. So also the Lackawanna extension runs alongside of the Erie almost all the way from Binghamton to Buffalo, and the Erie is already beginning to feel the effects of the opening of this extension.

But probably no new line is destined to affect a greater number of existing roads (though possibly only to a small extent) than Mr. Gowen's Jersey Shore Pine Creek & Buffalo road and its connections. Its purpose is to supply New York Central with coal, on the one hand, and on the other hand to afford a Northern and Western outlet to

the Reading for its coal business. But there are already many roads connecting Northern New York (and, through it, Eastern points) with the Pennsylvania coal fields, and to all of these the new Reading connection will prove, it would seem, more or less of a competitor. There is the Pennsylvania's Northern Central road, beginning down at Baltimore, but running all through Pennsylvania and then up through New York to Canandaigua. There is the Lehigh Valley route between this city and Northern New York. There is the Delaware Lackawanna & Western (old line) in the same territory. All of these, though they may have different sources of traffic, will yet be competitors in the sense that they will compete for the same kind of business, and it is conceivable that even the Delaware & Hudson might be in a measure affected, should the New York Central undertake to supply Eastern points with coal. And now Mr. Gowen is pushing a line (the Beach Creek Clearfield & Southwestern) into the Clearfield bituminous coal district, and is making preparations to build his much talked-of road through Southern Pennsylvania from Harrisburg to Pittsburg, giving the Reading a direct Western connection and forming a parallel line to the main stem of the Pennsylvania. Certainly, this will not tend to increase the business of the latter.

If we go west of Buffalo, we meet first of all the Nickel Plate paralleling the Lake Shore from end to end, and running so close to it as almost to touch it. Happily it has been acquired in the Lake Shore's interest, and a contest on local traffic averted, but it goes without saying that as a competitor for through business from Chicago, not only the Lake Shore, but the Michigan Central, the Grand Trunk, the Fort Wayne, the Chicago St. Louis & Pittsburg, and the Baltimore & Ohio, are all adversely affected. Next we have the Erie's Chicago & Atlantic route, just opened. The line will of course encroach upon the business of all the roads out of Chicago, already mentioned, but the Pittsburg Fort Wayne & Chicago is likely to suffer most, first because the Erie traffic up till now has passed over it, and secondly because the new line is situated close enough to that road to make it a strong competitor for some of its local traffic. A little further south, we find the Indiana Bloomington & Western, which last year built 140 miles of road between Indianapolis, Ind., and Springfield, Ohio, giving the company a line from Lake Erie to Peoria, and to Decatur and thence (via the Wabash) to St. Louis. This line of course is not going to benefit the Cleveland Columbus Cincinnati & Indianapolis and its Indianapolis & St. Louis road, between Cleveland and St. Louis. Nor is it likely to benefit those parts of the Chicago St. Louis & Pittsburg with which it comes in competition; nor the Lake Erie & Western either. But now another line between Lake Erie and St. Louis has been opened—the Toledo Cincinnati & St. Louis narrow gauge—and the Wabash has thus a competitor all the way to St. Louis, while the C. C. C. & I. system and the Chicago St. Louis & Pittsburg will also have this additional rival to cope with.

Going still further west, we find the St. Paul and the Northwest not only in active competition with each other, but see that the former last year finished its Omaha extension, thus coming in conflict with the Rock Island, the Burlington & Quincy, and the Northwest, each of which has a line to Omaha. Then we find that the Wabash and the Burlington have jointly built the Humes-ton & Shenandoah, forming still another route between Chicago and Omaha, while the Wabash's Quincy Missouri & Pacific division has also been joined to the Omaha line. Then we recall the Chicago extension of the Wabash, only just beginning to get its share of business, and observe

that the Chicago & Alton, the Illinois Central, and the Burlington & Quincy, also have lines between Chicago and St. Louis, and must feel the effects of the competition of this division of the Wabash. We further call to mind that the Missouri Pacific has built a line to Omaha on the west side of the Missouri, while the Kansas City St. Joseph & Council Bluffs (Burl. & Quincy road) has a line on the east side of the river, and that the Burlington Cedar Rapids & Northern and the Central Iowa are also making or threatening encroachments upon some of the old lines. The Burlington & Quincy, we perceive, now extends to Denver, and the Union Pacific shares that traffic with it. The Denver & Rio Grande runs to Ogden, and the Union Pacific will lose some of that business.

In the extreme Southwest, the Southern Pacific is now a power, and is taking away some of the Central Pacific's through traffic. Then there is the Atlantic & Pacific, now reaching the Colorado River, which threatens to interfere with both the Central and the Southern Pacific. The Galveston Harrisburg & San Antonio is fully open, and the Texas & Pacific has, consequently, a most powerful antagonist. The Texas & St. Louis is approaching completion, and in conjunction with the Toledo Cincinnati & St. Louis, already alluded to, and the Cairo & St. Louis, will form a narrow gauge line parallel to Mr. Gould's Southwestern system all the way from Toledo on the Lake down to Texas.

Even Southern systems are not free from the disturbing influence of new roads. By the completion of the Chesapeake Ohio & Southwestern, the Louisville & Nashville line between Louisville and Memphis has been duplicated, and by the completion of the Elizabethtown Lexington & Big Sandy, connecting the first-mentioned road with the Chesapeake & Ohio proper, a powerful competitor to the Memphis & Charleston, East Tennessee, and Norfolk & Western roads, between Memphis and Norfolk, has been formed. Then the building of the Shenandoah Valley road has furnished a new route to the North, in addition to that afforded by the Virginia Midland. Besides, the East Tennessee, in connecting its Macon & Brunswick division with its main line, paralleled the Western & Atlantic and Macon & Western roads in Georgia, and the same company only recently brought its Knoxville branch into connection with the Knoxville line of the Louisville & Nashville, affording it a route to Louisville. Furthermore, by means of an extension of the Kentucky Central southward, the East Tennessee is also to have a line to Cincinnati. With that accomplished, we shall see for a part of the country where the business offering is not considered large, what appears at least exceptional, namely, two complete systems of road (the Cincinnati Southern and Alabama Great Southern on the one side, and the East Tennessee on the other) running all the way from Louisville and Cincinnati down into Southern Alabama and scarcely thirty miles apart, while the lines of the East Tennessee and the Western & Atlantic, down to Macon, Georgia, may be said to be not one half that distance apart.

It thus appears that so largely are our old roads interfered with by new lines and systems that there is scarcely an existing company that does not in some way have to contend with increased competition. It does not necessarily follow from this that old established roads will suffer a loss of business sufficiently large to impair their financial condition or even seriously to diminish their income. They have a great advantage in that they have already a business built up and connections made in many directions.

Besides that, however, many of the new lines may be so

situated that they can never command more than a small share of the total traffic for which they compete. As illustration, take some of the roads built at a period antedating the late era of railroad expansion, like the Baltimore & Ohio line to Chicago and the Grand Trunk line to the same point. The former has now been in operation a good many years, yet it can command no more than 8 per cent of the pool business, while the Chicago & Grand Trunk, which is of more recent construction, also gets but 11 per cent, though it has of late carried much more than that, and may, in a re-arrangement of percentages, get a greater allowance. Furthermore, as a general thing new lines do not usually prove so injurious to old roads as anticipated, because the traffic of the country is constantly and largely increasing, and if fair rates be maintained, business for all appears to offer. Still, it cannot be denied that this new mileage is making it very difficult to form correct estimates of the future earnings and income of hosts of companies, and it is for this reason that it has become a very depressing influence in the market.

THE NEW SUEZ CANAL.

Since we last remarked upon this subject, M. de Lesseps, as if recognizing so far at least the justice of the complaints made against the Suez Canal and his management, has taken certain preliminary steps to meet the new requirements of the situation. It does not appear, however, that his plans are finding much favor in England. On the contrary, public feeling is increasingly excited; and the leading journals are unanimous in denouncing M. de Lesseps and his new scheme. Some of the French journals are equally decided on the other side—one of them, the *Paris*, going so far as to ask whether it is not time to offer a bold resistance to all further aggression of England in Egypt. M. de Freycinet is charged with letting England set one foot in Egypt and then another, until now, according to the *Paris*, England declares the house to be her own, and threatens to turn foreigners out.

It might not be impossible to find some cause for the state of feeling which prevails in England, in the resistance which was offered by M. de Lesseps to the occupation of the Suez Canal by the British fleet during the late war in Egypt. It was certainly unpleasant for a nation like England to have its action called in question in such circumstances by the mere chief of a canal corporation; and there can be no doubt that the conduct of M. de Lesseps at that time suggested some of the inconveniences inseparable from the present canal management. Situated as England now is with Egypt on her hands, and with her vast and ever-increasing interests in India and the far East, the free and unqualified use of such a water-way is an absolute necessity. She cannot do without it. Looking to the future, it is quite natural that she should think of the best means of providing against such recurring contingencies.

But this is not the sole secret of British feeling towards M. de Lesseps and his plans. It is complained, as mentioned before in these columns, that while the British government owns forty-four per cent of the shares, and while British shipowners pay more than four-fifths of the expenses, British trade is entirely at the mercy of M. de Lesseps and his French associates. The preponderance of shares is in French hands; and M. de Lesseps himself is the personal owner of all the rights under which the canal was constructed. It is further complained by the British shipowners that the canal is too crowded, and that the charges are too high. As showing how the trade has

increased, it is mentioned that in 1880 the traffic was four and a half million tons, and that it had grown to seven millions of tons in 1882. In the course of another two or three years it is argued the canal will be so congested that traffic will be impossible, and even now the profits are such that the shareholders are paid at the rate of 15 to 20 per cent. Such being the case, there could be no risk in building a new canal. But as eighty per cent of the traffic is carried on in British ships, as four-fifths of the expenses are borne by British shipowners, and as British trade with the East is growing at a rate unprecedentedly rapid, the new canal must be entirely in English hands. Such is the situation as looked at from a British standpoint.

There is, however, the French view of the case; and it is not to be denied that M. de Lesseps has at least a plausible argument on his side. It was he who obtained the concession for the present canal from the then ruler of Egypt, Said Pasha—a concession which gave him "exclusive power" to form and direct a company for cutting it through the Isthmus of Suez; and it is claimed that this concession is sacred and inviolable for a period of ninety-nine years, and that it absolutely precludes the cutting of another canal by any one under any circumstances. Of the right of way across the Isthmus, M. de Lesseps is, therefore, absolute master. His power in this particular, if this be the correct view of the case, is more absolute than that of any Khedive, any Sultan, or any King. If the canal is to be widened, or otherwise made suitable to the situation, it must be at the will and pleasure of M. de Lesseps. But M. de Lesseps is not so blind to his own interests and to those of his friends as to force the English to build a canal for their own special use; and so he has consented to improve the existing water-way sufficiently to make it equal to the requirements of a rapidly increasing traffic. He has done more—he has asked the British shareholders to co-operate with him.

But to show that he is not dependent on the English shareholders for carrying out the proposed changes, M. de Lesseps has had the company vote the necessary funds. Two plans, it would appear, are under discussion. One of these is to cut a new canal parallel to the one now existing. The other plan is to widen the present channel from sixty to eighty metres at the surface. When the widening process would be completed, the canal would be divided by some visible means, so as to make two channels. Risk of collision would thus be avoided, and provision would be made for a traffic of eighteen million tons. The estimated cost is two hundred million francs. M. de Lesseps favors the widening process. Whichever plan be adopted, it is thought that the work could be accomplished in five years. There is one serious difficulty believed to be in the way of a new canal. A fresh concession, it is thought, would be necessary, and this fresh concession it might be difficult to get; and even if obtained, it could hardly be without conditions which might prove inconveniences. Such is the view of the case from the French side.

What are the objections which the British have to these plans and proposals of M. de Lesseps? "Both schemes," to quote the language of the *London Times*, "have the fatal defect that they contemplate intrusting the construction, working and control of the new canal to the existing company, and thus perpetuating and strengthening the grip of a commercial association, aiming only at the advancement of its private interests, upon the commerce of the world and upon the highway to our Indian Empire." It is quite manifest from the general tone of the press in which these objections are reiterated in various forms,

that if M. de Lesseps does not make some large concessions to the British shipping interest, the approval of the British Government will be withheld from him. A new British canal is not an impossibility; but it is not improbable that the diplomatic Frenchman may find it convenient to modify his plans to suit the disaffected. It would hardly be politic to force the British into open rebellion.

Monetary & Commercial English News

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

EXCHANGE AT LONDON—June 16			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12.5 @ 12.5 1/2	June 16	Short.	12.2 1/2
Amsterdam	Short.	12.2 1/2 @ 12.3 1/4	.....	.....	.....
Hamburg	3 mos.	20.68 @ 20.72	June 16	Short.	20.52
Berlin	.....	20.64 @ 20.72	June 16	"	20.52
Frankfort	"	20.68 @ 20.72	June 16	"	20.53
Vienna	"	12.12 1/2 @ 12.15	June 16	3 mos.	12.00
Antwerp	"	25.53 3/4 @ 25.58 3/4	June 16	Short.	25.32
St. Petersburg	"	23 1/4 @ 23 1/8	June 16	"	23 3/4
Paris	Checks	25.27 1/2 @ 25.32 1/2	June 16	Checks	25.30 1/2
Paris	3 mos.	25.47 1/2 @ 25.52 1/2	June 16	Long	25.31
Genoa	"	25.55 @ 25.60	June 16	Short.	25.25
Madrid	"	46 3/16 @ 46 5/16	June 16	3 mos.	47.30
Lisbon	"	51 7/8 @ 52	.....	.....	.....
Alexandria	.....	.....	June 13	3 mos.	97.00
New York	.....	.....	June 16	Short.	4.85 1/2
Bombay	60 d'ys	1s. 7 1/4 d.	June 16	tel. trsf.	1s. 7 11/32 d.
Calcutta	.....	1s. 7 1/4 d.	June 16	tel. trsf.	1s. 7 11/32 d.
Hong Kong	.....	.....	June 16	4 mos.	3s. 8 d.
Shanghai	.....	.....	June 16	"	5s. 0 1/2 d.

[From our own correspondent.]

LONDON, Saturday, June 16, 1883.

The position of the Bank of England continues to improve, and greater progress has been made during the past week than in any week since the Bank rate was advanced to 4 per cent. Evidently the full effects of that movement are now being felt, and if the influence should continue, we may still hope for a reserve of £13,000,000 before the autumnal demand sets in. At the present time the total reserve is £11,943,257, which, though showing an increase of nearly one million sterling compared with last week, is £1,650,000 less than it was last year, when the total was £13,591,760. Further amounts of coin, however, have to be received from Scotland, there are moderate supplies of gold on passage from various places abroad, and there is no export inquiry of importance. An improving financial position is therefore looked forward to, and this very generally acknowledged fact is producing almost daily renewed confidence.

The Stock Exchange, which is usually accepted as a test of public feeling in financial matters, also indicates just now very distinctly that a much better condition of things exists. Business has increased to a moderate extent, and as prices are rising, the public, as usual, are understood to be increasing their purchases. Comparatively few amongst the general public are bold enough to invest during depressed times, and the depression in consequence assumes a more acute form; but, following the same line of reasoning, the markets, when advancing, are stimulated by the additional buying from the public, and prices are in some instances forced up at too rapid a rate. There is probably no danger of too rapid a movement just now, as heavy calls have to be met by investors in new loans and public companies, and consequently the ability to invest in the older loans and undertakings is much curtailed. It is, however, very satisfactory to notice that all symptoms of panic have disappeared. The disturbance to general business has been great, but only two serious failures have resulted, while a much sounder state of things has been brought about. There is no doubt of the fact that the brilliancy of the weather, the greatly improved agricultural prospect, and the easier condition of the money market, have been mainly instrumental in averting a semi-panic, as the assistance which was granted to firms of respectability in temporary difficulty would not have been afforded had not such a condition of things existed.

The supply of bullion held by the Bank is now £21,396,032, showing an increase of £569,100. At this period last year it was £23,640,700, showing a present deficiency of £2,200,000. This is a considerable amount to make up before the autumnal demand sets in, but it is hoped that the stock will reach £23,000,000 before long. A feature in the return is that some heavy loans have been repaid to the Bank, the total of "other securities" having declined to the extent of £1,015,604. The total is

now £22,452,099, against £20,587,029 last year. This is a considerable falling off compared with the earlier part of the year, and is additional evidence that borrowers are making great efforts to place themselves in a better position. The proportion of reserve to liabilities is now 39.72 per cent, against 35.75 per cent last week and 44 1/8 per cent last year.

Money has been in fair demand throughout the week, but bearing in mind that there has been a Stock Exchange settlement, it has been somewhat below the average. The Stock Exchange account, however, as might have been expected, has been a very light one. The supply of mercantile paper afloat remains light, and the inquiry for discount accommodation exhibits no improvement. The rates of discount are therefore easy, the competition for bills being considerable.

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

London	Bank Rate.	Open Market Rates.						Interest Allowed for Deposits by			
		Bank Bills.			Trade Bills.			Joint Stock Banks.	Disc't H'uses	At Call.	7 to 14 Days.
		Three Months	Four Months	Six Months	Three Months	Four Months	Six Months				
May 11	4	3 1/2 @	3 3/4 @ 4	4 @ 4 1/4	4 @ 4 1/2	4 1/4 @ 4 1/2	4 1/2 @ 5	3	3	3 1/4-3 1/2	
" 18	4	3 1/2 @ 3 3/4	3 3/4 @ 3 3/4	3 3/4 @ 3 3/4	4 @ 4 1/2	4 1/4 @ 4 1/2	4 1/2 @ 4 3/4	3	3	3 1/4-3 1/2	
" 25	4	3 1/2 @	3 3/4 @	3 3/4 @ 3 3/4	3 3/4 @ 4 1/4	4 @ 4 1/2	4 @ 4 1/2	3	3	3 1/4-3 1/2	
June 1	4	3 1/2 @ 3 3/4	3 3/4 @	3 3/4 @ 3 3/4	3 3/4 @ 4 1/4	4 @ 4 1/2	4 @ 4 1/2	3	3	3 1/4-3 1/2	
" 8	4	3 1/2 @	3 3/4 @ 3 3/4	3 3/4 @ 3 3/4	3 3/4 @ 4 1/4	4 @ 4 1/2	4 @ 4 1/2	3	3	3 1/4-3 1/2	
" 15	4	3 1/2 @ 3 3/4	3 3/4 @	3 3/4 @ 3 3/4	3 3/4 @ 4 1/4	4 @ 4 1/2	4 @ 4 1/2	3	3	3 1/4-3 1/2	

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	25,202,825	25,798,940	26,501,160	26,319,850
Public deposits	7,494,252	6,531,159	7,711,224	8,603,142
Other deposits	22,391,468	23,525,959	26,023,293	25,303,636
Government securities	13,314,898	13,774,159	14,907,127	15,844,318
Other securities	22,452,099	20,587,029	20,737,126	18,599,972
Reserve of notes & coin	11,943,257	13,591,760	15,971,259	17,393,639
Coin and bullion in both departments	21,396,032	23,640,700	26,522,419	28,743,489
Proportion of reserve to liabilities	39.72	44.8	47	51
Bank rate	4 p. c.	3 p. c.	2 1/2 p. c.	2 p. c.
Consols	100 1/2	100 1/2	100 1/4	98 3/8
Eng. wheat, av. price	43s. 4d.	47s. 9d.	44s. 8d.	44s. 11d.
Mid. Upland cotton	5 1/4 d.	6 3/4 d.	6 1/2 d.	6 7/8 d.
No. 40 Mule twist	10d.	10 1/2 d.	10 1/8 d.	11 1/2 d.
Clearing-house return	130,160,000	130,160,000	156,677,000	125,211,000

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: There is a still further rise in the open market at Paris, but at Amsterdam the Bank rate was lowered June 9 to 3 1/2 per cent.

Rates of Interest at	June 14.		June 7.		May 31.		May 24.	
	Bank Rate.	Open Market						
Paris	3	2 3/4	3	2 1/2	3	2 3/4	3	2 1/4
Berlin	4	3	4	2 3/4	4	2 3/4	4	2 3/4
Frankfort	—	3	—	2 3/4	—	2 3/4	—	2 3/4
Hamburg	—	2 3/4	—	2 3/4	—	2 3/4	—	2 3/4
Amsterdam	3 1/2	3 1/4	4	3 1/2	4	3 3/4	4	3 3/4
Brussels	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3 1/2
Madrid	5	4 1/2	5	4 1/2	5	4 1/2	5	4 1/2
Vienna	4	3 3/4	4	3 1/2	4	3 1/2	4	3 1/2
St. Petersburg	6	5 1/4	6	5 1/4	6	5 1/2	6	5 1/2

In reference to the state of the bullion market, Messrs. Pixley & Abell state:

Gold—In the absence of any export demand, all arrivals are sent to the Bank of England; about £256,000 in bars and coin having been so disposed of. The "Shannon," from Australia, brought £109,220, and "Moselle," from the West Indies, £1,200.
 Silver—The arrivals since our last circular comprise £90,000 per "Strabo," from Buenos Ayres, £11,800 per "Moselle," from West Indies. £3,500 per "Handel," from Brazil. The consignment per "Strabo" were sold on the 9th inst. at 50 1-16d. per oz. standard, but the market within the last day or two has become firmer, and our quotation is now 50 1/2d., the price of arrivals per "Moselle" and "Handel" £133,800 were shipped to Bombay per P. & O steamer "Ravenna" on the 12th instant.

Mexican Dollars—The French Mexican steamer "Ville de Bordeaux" brought about £30,000 in value, and about £24,000 have arrived from New York. No price has yet been fixed.

The quotations for bullion are reported as below:

	Price of Gold.		Price of Silver.	
	June 14.	June 7.	June 14.	June 7.
Bar gold, fine...oz.	77 9	77 9	50 1/4	50 1-16
Bar gold, contain'g 20 dwts. silver...oz.	77 19 1/2	77 10 1/2	50 1/2	50 7-16
Span. doubloons...oz.	73 10	73 10	54	54 1/2
S. Am. doubloons...oz.	73 8 1/2	73 8 1/2	45 1/2	48 1/2
U. S. gold coin...oz.	76 3 1/2	76 3 1/2	.....	.....
Ger. gold coin...oz.	.....	.....	.....	.....

A telegram received from Australia this week states that the new loan of £2,000,000, decided upon by the Government in order to pay off half the Victoria loan falling due on October 1 of the present year, will be issued in London during the present month at the minimum rate of 99. The subscription will close on July 3. The remaining half of the Victorian loan will be covered by £2,000,000 of the proceeds of the loan floated in the beginning of the year.

The leading features in the wheat trade during the past week are the continuance of fine weather, and the abundance of our importations. The arrivals from abroad are not only liberal on our west coast; viz., at Liverpool, &c., but Russian supplies have been coming forward at a very rapid rate. During the week ended June 9, the imports of wheat into London alone reached the heavy total of 145,100 quarters. This is admitted to be the largest weekly importation known, the nearest approach to it being 125,000 quarters. Into the whole Kingdom the imports were 1,801,185 cwt. of wheat and 269,027 cwt. of flour.

The shipments from St. Petersburg and other Baltic ports, as well as from Black Sea ports, continue extensive. Russia has, it is said, a large surplus of last year's crop to dispose of, and now that the navigation is quite free, while the prospects for the coming harvest are satisfactory, efforts are being made to dispose of last year's produce, even at the current low range of values. The probability, therefore of wheat rising in price is very doubtful, but even with so vast a supply as is now being offered, prices do not exhibit any serious depression. The tendency, however, is downwards as regards the less marketable descriptions of wheat.

The following quantities of wheat, flour and Indian corn are estimated to be afloat to the United Kingdom; it is to be observed that supplies from the Baltic are not included, and, as they are now large, the fact is important:

	At present.	Last week.	1882.	1881.
Wheat.....qrs.	2,028,500	1,955,000	2,050,000	1,988,000
Flour.....	209,000	196,000	220,000	120,000
Indian corn.....	287,000	395,000	373,000	525,000

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

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt.	51,316,182	47,350,910	45,037,213	46,829,363
Barley.....	14,109,162	11,133,919	9,800,300	11,592,758
Oats.....	11,804,917	8,163,763	7,689,638	11,199,025
Peas.....	1,768,673	1,639,558	1,898,114	1,693,523
Beans.....	2,238,230	1,477,715	1,931,365	2,208,364
Indian corn.....	16,683,122	17,496,165	27,367,561	22,483,157
Flour.....	13,732,075	7,766,856	10,376,945	8,167,641

SUPPLIES OF WHEAT AVAILABLE FOR CONSUMPTION—41 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.cwt.	51,316,122	47,350,910	45,037,213	46,829,363
Imports of flour.....	13,732,075	7,766,856	10,376,945	8,167,641
Sales of home-grown produce.....	37,681,000	29,425,700	25,225,000	20,239,500
Total.....	102,729,257	84,543,466	80,639,158	75,236,509
Average price of English wheat for season.qrs.	41s. 5d.	46s. 7d.	43s. 0d.	46s. 6d.
Visible supply of wheat in the U. S..... bush.	20,300,000	9,500,000	16,200,000	19,600,000

The extent of the sales of home-grown wheat, barley and oats in the 150 principal markets of England and Wales during the forty-one weeks of the season, together with the average prices realized, are shown in the following statement:

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....qrs.	2,173,839	1,697,634	1,455,288	1,167,668
Barley.....	1,939,018	1,630,066	1,178,373	1,376,996
Oats.....	262,470	211,653	161,709	144,909

AVERAGE PRICES FOR THE SEASON (per qr.).

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....s. d.	41 5	46 7	43 0	46 6
Barley.....s. d.	33 4	32 0	32 6	35 9
Oats.....s. d.	21 4	21 3	24 0	22 8

Converting quarters into cwt., the totals of wheat for the whole kingdom for the season are as follows: 1882-3, 37,680,000 cwt.; 1881-2, 29,425,700 cwt.; 1880-1, 25,225,000 cwt.; and 1879-80, 20,239,500 cwt.

Our imports of feeding stuffs are still very heavy, and a large increase is shown compared with last season. The following are the totals for the five months, compared with the two previous years:

	1883.	1882.	1881.
Barley.....cwt.	13,766,064	10,752,160	9,670,946
Oats.....	11,053,452	7,343,003	6,869,226
Peas.....	1,703,632	1,436,350	1,733,303
Beans.....	2,065,332	1,261,292	1,824,411
Indian corn.....	16,635,722	15,834,176	25,186,614
Total.....	45,224,251	36,626,936	44,232,500

With regard to the crop prospects in Russia, it is to be said that last year's harvest in South Russia was really a very unfavorable one. The winter being exceptionally short and snowless, and April and May hot and dry, there was no moisture in the soil, and in some districts the hay and corn crops were a complete failure. The prospects for this year, however, are much more favorable, Consul-General Stanley reporting that the winter corn had obtained a good growth, and was thus able to resist the first severe frosts. Since then it has been covered by snow, and should there be a sufficiency of rain in spring and early summer, and an absence of extreme heat in July, a very plentiful harvest may be expected all over South Russia, with the exception of a large part of the Government of Kherson, where a deficiency of seed and of cattle to work the ground have caused the area sown to be less than usual.

Advices from Spain state that the crops of cereals promise to be abundant in every district, except in Estramadura.

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending June 29:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50 1 1/2	50 1 1/2	50 9 16	50 1 1/2	50 7 16	50 7 16
Consols for money.....	100 1/4	100 1/4	100 1/4	100 1/4	100 1/4	100 1/4
Consols for account.....	100 3/8	100 3/8	100 3/8	100 3/8	100 3/8	100 3/8
Fr'ch rentes (in Paris) fr.	79 00	79 10	77 8 1/2	78 7 1/2	78 8 5	78 7 1/2
U. S. 5s ext'n'd into 3 1/2s	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
U. S. 4 1/2s of 1891.....	115 1/8	115 1/8	115 1/8	115 1/8	115 1/8	115 1/8
U. S. 4s of 1907.....	121 1/2	121 3/8	121 1/4	121 1/4	121 1/4	121 1/4
Chic. Mil. & St. Paul.....	106 3/4	106 3/4	106	106 3/4	106 1/2	106 3/4
Erie, common stock.....	38 3/4	38 3/8	37 3/4	37 7/8	37 3/4	38 1/4
Illinois Central.....	135 3/4	135 3/4	135 1/4	135 1/4	134 3/4	135 3/4
N. Y. Ontario & West'n.....	27 1/2	27 3/8	26 5/8	26 7/8	26 7/8	27 1/8
Pennsylvania.....	60 3/8	60 1/4	60	60	60	60 7/8
Philadelphia & Reading.....	29 1/2	29 1/2	29	29 3/8	29 1/2	30
New York Central.....	123	123	122	122	122	122 3/4

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State)..100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 8	8 8	8 8	8 8	8 8	8 7 1/2
Spring, No. 2, n. "	9 0	9 0	9 0	9 0	9 0	9 0
Winter, West., n. "	9 0	9 0	9 0	9 0	9 0	9 0
Cal., No. 1.....	9 2	9 2	9 2	9 2	9 2	9 2
Cal., No. 2.....	8 10	8 10	8 10	8 10	8 10	8 10
Corn, mix., West. "	5 2	5 2	5 2	5 2	5 2	5 1 1/2
Pork, West. mess. 1/2 bbl.	82 0	81 0	81 0	80 0	80 0	79 0
Bacon, long clear, new..	47 0	47 0	47 0	47 0	46 6	46 0
Beef, pr. mess, new, 1/2 cwt.	85 0	85 0	85 0	85 0	85 0	85 0
Lard, prime West. 1/2 cwt.	54 0	53 6	53 0	52 6	51 0	50 0
Cheese, Am. finest.....	58 0	57 0	56 0	56 0	55 6	55 0

Commercial and Miscellaneous News

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

- 2,969—The First National Bank of Dubois City, at Dubois, Penn. Capital, \$50,000. Frederick K. Arnold, President; James E. Lang, Cashier.
- 2,970—The National Bank of St. Joseph, Mo. Capital, \$100,000. Calvin F. Burnes, President; George C. Hull, Cashier.
- 2,971—The Commercial National Bank of Marshalltown, Iowa. Capital, \$100,000. Elijah L. Lyon, President; Andrew A. McFadden, Cashier.
- 2,972—The First National Bank of Lewiston, Idaho Territory. Capital, \$50,000. John P. Vollmer, President; John H. Evans, Cashier.
- 2,873—The First National Bank of Garnett, Kan. Capital, \$50,000. No President; John R. Foster, Cashier.
- 2,974—The First National Bank of Waxahachie, Texas. Capital, \$66,000. M. T. Patrick, President; N. A. McMillan, Cashier.
- 2,975—The Iron National Bank of Gunnison, Colorado. Capital, \$50,000. Samuel G. Gill, President; John H. Fester, Cashier.
- 2,976—The Sprague National Bank of Brooklyn, N. Y. Capital, \$200,000. N. T. Sprague, President; H. C. Copeland, Cashier.
- 2,977—The First National Bank of Rochester, Pa. Capital, \$50,000. Henry C. Fry, President; W. S. Shallenberger, Cashier.
- 2,978—The United States National Bank of Omaha, Neb. Capital, \$100,000. Smith S. C. Adwell, Vice President; Milton T. Barlow, Cashier.
- 2,979—The First National Bank of Palmyra, Mo. Capital, \$55,500. James M. Bates, President; Samuel Logan, Cashier.
- 2,980—The First National Bank of Aberdeen, Dak. Ter. Capital, \$50,000. S. H. Jumper, President; Geo. L. Caldwell, Jr., Cashier.
- 2,931—The First National Bank of Salisbury, N. C. Capital, \$50,000. S. W. Cole, President; I. H. Faust, Cashier.
- 2,982—The First National Bank of Cleburne, Texas. Capital, \$50,000. Christopher W. Mertz, President; Oliver S. Heath, Cashier.
- 2,983—The First National Bank of Tipton, Iowa. Capital, \$50,000. Herbert Hammond, President; C. A. Snyder, Assistant Cashier.
- 9,984—The Hamilton County National Bank of Webster City, Iowa. Capital, \$50,000. Leslie A. McMurray, President; O. K. Eastman, Cashier.
- 2,985—The Merchants' National Bank of Seattle, W. T. Capital, \$50,000. Angus Mackintosh, President; Wm. H. Reeves, Cashier.
- 2,986—The Capital Nat. Bank of Bismark, D. T. Capital, \$50,000. Nehemiah G. Ordway, President; Wm. G. Nixon, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise. The total imports were \$10,296,242, against \$10,430,279 the preceding week and \$7,033,370 two weeks previous. The exports for the week ended June 26 amounted to \$6,407,662, against \$7,153,823 last week and \$5,988,727 two weeks previous. The following are the imports at New York for the week ending (for dry goods) June 21 and for the week ending (for general merchandise) June 22; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	\$1,985,363	\$1,196,092	\$1,239,190	\$2,474,178
Gen'l mer'dise..	7,332,838	6,641,102	5,919,343	7,822,064
Total	\$9,218,221	\$7,837,194	\$7,158,533	\$10,296,242
Since Jan. 1.				
Dry goods	\$62,512,413	\$51,891,877	\$64,490,419	\$59,453,291
Gen'l mer'dise..	185,518,178	154,958,641	180,782,230	161,899,949
Total 25 weeks	\$218,030,591	\$206,850,518	\$245,272,649	\$221,353,240

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

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending June 26, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week...	\$9,163,831	\$7,535,808	\$6,212,748	\$6,407,662
Prev. reported..	180,526,570	178,019,601	147,402,030	164,299,032
Total 25 weeks	\$189,690,761	\$185,555,409	\$153,614,778	\$170,706,694

The following table shows the exports and imports of specie at the port of New York for the week ending June 23, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	\$1,700	\$9,300	\$.....	\$1,955,779
France				104,220
Germany				2,066,007
West Indies		20,080	328	519,907
Mexico			55,000	75,135
South America		102,225		120,171
All other countries		87,285		18,236
Total 1883	\$1,700	\$218,890	\$55,328	\$4,959,455
Total 1882	1,257,700	28,396,071	14,130	580,150
Total 1881	15,000	210,353	10,473	28,150,870
Silver.				
Great Britain	\$349,400	\$6,314,322	\$.....	\$.....
France		341,094		
German				246,230
West Indies		39,041	950	169,661
Mexico			32,301	1,531,520
South America		3,220	719	79,381
All other countries		3,744		5,538
Total 1883	\$349,400	\$6,701,421	\$33,970	\$2,032,330
Total 1882	189,352	5,584,358	32,412	1,342,382
Total 1881	138,852	5,209,355	13,982	2,539,158

Of the above imports for the week in 1883, \$59,300 were American gold coin and \$1,020 American silver coin.

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

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
June 23..	\$1,503,696 36	\$833,973 97	\$114,094,498 75	\$8,357,265 36
" 25..	1,740,062 21	1,175,820 30	114,788,336 74	8,227,598 68
" 26..	1,679,069 97	823,499 03	115,405,239 80	8,466,335 08
" 27..	1,396,463 89	1,801,291 84	114,972,909 52	8,493,831 39
" 28..	1,512,534 14	1,510,322 31	115,025,322 09	8,443,621 66
" 29..	116,346,199 85	115,949,274 36	115,509,187 37	8,356,681 86
Total	21,178,026 42	22,994,179 41		

* Includes \$500,000 gold received from Mint.

† Includes \$15,090,000 transferred from one account on the books to another.

‡ Above payments include \$435,060 gold certificates taken out of cash.

Norwich & Worcester.—It has been unanimously voted to extend the road from Allyn's Point to Groton, Conn., at the estimated cost of \$350,000. It was also voted to accept the act authorizing the road to purchase stock in the Norwich & New York Transportation Company.

Philadelphia & Reading.—The following circular has been issued by this company:

"The Philadelphia & Reading Railroad Company and the Philadelphia & Reading Coal & Iron Company will resume cash payments, at maturity, of coupons and interest upon all direct obligations, or guarantees of both companies, maturing on and after July 1, 1883. Holders of deferred coupon dollar scrip will be entitled, on and after July 2, 1883, to receive cash for all back interest to July 1, 1883, inclusive, and the principal of the scrip shall be stamped, 'Interest paid to July 1, 1883,' and payment of principal extended at 6 per cent interest to July 1, 1883. Holders of coupons matured prior to July 1, 1883, upon any direct obligations of or bonds guaranteed by either company, will be entitled to convert the same into first series 5 per cent consolidated mortgage bonds of the Philadelphia & Reading Railroad Company at par."

The securities affected by this notice are said to be chiefly the following: Deferred coupon, dollar scrip, convertible bonds, debenture bonds of the Railroad Company, divisional mortgage bonds of the Coal & Iron Company, Schuylkill Navigation improvement loan, Schuylkill Navigation mortgage loan, preferred and common stock of the Schuylkill Navigation Company, Susquehanna Canal bonds, Colebrookdale Railroad bonds and Pickering Valley Railroad bonds.

The terms of the tripartite agreement between the Lehigh Coal & Navigation Company, the Central Railroad Company of New Jersey and the Philadelphia & Reading Railroad Company have been made public, and are summarized as follows: It is provided that the development of the Lehigh & Wilkesbarre coal lands in the Wyoming Valley shall proceed together with that of the Reading coal lands, so that the production of the two coal estates shall bear to each other the propor-

tion of twenty-eight of the former to seventy-two of the latter until the Wyoming production shall reach 3,000,000 tons per annum, at which point it shall be thereafter maintained. Any deficiency in this ratio shall be supplied by other tonnage. The minimum annual rental of the Lehigh & Susquehanna Railroad is fixed at \$1,414,400, and the maximum is to be \$1,723,700 prior to 1888, and for any year thereafter prior to 1893, \$1,835,800, and in any year thereafter \$2,043,000. The Lehigh Navigation Company is to receive in addition a sum equal to 7 per cent per annum upon the amounts expended and to be expended on construction account.

Richmond & Allegheny.—The *Tribune* says: "The Richmond & Allegheny Railroad was placed in the hands of receivers on Saturday, June 23, in a suit brought in the Richmond City Circuit Court by the second mortgage bondholders. The company defaulted in the payment of the interest on its second mortgage bonds on May 1, and in anticipation of a default on the first mortgage bonds, the interest on which will fall due on July 1, the present suit was begun, with the consent of persons interested in the road. The receivers are Decatur Axtell of Richmond, Vice-President of the Company; and Laurence Myers of New York, one of the directors. The suit was brought by Ashbel Green and Thomas S. Boocock, the trustees of the second mortgage. The road extends from Richmond to Williamson's, a distance of 230 miles, with a branch to Lexington. The company owns the James River & Kanawha Canal, which includes water power and docks on the James River. It was intended at first to extend the road to a connection with the Ohio Central, and two years ago it was voted to consolidate it with that road. The stock of the company is \$5,000,000, and the funded debt consisted of \$4,925,000 first mortgage bonds. One of the directors of the company said yesterday that the property had been placed in receivers' hands to force a reorganization of the company."

The second mortgage bonds are stated in the last balance sheet of the company (Sept. 30, 1882), published in THE CHRONICLE, v. 35, p. 707, as second mortgage subscription \$1,200,000; but it is now reported that of the whole issue of \$4,000,000 about \$3,000,000 have been sold and the remaining \$1,000,000 have been pledged as collateral.

—Officials of the Ohio Central Railroad say that the company will not be affected by the embarrassment of the Richmond & Allegheny Railroad Company. The Ohio Central holds merely a limited amount of the second mortgage bonds of the Richmond & Allegheny.

Staten Island Rapid Transit Company.—The Staten Island Rapid Transit Railroad Company has leased the Staten Island Railway for ninety-nine years, agreeing to pay 6 per cent a year on the capital stock of \$910,000 (14,000 shares, rating the shares at a value of \$65 each, and making the charge \$54,600 per year), and the interest on \$300,000 in bonds. The lease goes into effect when the Rapid Transit Company has constructed the link from Vanderbilt's Landing, the present terminus of the Staten Island Railroad to Tompkinsville, the first landing of the ferry-boats. It is the intention of the proprietors of the rapid transit scheme to construct the railroad around the entire north shore of the island. Contracts are now being made for the work of construction.

Tennessee's State Debt.—The *Herald* had the following: "State Treasurer Thomas says that the board will commence funding the bonds of Tennessee by July 15, and indications are that all the 5 and 6 per cent bonds—representing the State debt proper, so-called—amounting to \$2,100,000, will be sent in by that time. * * The total amount of the new issue of interest coupons to be taken up by certificates on July 1 is \$1,373,000, redeemable in one, two, three, four and five years."

Wabash St. Louis & Pacific.—The New York Stock Exchange has received notice of the intention of this railroad company to issue 2,687 shares of common stock. This new issue of stock is to be exchanged for a corresponding number of shares of the Centreville Moravia & Albia Railroad, one of the adjuncts of the Wabash system.

—The Pennsylvania Railroad Company sells bonds bearing 4½ per cent interest. Messrs. J. S. Morgan & Co. in London, Drexel, Morgan & Co. in New York and Drexel & Co. in Philadelphia will offer simultaneously an issue of \$5,000,000 of the direct bonds of the Pennsylvania Railroad, secured by the deposit in trust as collateral security of the mortgage bonds subsidiary lines of the par value of \$12,500,000. The price is 97½, and subscriptions will open on Monday, July 2, at 10 A. M. and close on notification from London.

—Messrs. Winslow, Lanier & Co. advertise as usual a large list of railroad bonds and other securities which are specified in an advertisement on another page, on which they will pay interest and dividends on and after July 2

—The coupons due July 1 on the St. Paul & Pacific Railroad Div. \$700,000 bonds, and Minneapolis Union 1st mortgage bonds, will be paid by the St. Paul Min. & Man. R. R. Co. on July 2.

—Messrs. Jesup, Paton & Co. will pay interest on July 2 on a number of bonds as per advertisement in another column.

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

Shares.	Bonds.
681 Bronx Wool and Leather Company.....1 per share.	\$6,000 Florida Central & Western R. Gen. Mort. 5, Series B, due 1912.... 69½
5 Lamar Fire Ins. Co..... 70	10,000 Louisiana State 8s, due 1910, issued in aid of N. O., Mobile & Chat. Railroad.....for \$300
25 Sackett Plough and Pulverizing Co....\$15 per share.	
100 Promontory Consolidated Min. Co. of Colorado for \$15	

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Concord & Portsmouth.....	\$3 50	July 2	.....
Del. Lack & Western (quar.)....	2	July 20	July 6 to July 20
Granite.....	\$3	July 2	June 26 to
Pitts. Ft. Wayne & Chic. (quar.)..	1 3/4	July 3	.....
Do do special (quar.).....	1 3/4	July 2	.....
Paterson & Hudson.....	4	July 3	.....
Paterson & Ramapo.....	4 1/2	July 3	.....
St. Paul Minn. & Man. (quar.)....	2	Aug. 1	July 17 to Aug. 15
Southwestern (Ga.).....	\$3 50	June 26	.....
Vermont Valley.....	3	June 30	.....
Worcester & Nashua.....	\$1 50	July 2	June 26 to
Bankers.			
Broadway Nat.....	10	July 2	.....
Chase Nat.....	4	July 2	.....
Chatham Nat.....	5	July 2	June 29 to July 1
Continental Nat.....	3 1/2	July 5	July 1 to
Eleventh Ward.....	4	July 2	June 23 to July 1
Leather Manufacturers' Nat.....	5	July 2	June 27 to July 1
Long Island.....	3 1/2	July 2	June 21 to July 1
Manufacturers' Nat.....	3 1/2	July 2	.....
Marine Nat.....	4	July 2	June 27 to July 1
Market Nat.....	4	July 2	June 23 to June 30
Murray Hill.....	6	July 2	.....
National Butchers' and Drovers'..	4	July 2	June 21 to July 1
North River.....	4	July 2	.....
Peoples'.....	5	July 2	June 26 to July 1
Phenix Nat.....	3	July 2	June 24 to July 1
Sixth Nat.....	4	July 2	.....
Third Nat.....	3 1/2	July 2	.....
Wall Street Nat.....	3 1/2	July 2	June 28 to July 2
Insurance.			
Franklin and Emporium Fire.....	6	July 2	.....
Hamilton Fire.....	5	July 2	June 20 to July 2
Niagara Fire.....	5	July 2	.....
Park Fire.....	5	July 2	.....

NEW YORK, FRIDAY, JUNE 29, 1883-5 P. M.

The Money Market and Financial Situation.—The continued decline in the prices of the great staples so extensively dealt in at Chicago, viz., wheat, corn, provisions and lard, has not only resulted in failures among the speculators in those commodities but has to some extent unsettled confidence there. Bankers who have advanced money on their merchandise collaterals have undoubtedly been obliged to change their views somewhat as to their values, and have therefore compelled a good many borrowers to liquidate. The decline of prices is significant of the general acknowledgment at the West that the crop prospects are at least as good as the average of past years, and that with heavy supplies of wheat left over from the crop of 1882 we shall have a good surplus for export the coming fiscal year. Last year's corn crop also was considered a failure at one time, but has turned out a great deal better than was thought possible; and with the prospect of a good crop this year it is anticipated that we may count upon a lower range for the prices of provisions than has prevailed in the past year.

With breadstuffs, provisions, cotton, iron, leather and other staples at their present low prices, there is a vast deal more safety in the financial situation than there was eight or nine months ago, when the decline in these articles, and the consequent liquidation and readjustment of credits, began to cause uneasiness. The decline in breadstuffs and provisions is too recent to show its effects in a large increase in the export movement yet. The first effect of a decline in American markets was to cause a decline in European markets, and this, of course, was reflected back here. But as soon as this vibration is overcome, there will probably be quite a large export movement, which will affect the foreign exchanges in our favor.

The money markets of this country have had an excessive supply of loanable funds, and rates for all classes of loans here in New York have been at the lowest figures usually touched at this season of the year. Call loans on collaterals of dividend-paying railway stocks have continued at 2@2 1/2 per cent, and time loans for six or eight months at 4 1/2@5. Discounts of mercantile paper remain nominally unchanged at 4@5 per cent for first-class double names and 5@6 for first-class single names.

In London, also, rates of interest are easier, though the Bank of England still maintains its rate of discount at 4 per cent. The Bank has been steadily gaining, however, in specie, the aggregate increase since May 16 being now £2,581,000. The gain in the last week was £346,000, and the percentage of reserve to liabilities is 41.5-16 per cent, against 41 last week. The Bank of France, on the other hand, lost 1,454,000 francs gold and 1,144,000 francs silver during the week, while the Imperial Bank of Germany lost 5,500,000 marks in specie in the week to Tuesday.

The amount of quarterly interest payable on United States bonds on July 1st is \$7,375,841 on the 4s of the funded loan of 1870-71; also \$1,938,705 for the semi-annual interest on the bonds issued to the Pacific Railway companies. But, besides, there is the much larger aggregate of interest payable on the various corporate securities of cities and railways, which will bring a vast amount of money into the market during the next week for loan or investment.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1883. June 23.	Differ'nces fr'm previous week.	1882. June 24.	1881. June 25.
Loans and dis.	\$326,044,400	Inc. \$1,296,300	\$318,716,800	\$315,490,700
Specie.....	63,243,800	Inc. 964,000	58,957,600	77,091,500
Circulation....	15,799,200	Inc. 3,200	18,562,800	19,144,300
Net deposits..	323,106,400	Inc. 5,416,200	304,491,000	313,610,300
Legal tenders.	26,525,700	Inc. 581,900	26,546,400	18,092,900
Legal reserve.	\$30,776,600	Inc. \$1,354,050	\$76,122,750	\$85,910,200
Reserve held.	89,759,500	Inc. 1,545,900	85,504,000	95,184,400
Surplus.....	\$8,982,900	Inc. \$191,850	\$9,381,250	\$9,274,200

Exchange.—The market for sterling has remained dull and nominally unchanged throughout the week. The offerings of any kind of bills have been light, and the mercantile demand for remittances has been equally so. The posted rates on Friday were 4 85 1/2 @ 4 89. The actual rates were as follows, viz.: Sixty days, 4 84 3/4 @ 4 85; demand, 4 88 @ 4 88 1/4; cables, 4 88 3/4 @ 4 89; commercial bills, 4 83 1/4 @ 4 83 3/4.

The domestic exchanges are not so uniformly in favor of New York as a week ago. In Boston, New York exchange is at a discount, and there have been some shipments of money East, as well as quite a little amount to Philadelphia.

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

	June 29.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 84 3/4 @ 4 85 1/2	4 88 @ 4 89	4 88 @ 4 89
Prime commercial.....	4 84 @ 4 84 1/4	4 87 1/4 @ 4 87 1/2	4 87 1/4 @ 4 87 1/2
Documentary commercial.....	4 83 1/2 @ 4 83 3/4	4 86 3/4 @ 4 87	4 86 3/4 @ 4 87
Paris (francs).....	5 27 1/2 @ 5 18 1/2	5 18 1/2 @ 5 15 1/2	5 18 1/2 @ 5 15 1/2
Amsterdam (guilders).....	40 @ 40 1/4	40 1/4 @ 40 1/2	40 1/4 @ 40 1/2
Frankfort or Bremen (reichmarks).....	94 1/2 @ 95	95 1/2 @ 95 1/2	95 1/2 @ 95 1/2

United States Bonds.—Government bonds continue strong, though without other feature, and both the 4s and the 3 per cents are one-eighth higher than a week ago.

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

	Interest Periods.	June 23.	June 25.	June 26.	June 27.	June 28.	June 29.
5s, continued at 3 1/2..	Q.-Feb.	*103 3/8	*103 3/8	*103 3/8	*103 3/8	*103 3/8	*103 3/8
4 1/2s, 1891.....reg.	Q.-Mar.	*112 3/4	*112 7/8	*112 3/4	*112 7/8	*112 3/4	*112 3/4
4 1/2s, 1891.....coup.	Q.-Mar.	*112 3/4	*112 7/8	*112 3/4	*112 7/8	*112 3/4	*112 3/4
4s, 1907.....reg.	Q.-Jan.	119	119	*119	*119	119	119
4s, 1907.....coup.	Q.-Jan.	120	120	*120	*120	120	120
3s, option U. S.....reg.	Q.-Feb.	*103 7/8	104	*103 7/8	*103 7/8	104	*103 7/8
6s, cur'cy, 1895.....reg. J. & J.		*127	*127	*127	*127	*127	*127
6s, cur'cy, 1896.....reg. J. & J.		*128	*128	*128	*128	*128	*128
6s, cur'cy, 1897.....reg. J. & J.		*129	*129	*129	*129	*129	*129
6s, cur'cy, 1898.....reg. J. & J.		*130	*130	*130	*130	*130	*130
6s, cur'cy, 1899.....reg. J. & J.		*131	*131	*131	*131	*131	*131

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

State and Railroad Bonds.—The general railroad bond market has been dull, and the principal activity has been in special issues from special causes. The high-priced bonds have been firm, the largest advance in any of that class being in Northern Pacific firsts, which are 5/8 higher, Central Pacific gold bonds 1/8 higher, Union Pacific firsts 3/8 and Iron Mountain firsts 1/2 higher. In the speculative bonds Richmond & Allegheny firsts have declined 3/4 from the closing price of last Friday. East Tennessee 5s are 1 per cent lower, Ohio Southern firsts 2 per cent, Ohio Central firsts 3 1/4 per cent, Rome Watertown & Ogdensburg 5s 1/2, Denver & Rio Grande consols 3/8. On the other hand, Atlantic & Pacific incomes have advanced 1 3/8.

The principal business in State bonds this week has been in the Arkansas issues in aid of railroads. The Little Rock & Fort Smith issues have advanced 10 points to 60. The Pine Bluff & New Orleans issues have advanced 2 per cent to 52, and the Red River bonds, after declining 2 per cent, to 48, have recovered to 50. In Tennessee the 6s new have sold at 39 1/2 and the compromise bonds at 44. The Alabama issues were unchanged. Louisiana consols (ex-mortgage coupon) sold at 58 3/4, and North Carolina 4s are higher at 80 1/4.

Railroad and Miscellaneous Stocks.—The decline in railway stocks, noted in our article of last week as resulting from the unsettlement of confidence in financial affairs in Chicago, was continued during the first half of this week. There were also additional depressing causes in the reports of damage to Western railroads and to the corn lands on the Mississippi and Missouri river bottoms, and still other unfavorable elements in reports of rate cutting and a possible war among the trunk lines. These various influences operated to depress prices until about Wednesday. New York Central was notably weak—mainly because of the talk of the competition soon to be experienced from the West Shore road—and touched the lowest price reached for several years. Since Wednesday, however, there has been an improvement. The apprehensions of further financial difficulties at Chicago have, in a great measure, passed away, as have also those of a rate-war among the trunk lines, and it is believed the flood damages in the West have been somewhat exaggerated. These circumstances, together with the prospect of continued ease in money, have caused a recovery of values to nearly what they were a week ago, so that a comparison of prices with those of June 22d shows but few important changes, except where there have been causes special to those stocks. Among the specialties, Long Island has advanced 4 5/8 per cent and C. C. C. & I. 1 1/4. Denver & Rio Grande has been very weak, and shows a fall as compared with last Friday's closing price, of 2 1/8 per cent; at one time during the week the decline amounted to 4 3/8 per cent. Western Union is 1 1/8 lower at 85 3/4.

The aggregate of new securities listed by the New York Stock Exchange this week was \$107,000,000, and the Committee adjourned over the summer months to October next.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING JUNE 29, AND SINCE JAN. 1, 1883.

Table with columns: STOCKS, DAILY HIGHEST AND LOWEST PRICES (Saturday to Friday), Sales of the Week (Shares), Range Since Jan. 1, 1883 (Lowest, Highest), and For Full Year 1882 (Low, High). Rows include RAILROADS (Boston & N.Y. Air-Line, Canadian Pacific, etc.), MISCELLANEOUS (American Tel. & Cable Co., Colorado Coal & Iron, etc.), and EXPRESS (Adams, American, United States, etc.).

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

† Ex-privilege.

‡ Ex-dividend of 17 per cent in stock.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

Table with columns for SECURITIES, Bid, Ask, and four columns of bond listings including Alabama, Arkansas, Georgia, Louisiana, Michigan, Missouri, New York, North Carolina, and South Carolina.

RAILROAD BONDS.

Large table with columns for Railroad Bonds, Bid, Ask, and multiple columns of bond listings from various states including Alabama, Arkansas, Georgia, Louisiana, Michigan, Missouri, New York, North Carolina, and South Carolina.

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

† Coupons on since 1869.

New York Local Securities.

Table containing Bank Stock List and Insurance Stock List. Includes columns for Companies, Par., Bid, Ask, and Price.

Gas and City Railroad Stocks and Bonds.

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

Table listing Gas Companies with columns for Par., Amount, Period, Rate, Date, Bid, and Ask.

[Quotations by H. L. GRANT, Broker, 145 Broadway.]

Table listing various stocks and bonds with columns for description, Par., Bid, Ask, and Price.

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

Quotations in Boston, Philadelphia and Baltimore.

Large table containing Securities, Stocks, and Bonds for Boston, Philadelphia, and Baltimore. Includes columns for Bid, Ask, and Price.

* Ex-dividend. † Per share. ‡ default. § Ex-rights.

RAILROAD EARNINGS.

Table with columns: Roads, Latest Earnings Reported (1883, 1882), Jan. 1 to Latest Date (1883, 1882). Lists various railroads and their earnings.

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

Table with columns: Banks, Capital, Loans and discounts, Specie, Legal Tenders, Net dep'ts other than U. S., Circulation. Lists various banks and their financial data.

* Same as last week—no report. The deviations from returns of previous week are as follows: Loans and discounts, Inc. \$1,236,900; Net deposits, Inc. \$5,418,300; Specie, Inc. 984,000; Circulation, Dec. 3.0; Legal tenders, Inc. 581,900.

The following are the totals for three weeks: 1883. June 9... 321,136,800; June 16... 321,745,100; June 23... 326,041,400.

Boston Banks.—Following are the totals of the Boston banks: 1883. June 11... 141,500,400; June 18... 141,700,600; June 25... 143,882,800.

Philadelphia Banks.—The totals of the Philadelphia banks are as follows: 1883. June 11... 76,961,127; June 18... 77,311,953; June 25... 77,674,321.

Unlisted Securities.—Following are quoted at 38 New Street: Am. Railw'y Imp. Co.—Ex bonds and stock; Atl. & Pac.—6s, 1st; Incomes; Blocks 35 per cent.; Am. Safe Deposit perpetual deb'ture bds. 100; Bost. H. & E.—New st'k; Chic. & Atl.—Stk.; do Beneficiary st'k; Contin'l Cons.—5 1/2 p. c. 45; Den. & R. G. R'y.—Cons. 91; Denver Rio. G. & West 1st mort; Denver & N. Orleans. Subsidy scrip; Edison Elec. Light; Ga. Pac. R'y., 1st m.; Gal. Houst. & Hen.; Gal. Har. & S. Ant.; I. B. & W. inc. bds; Ind. Dec. & Springf.; L. & N. col. trust bds '82; Keely Motor; Mahoning Coal & RR.; Mexican Bonds—3 p. c.; Mexican Nat. Preferred; 1st mort; Mexican Telephone; Mich. & O.—Subs. 7 1/2 p. c. M. U. St'k Trust Certs.; M. K. & T. inc scrip; Missouri Pac., Cowdry Certs.

Coins.—The following are quotations in gold for various coins: Sovereigns \$4 85 @ \$4 90; Napoleons 3 85 @ 3 89; X Reichmarks 4 73 @ 4 78; X Guilders 3 95 @ 3 99; Span'h Doubloons 15 50 @ 15 65; Mex. Doubloons 15 45 @ 15 60; F. ne silver bars 1 10 1/4 @ 1 11; F. ne gold bars par @ 1/4 prem.; Dimes & 1/2 dimes. — 99 3/4 @ par.

Freight earnings. † Included in Central Pacific earnings above. † Unsettled—this is bullion value.

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

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

ANNUAL REPORTS.

Chicago Rock Island & Pacific.

(For the year ending March 31, 1883)

The report states that of the \$2,500,000 bonds reported as assets in last annual report, \$700,000 have been sold at the market rate, and the avails invested in stocks and bonds of connecting and other railroads for the protection of the company's interest. No additions to the mileage of main line or branch railroads have been made during the past year.

"The total number of passengers carried as compared with the previous year increased 148,464, or 5.63 per cent. The movement of passengers one mile increased 19,239,758 or 16.89 per cent. The average rate per passenger per mile was 2.54 cents; last year 2.505 cents. The gain in passenger earnings was \$479,738, or 16.81 per cent." * * *

"The quantity of freight moved, when compared with the previous year, shows a decrease of 8 per cent, or about 300,000 tons. This was mainly due to the partial failure of the corn crop in '81 and '82 in Illinois and Iowa; the quantity of that cereal transported being but 54 per cent of the amount carried the previous year, and the entire movement of all kinds of grain, including that received from more favored regions through connecting roads, was but 70 per cent of that carried the year before. As a natural result of a short corn crop, shipments of live stock were less, and the farmer purchased less lumber, building and fencing material.

"Competition, lower maximum rates prescribed by the Railway Commissioners for the State of Illinois, and other causes, have resulted in lowering the average rate obtained for carrying freight 8.6-10 per cent compared with average rate for previous year, and this reduction applied to the volume of freight carried is equivalent to a decrease of three-fourths of a million of dollars in the company's earnings."

The amount charged to construction and equipment account for the year was \$848,821.

Twenty-five miles of second track have been constructed and brought into use during the past year. A continuous double track from Chicago to Bureau Junction, from Geneseo to Rock Island and four and a half miles west from from Davenport is now used, in all a distance of 140 miles. Two miles of new railroad, including a bridge across the Des Moines River, have been constructed to bring the Des Moines Indianola & Winterset branch road into the city of Des Moines.

LAND DEPARTMENT.

The sales by deeds or contracts, with warranty, have been, for the year, 27,306 acres, for a total consideration of \$278,513; the average price per acre has therefore been nearly \$10.20. The bills receivable now on hand amount to \$1,403,482; a decrease of \$187,151 during the twelvemonth. The total receipts for interest, &c., were \$99,444.

"During the year the sum of \$560,000 has been remitted to the Treasurer of the company at New York, from the net receipts of this office.

"The remaining unsold land at this date consists of about 34,750 acres. Naturally a large proportion of this remainder is composed of scattered tracts and of rough or hilly land. But as all the counties in which this company's lands were situated, are already fairly settled by a stable and generally prosperous farming population, it is anticipated that the demand will soon exhaust all lands left unsold, and at prices better than the most desirable land, in the same neighborhood, could command a year or two ago."

The statistics of operations and financial condition in the past four years, compiled in the usual form for the CHRONICLE, are as follows:

ROAD AND EQUIPMENT.

	1879-80.	1880-81.	1881-82.	1882-83.
Miles owned & oper.	1,311	1,353	1,381	1,381
Locomotives	276	290	296	309
Pass., mail & exp. cars	157	166	187	201
Freight cars	6,161	6,975	7,499	7,489
All other cars	633	659	668	677

OPERATIONS AND FISCAL RESULTS.

	1879-80.	1880-81.	1881-82.	1882-83.
Operations—				
Passengers carried	1,905,418	2,085,605	2,636,258	2,784,722
Passenger mileage	82,610,900	93,769,305	113,894,522	133,134,250
Rate per pass. p. mile	2.806 cts.	2.666 cts.	2.505 cts.	2.594 cts.
Freight (ton) moved*	2,967,764	3,376,259	3,754,531	3,454,887
Do (tons) mileage*	664,861,579	712,383,129	756,051,981	677,731,319
Av. rate p. ton p. mile	1.21 cts.	1.22 cts.	1.28 cts.	1.11 cts.
Company's freight not included.				
Earnings—				
Passenger	\$ 2,318,452	\$ 2,500,135	\$ 2,853,331	\$ 3,333,069
Freight	8,035,165	8,690,480	9,687,097	7,928,236
Il. express, rents, &c	708,945	766,292	726,215	928,598
Total gross earnings	11,061,662	11,956,907	13,266,643	12,189,903

	1879-80.	1880-81.	1881-82.	1882-83.
Operating expenses—				
Maint. of way, &c.	\$ 1,578,661	\$ 1,685,746	\$ 1,915,393	\$ 1,663,661
Maint. of equipment	842,802	994,593	1,037,694	1,068,568
Transport'n exp's	2,784,055	3,181,576	3,741,766	3,679,948
Taxes	295,841	288,873	332,796	356,690
Miscellaneous*	260,756	441,368	295,216	342,950
Total	5,796,541	6,630,156	7,322,862	7,109,817
Net earnings	5,265,121	5,326,751	5,943,781	5,080,086
P. c. of op. ex. to earn	52.40	55.45	55.20	58.33

*Includes lost and damaged goods, &c.; injuries to persons; cattle killed, &c.; repairs of telegraph; contingent acct.; legal expenses, &c.

INCOME ACCOUNT.

	1879-80.	1880-81.	1881-82.	1882-83.
Receipts—				
Net earnings	\$ 5,265,121	\$ 5,326,751	\$ 5,943,781	\$ 5,080,086
Miscellaneous		37,277	13,208	
From land depart'm't	350,000	490,000	650,000	500,000
Total income	5,615,121	5,854,028	6,606,989	5,640,086
Disbursements—				
Rentals paid	\$ 135,037	\$ 322,137	\$ 327,593	\$ 304,363
Interest on debt	1,078,110	949,700	950,000	950,000
Dividends	2,097,988	2,727,387	2,937,186	2,937,185
Rate per cent.	10	7 1/4	7	7
Miscellaneous			125,327	147,595
Add. and imp. acct.		2,285,000	2,215,000	1,300,000
Total disbursements	3,311,135	6,284,224	6,555,106	5,639,143
Balance, surplus	2,303,986	def. 430,196	51,833	913

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1879-80.	1880-81.	1881-82.	1882-83.
Assets—				
RR., bldgs., equip., &c.	\$ 35,682,202	\$ 56,227,120	\$ 57,630,377	\$ 58,479,198
Stks. & bds. ownd. cost	2,377,681	4,786,504	5,012,498	5,308,211
Materials, fuel, &c.	275,408	219,233	212,493	275,739
Miscellaneous items†	1,221,297	757,996	1,373,625	1,498,028
Total assets	39,556,578	61,990,853	64,258,998	65,561,176
Liabilities—				
Stock, common	\$ 20,979,900	\$ 41,966,000	\$ 41,960,000	\$ 41,960,000
Bds. (see SUPPLEMENT)	10,000,000	17,500,000	17,500,000	17,500,000
Miscellaneous	5,245	7,652	8,913	10,149
Add'n & imp. acct.		2,285,000	4,500,000	5,800,000
Profit, bal. inc. acct.	8,571,433	238,201	290,085	291,027
Total liabilities	39,556,578	61,990,853	64,258,998	65,561,176

*Includes \$1,800,000 company's 6 per cent bonds.
†Includes: Loans and cash in New York; due from Post Office Department; cash, cash items and balances due from other roads, in hands of Treasurer at Chicago.
‡Includes \$5,000,000 Chicago & Southwestern bonds guaranteed.

Cincinnati Hamilton & Dayton.

(For the year ending March 31, 1883.)

The statement of earnings and expenses, and application of net income, was given in the CHRONICLE of June 23, on p. 705. From the pamphlet report received this week the following extracts are made:

The freight traffic transported was 1,872,424 tons, equal to 162,588,459 tons one mile, an increase over the previous year's tonnage of 339,945 tons, or 22 per cent, and of 13,847,759 tons one mile. The passenger traffic shows an increase of 96,771 in the number of passengers carried, or 5.62 per cent. The condition of the equipment of the road was such as to require excessive expenditures to put it in effective shape, and much work has been done in substituting iron for wooden bridges, in replacing iron with steel rails, renewing ties and fastenings and ballasting twenty-five miles of the main track. The double track between Lockland and Schencks, a distance of 11 miles, has been commenced and completed as far as Glendale. The remaining portion is in course of construction and will be finished early in the coming year. When completed, this will give a continuous double track from Cincinnati to New River Junction, a distance of 28 miles.

During the year another elevator of a capacity of 800,000 bushels has been completed at Toledo. This elevator was built under a contract with Mr. John Hurd, of Bridgeport, Conn., and the company paid to Mr. Hurd during the year the sum of \$69,289 on this account. An arrangement has been entered into with the Cin. H. & D. Co. by the other railroad lines reaching points on Lake Erie, by which the lumber traffic from those points is to be equitably divided among the different lines and the rates thereon to be maintained.

The funded debt has been decreased during the year \$50,700, in accordance with the provisions of the consolidated mortgage.

In order to meet the extraordinary expenditures involved in making the needed additions to, and improvements of, the equipment and property, the board deemed it wise to issue \$500,000 of the \$1,000,000 of preferred stock authorized by the stockholders. Of this amount 3,479 shares have been sold at par, increasing the capital stock of the company \$347,900, and expenditures made as follows: For construction, \$56,990; for equipment, \$333,935; for real estate, \$36,131; for account of elevator contract at Toledo, \$69,289—total, \$496,347. The balance of expenditures, \$148,447, was advanced from current earnings.

The Vice-President says: "There was uniformly a gain in the receipts upon all divisions, and a like decrease in disbursements with all, except the C. H. & I. Division, where increased expenses were occasioned by increased train mileage and extraordinary repairs of the equipment." * * * "The Indiana Bloomington & Western Railroad Company having during the year completed their own line to the eastern connections, and the Indianapolis & St. Louis Railroad having become more closely allied to the Cleveland Columbus Cincinnati & Indianapolis Railway, our tonnage from points beyond Indianapolis has decreased; and the tonnage originating at Indianapolis has

not increased in proportion to the increased number of roads carrying it.

"The earnings of the Indianapolis pool cover a period of but five months, as the contract was terminated September 1, by mutual agreement. The earnings from the Dayton pool, as shown, are for a period of but two months. The Clev. Col. Cin. & Ind. RR. Co. having declined to pay the rentals provided for under the terms of the contract, no settlements have been made since that time, although the terms of the agreement are being maintained in other respects, and settlements are awaiting an adjustment as between the companies.

"The apparent decrease in rent and mileage revenue is owing to the change in the forms of accounts, and the termination of the rentals paid by the Indiana Bloomington & Western Railroad Company for terminal facilities at Indianapolis during the previous year." * *

"In July, 1882, the traffic of the New York Pennsylvania & Ohio Railroad was restored to this line between Cincinnati and Dayton; the Great Western Dispatch East Freight Line was re-established via the C. H. & D. RR. and Ohio & Mississippi Railway for Southwestern freight business; and arrangements made with the Union Line for a portion of its business from Cincinnati via Dayton; all of which have been worked satisfactorily and to the advantage of parties in interest. An arrangement for the interchange of traffic with the Indiana Bloomington & Western RR. was made in September, and is developing an increased Northwestern business."

COMPARATIVE BALANCE SHEET FOR TWO YEARS, 1881 AND 1882.

	1882.	1883.
Assets.		
Construction.....	\$3,875,311	\$3,920,694
Equipment.....	1,124,823	1,158,758
Real estate.....	362,213	382,333
Supplies and old materials.....	257,261	251,593
Stocks and bonds.....	951,597	951,007
Due from railroads and individuals.....	265,414	257,753
F. H. Short, Trustee.....	97,221	113,266
C. R. & Ft. W. RR. Co.....	220,514	244,251
D. & M. RR., Lessors.....	649,034	658,676
C. H. & I. RR. Co.....	910,185	1,022,013
Cash and cash assets.....	272,410	243,839
Miscellaneous.....	65,604	136,352
Total.....	\$9,054,713	\$9,646,332
Liabilities.		
Capital stock.....	\$3,500,000	\$3,500,000
Preferred capital stock.....	347,900	347,900
Funded debt.....	2,944,000	2,908,000
Surplus earnings.....	1,914,262	2,097,932
Interest on bonds.....	145,720	230,782
Dividends.....		110,218
D. & M. preferred div.....	25,886	25,414
D. & M. com div.....	20,878	20,702
Railroads and individual accounts.....	358,559	283,821
Pay-rolls.....	96,733	105,039
Cin. Rich. & Chic., lessors.....	47,417	103,080
Total.....	\$9,054,713	\$9,646,332

GENERAL INVESTMENT NEWS.

Arkansas Railroad Bonds.—At Keokuk, Iowa, arguments in the Arkansas bond cases before Justice Miller and Judge Caldwell, closed June 23. During the argument Justice Miller stated that the Court was satisfied that the bonds were constitutional and valid, the decision of the Arkansas Supreme Court to the contrary notwithstanding. As to whether the lien created by the acts extended beyond the income and revenues of the companies to which the bonds were issued, and whether the bondholders were entitled to avail themselves of the remedies provided, were the questions which the court desired to have argued.

Cleveland Columbus Cincinnati & Indianapolis.—For the first quarter of the year the gross and net earnings were as below stated:

	1883.	1882.
Total earnings.....	\$1,000,736	\$577,557
Operating expenses.....	708,219	686,596
Operating cost.....	7075-100 p.c.	811-10 p.c.
Net earnings.....	292,517	170,967
Net surplus over charges.....	50,456	Def. 45,250

East Tennessee Virginia & Ga.—At Knoxville, Tenn., June 23, at a meeting of the stock and registered bondholders of this railroad, a majority of the stock was represented, and full power was granted the directors to make any extension to the system they deem proper, either by construction, purchase or lease, and they were authorized to place a mortgage on such acquisition and to provide means to meet such extraordinary expenses. Nothing was done looking to the sale of the road to Mr. Jay Gould or any syndicate. What extensions are contemplated have not yet been made public.

The directors were also authorized to issue \$10,000,000 in 6 per cent bonds, \$3,000,000 in preferred stock, and \$13,000,000 in common stock, the securities to be issued only on newly acquired road, or on consolidation with other roads.

Little Rock & Fort Smith.—The officers of this railroad company have issued a circular to the effect that, in view of the suits brought against the road on account of the State aid bonds, it had been thought best to devote the earnings to the reduction of the floating debt of the company. This has been done since Jan. 1 to the extent of \$160,000, and the remaining debt is now about \$112,000. It is proposed to fund the coupons falling due next July and January into 7 per cent 10-year scrip.

Long Island Railroad.—Bonds of this company to the amount of \$1,000,000 have been sold, completing the issue of the first mortgage consolidated 5 per cent bonds. It is announced that hereafter all dividends on stock and interest on bonds held in Europe will be paid in London.

Memphis City.—Notice is published that on and after maturity the July, 1883, coupons of the Flippin (Memphis) bonds, stamped under the provisions of the act of March 23, 1883, and the July, 1883, coupons of the Compromise bonds of the taxing district of Shelby County, Tenn., will be paid by the Union & Planters' Bank on presentation at its counters in Memphis, Tenn., or its New York correspondent, the Importers and Traders' National Bank.

New York Stock Exchange—New Securities.—The Governors of the Stock Exchange have listed a large number of securities this week, as follows:

Philadelphia & Reading Railroad Company.—First series consolidated mortgage 5 per cent bonds dated August 26, 1882, and due May 1, 1922; "secured in priority over the second series," \$6,000,000 of a total of \$30,000,000, of which total the sum of \$36,500,000 is set apart for the retirement of certain prior liens as they may mature; and second series consolidated mortgage 5 per cent bonds dated Feb. 1, 1883, due Feb. 1, 1933; \$5,900,000 of a total of \$30,000,000, of which total \$63,904,000 is set apart for the retirement of certain prior liens which are not provided for by the first series. Both issues in their order are secured by a mortgage upon the property of the Philadelphia & Reading Railroad and the Philadelphia & Reading Coal & Iron Company.

Chicago & Atlantic Railway Company (Erie's Chicago extension).—First mortgage 6 per cent gold bonds, dated June 13, 1881, and due November 1, 1920, \$6,500,000. The Governors rejected the application to list \$1,000,000 voting stock and \$9,000,000 trust stock, the voting power of which has been vested in Mr. H. J. Jewett, trustee.

Norfolk & Western Railroad Company.—First mortgage, New River Division, 6 per cent bonds, dated May 12, 1882, and due April 1, 1932, \$2,000,000.

Northern Pacific Railroad Company.—An additional \$3,750,000 general mortgage 6 per cent bonds.

New York Chicago & St. Louis.—Second mortgage 6 per cent bonds, dated March 1, 1883, and due March 1, 1923, \$10,000,000.

Chicago Burlington & Quincy Railroad Company.—Debenture 5 per cent bonds, dated May 1, 1883, and due May 1, 1913, \$9,000,000. These bonds, which were issued in payment for a controlling interest in the Hannibal & St. Joseph Railroad, are unsecured.

St. Paul Minneapolis & Manitoba Railroad Company.—Registered bonds of \$1,000 each, numbered A upwards, as part of \$10,574,000 (coupon) consolidated mortgage 6 per cent gold bonds admitted June 13.

Central Iowa Railway Company.—An additional \$1,515,000 first mortgage 6 per cent bonds, due April 1, 1912, and to be known as Eastern Division 6s.

Evansville & Terre Haute Railroad Company.—First mortgage, Mount Vernon Branch, 6 per cent bonds, due April 1, 1923, \$375,000.

New York New Haven & Hartford Railroad Company.—First mortgage registered 4 per cent bonds, due June 1, 1903, \$2,000,000, as part of \$5,000,000 authorized and secured by the mortgage.

Texas & St. Louis Railroad Company.—First mortgage 6 per cent bonds, due October 1, 1911, \$1,740,000; second mortgage income 6 per cent bonds, due October 1, 1911, \$1,740,000; both secured by the company's railroad in Missouri and Arkansas. General first mortgage 6 per cent gold bonds, due August 1, 1922, \$3,945,000; general mortgage land grant and income 6 per cent bonds, due August 1, 1931, \$3,945,000, both secured by mortgages on the company's property in Texas and \$9,582,500 capital stock in shares of \$100 each.

Atlantic & Pacific Railroad Company.—An additional \$4,000,000 first mortgage 6 per cent gold bonds, an additional \$3,000,000 income bonds, "and, whenever it shall appear to the committee that a reasonable amount has been distributed to the public," \$25,000,000 capital stock in shares of \$100 each.

Houston East & West Texas Railroad Company.—First mortgage 7 per cent bonds, due May 1, 1898, \$218,000, and second mortgage 6 per cent bonds, \$700,000, due Jan. 1, 1913.

Oregon & California Railroad Company.—An additional \$1,400,000 of first mortgage 5 per cent gold bonds.

Norfolk & Western.—The statement of earnings and expense for May and for five months of the year is as follows:

	1883.	1882.	5 mos., Jan. to May—1883.	5 mos., Jan. to May—1882.
Gross earnings.....	\$205,663	\$185,322	\$1,005,825	\$850,116
Expenses.....	125,900	107,764	587,968	518,508
Net earnings.....	\$79,762	\$77,558	\$117,857	\$331,607

Northern Central.—Following is an official statement of the earnings and expenses of this road for May and for the first five months of the year:

	1883.	1882.	5 mos., Jan.-May—1883.	5 mos., Jan.-May—1882.
Gross earnings.....	\$499,133	\$465,694	\$2,468,450	\$2,121,892
Operating expenses....	266,038	\$273,412	\$1,369,694	\$1,324,676
Extraordinary expenses.	21,019	13,307	199,446	133,251
Total expenses.....	\$237,657	\$286,719	\$1,569,140	\$1,457,927
Net earnings.....	\$112,076	\$178,975	\$393,310	\$663,965

Pennsylvania Railroad.—The gross and net earnings in May 1882 and 1883 are specially compiled for the CHRONICLE in the table below. In May, 1883, there was an increase of \$194,129 in gross earnings and a decrease of \$158,115 in the net. For the five months there was an increase in 1883 of \$1,638,617 in gross and \$633,895 in net earnings.

	Gross Earnings.		Net Earnings.	
	1883.	1882.	1883.	1882.
January.....	\$3,929,357	\$3,373,321	\$1,471,058	\$1,074,266
February.....	3,712,215	3,306,750	1,336,694	1,079,621
March.....	4,189,380	3,912,293	1,455,427	1,415,802
April.....	4,061,750	3,855,850	1,467,831	1,319,311
May.....	4,303,006	4,108,877	1,698,674	1,766,789
Total.....	\$20,197,703	\$18,557,091	\$7,339,684	\$6,655,789

As to the lines west of Pittsburgh and Erie, the monthly reports issued in 1882 and for the current year show the results below. The company's report, however, states a gain since Jan. 1, 1883, over the same period in 1882 of only \$419,606.

	Net Surplus over all Liabilities.		Inc. or Dec. in	
	1883.	1882.	1883.	1882.
January.....	\$174,981	\$9,741	Inc..	\$165,240
February.....	Def. 164,776	Def. 121,307	Dec..	43,469
March.....	225,951	36,532	Inc..	189,419
April.....	149,710	17,047	Inc..	132,663
May.....	Def. 34,575	Def. 101,556	Inc..	66,981
Total.....	\$351,291	Def. \$159,543	Inc..	\$510,834

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, June 29, 1883.

Regular trade is dull. The weather has become hot, and it is "between seasons" in nearly all branches of business. Speculation continues to be greatly unsettled by the recent failures in Chicago. Crop accounts have continued very good, though local storms and floods have done some damage. The new tariff goes into operation on the 1st of July, and large quantities of such goods as are subject to increased duties have during the week been taken out of bond.

Provision circles (particularly the lard market) have not as yet recovered from the recent failures in Chicago. During the week further business troubles have been reported, and the course of prices was of the most uncertain nature. The export interest has fallen below anticipations and, taken in its entirety, the market is in an unsatisfactory position. To-day the lard market opened weak, but recovered and a better range of prices was noticed; Western contract sold on the spot at 9.62½ @ 9.65c.; July options realized 9.35 @ 9.45c., August 9.55 @ 9.65c., September 9.61 @ 9.70c., October 9.65 @ 9.75c., seller year 9.39 @ 9.45c. Pork continued dull and weak, with sales of mess on the spot at \$17 75 @ \$17 87½. Bacon was dull and quite nominal at 9c. for long clear. Beef hams remained steady at \$23 50 @ \$27 for Western prime. Beef dull and lower at \$19 @ \$21 for city extra India mess. Butter has declined; the export movement has been small, and the feeling is easy. Cheese more active; fine to fancy full cream State factory 10¼ @ 10¾c. Tallow has been active for export at 7½ @ 8c.; 550,000 lbs. were shipped to Havre at 20c. per 100 lbs. Stearine dull; city 11 @ 11¾c.; oleomargarine, 10½c.

Rio coffee has been moderately active on the unchanged basis of 9½c. for fair cargoes; options have been quiet and declining; sales of No. 7 were made to-day at 7.40 @ 7.45c. for July, 7.50 @ 7.55c. for August, 7.55 @ 7.65c. for September, 7.65 @ 7.70c. for October, 7.75c. for November, 7.85 @ 7.90c. for December and 8 @ 8.05c. for January; mild grades have been steady, but rather quiet. Tea has been quiet but steady. Spices have been quiet; quotations are now reduced to conform to the provisions of the new tariff, which goes into effect July 1. Foreign fruits have shown no marked change as a rule, though the tendency of prices has been in buyers' favor. Molasses has been quiet, and 50-deg. test closed somewhat nominal at 26c. Raw sugar a few days ago was quite active, but yesterday and to-day little business was done; fair refining was quoted at 6¾c. and 96-deg. test Centrifugal 7½c.; refined sugars closed quiet and weak; crushed 9¾c., powdered 9 @ 9½c., granulated 8¾c. and standard "A" 8½ @ 8¾c.

In Kentucky tobacco a better business has been effected, particularly for export. All prices are firm, and lugs are quoted at 5 @ 7c. and leaf 7½ @ 10¼c.; sales, 110 hhds. for consumption and 330 hhds. for export. Seed-leaf has been in very active demand at well-sustained prices. The sales for the week embrace 6,050 cases, including 4,500 cases 1882 crop Pennsylvania, 10 @ 18½c.; 400 cases 1880-81 crops, do., 8 @ 14c.; 450 cases 1882 crop, Wisconsin, 10 @ 17c.; 300 cases 1882 crop, New England, 11½ @ 13c.; 200 cases 1881 crop, do., 14 @ 30c.; 200 cases 1882 crop, State, private terms; also 600 bales Sumatra, \$1 @ \$1 50 and 400 bales Havana, 80c @ \$1 18.

The business in rosins has been checked by the small stocks of the lower grades; figures remain steady at \$1 60 @ \$1 65 for common to good strained. Spirits turpentine has been active at declining prices; to-day the market was dull at 36½ @ 37c. in yard. Refined petroleum has had a fair export call at 7¾c. for 110 test and 7½c. for 70 test. In crude certificates the speculation has fallen off and the drift of prices has been downward; to-day there was a spasmodic rise to \$1 18¾, with the opening price at \$1 18¾; the tone fell away and the closing figures were \$1 18. Ingot copper has weakened since the large sales for export and future delivery; Lake is now quoted at 15¼ @ 15½c. and other brands at 14 @ 14½c. American pig iron has become the feature of the metal market; the curtailed production has helped prices and stimulated a better inquiry; No. 1 pig sold for August and September at \$22 50 and for October at \$23 25; spot lots realized \$21. Scotch pig was dull and almost nominal. Steel rails received more attention and 25,000 tons were sold at the mills at \$37 50 @ \$38.

Ocean freight room has been in active demand from the grain trade. Provisions have also had a better shipment. All rates, as a rule, have been firmly maintained. To-day grain to Liverpool by steam, 3d.; cotton, ½d.; bacon and lard, 15s; cheese, 30 @ 40s.; flour, 10s; grain to London by steam, 4½d.; do. to Glasgow by steam, 4½ @ 4¾d.; do. to Antwerp by steam, 4½d.; do. to Havre by steam, 10c; do. to Hamburg by steam 75 pfenigs; do. by steamer (July), Baltimore to Cork for orders, 4s. per qr.; crude petroleum hence to sables d'oloune, 4s.; naphtha to Havre, 3s. 9d.; refined petroleum from Philadelphia to Bremen or Hamburg (August 1st), 3s. 4½d. @ 3s. 6d.; cases hence to Java, 35 @ 36c.

COTTON.

FRIDAY, P. M., June 29, 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 (June 29) the total receipts have reached 11,497 bales, against 12,395 bales last week, 21,573 bales the previous week and 25,456 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,893,048 bales, against 4,620,487 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,272,561 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	394	660	859	925	210	1,069	4,117
Indianola, &c.	.....	.....	.....	.....	.....	13	13
New Orleans	497	954	763	259	168	657	3,298
Mobile	.....	23	1	13	7	42	91
Florida	.....	.....	.....	.....	.....	.....	.....
Savannah	31	191	8	200	7	30	467
Brunsw'k, &c.	.....	.....	.....	.....	.....	.....	.....
Charleston	40	69	94	120	95	85	503
Pt. Royal, &c.	.....	.....	.....	.....	.....	65	65
Wilmington	3	31	21	3	7	3	68
Moreh'd C., &c.	.....	.....	.....	.....	.....	.....	.....
Norfolk	311	74	123	163	222	149	1,042
West Point, &c.	.....	.....	.....	.....	.....	238	238
New York	44	81	38	44	78	21	306
Boston	36	.....	214	59	21	138	463
Baltimore	.....	.....	.....	.....	.....	579	579
Philadelp'a, &c.	.....	45	84	.....	.....	113	242
Totals this week	1,356	2,133	2,205	1,786	815	3,202	11,497

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

Receipts to June 29.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	4,117	825,469	349	426,245	12,467	2,590
Indianola, &c.	13	16,900	6	13,727	.....	.....
New Orleans	3,298	1,649,487	2,339	1,181,013	100,216	58,742
Mobile	91	310,591	419	261,653	8,292	3,095
Florida	.....	18,410	.....	27,207	.....	.....
Savannah	467	808,281	912	725,548	3,626	4,696
Brunsw'k, &c.	.....	5,508	.....	7,026	.....	.....
Charleston	503	565,063	879	494,630	3,781	5,752
Pt. Royal, &c.	65	24,593	.....	24,392	.....	.....
Wilmington	68	127,191	62	134,779	1,341	924
Moreh'd C., &c.	.....	19,457	34	26,555	.....	.....
Norfolk	1,042	795,054	1,396	609,185	22,840	4,638
West Point, &c.	238	226,986	568	191,860	.....	.....
New York	306	137,521	19	158,892	200,930	183,146
Boston	463	188,528	1,003	225,653	7,080	8,350
Baltimore	579	66,424	193	21,216	18,301	11,907
Philadelp'a, &c.	242	107,591	1,104	90,876	4,886	14,301
Total	11,497	5,393,048	9,288	4,620,487	383,790	300,134

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.	4,130	355	2,342	1,065	737	722
New Orleans	3,298	2,339	5,909	4,315	1,097	1,293
Mobile	91	419	538	392	244	618
Savannah	467	912	1,456	878	232	1,303
Charl'at'n, &c.	568	879	956	746	64	197
Wilm'gt'n, &c.	68	96	363	50	137	149
Norfolk, &c.	1,280	1,964	4,547	2,023	209	427
All others	1,595	2,324	4,551	7,588	1,007	1,241
Tot. this w'k.	11,497	9,288	20,662	17,057	3,637	5,949

Since Sept. 1. 5893,018 4620,487 5681,683 4842,134 4424,540 4243,264

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

The exports for the week ending this evening reach a total of 30,509 bales, of which 27,195 were to Great Britain, 19 to France and 3,295 to the rest of the Continent, while the stocks as made up this evening are now 333,790 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending June 29.				From Sept. 1, 1882, to June 29, 1883.			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	5,479	.....	.....	5,479	317,824	39,323	160,593	517,545
New Orleans	5,362	.....	1,018	6,380	831,475	285,355	437,124	1,553,954
Mobile	.....	.....	.....	.....	34,840	9,357	1,100	45,297
Florida	.....	.....	.....	.....	.....	.....	100	100
Savannah	.....	.....	.....	.....	110,312	25,458	283,038	418,993
Charleston	.....	.....	1,000	1,000	131,080	24,775	217,015	372,870
Wilmington	.....	.....	.....	.....	53,172	.....	4,590	57,762
Norfolk	.....	.....	.....	.....	370,42	.....	28,983	369,405
New York	7,145	19	899	8,033	495,742	29,006	155,773	680,618
Boston	5,074	.....	.....	5,074	177,670	.....	443	178,113
Baltimore	2,048	.....	373	2,426	170,512	4,823	63,009	238,344
Philadelp'a, &c.	2,159	.....	.....	2,159	13,716	.....	3,358	97,102
Total	27,195	19	3,295	30,509	2,736,593	415,385	1,355,151	4,500,009
Total 1881-82	34,763	1,821	12,748	49,401	2,238,177	300,011	772,073	3,411,164

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

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

Table with columns: On Shipboard, not cleared—for (Great Britain, France, Other Foreign, Coast-wise, Total), Leaving Stock, and rows for various ports (New Orleans, Mobile, Charleston, Savannah, Galveston, Norfolk, New York, Other ports) for years 1883, 1882, and 1881.

The speculation in cotton for future delivery at this market has been fitful and irregular for the week under review. On Saturday there was a slight advance, but very small dealings. On Monday business was extremely small and the close irregular, this crop being slightly lower and the next partially one point dearer. On Tuesday this crop closed 8@9 points and the next 4@6 points lower, under the very favorable crop accounts. On Wednesday and Thursday there were further slight declines, especially for this crop, under very weak Liverpool accounts. To-day there was a renewal of irregularity; the distant months opened higher, while this crop showed an irregular decline; in the afternoon there was no new feature, except an advance for August; the dealings were very small, except for August. November, which had been a favorite, was neglected. Cotton on the spot has declined, but at the reduction has been much more active. Quotations were reduced 1/8c. on Tuesday. There has been an increased business, mainly for export, though the demand for home consumption has improved. To-day the market was quiet and 1-16c. lower, middling uplands closing at 10 5-16c. The New York Cotton Exchange will adjourn on the evening of Monday, the 2d, to the morning of Friday, the 6th of July.

The total sales for forward delivery for the week are 283,100 bales. For immediate delivery the total sales foot up this week 3,823 bales, including 1,737 for export, 2,086 for consumption. — for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

Table of cotton prices for UPLANDS, NEW ORLEANS, TEXAS, and STAINED, with columns for days of the week (Sat, Mon, Tues, Wed, Th, Fri) and various grades (Ordin'y, Strict, Good, Str. G'd, Low Midd'g, Str. L'w Mid, Middling, Good Mid., Str. G'd Mid, Midd'g Fair, Fair).

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.

Table with columns: SPOT MARKET CLOSED, SALES OF SPOT AND TRANSIT (Ex-port, Con-sump., Spec-ult'n, Trans-it., Total), FUTURES (Sales, Deliv-eries), and rows for days of the week (Sat, Mon, Tues, Wed, Thurs, Fri) and Total.

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

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

Large table titled 'DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH' showing market prices and sales for months from June to May, with columns for Market Prices and Range and Total Sales.

* Includes sales in September, 1882, for September, 500,200; September-October for October, 815,600; 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; September-May for May, 2,726,800.

Transferable Orders—Saturday, 10-50c.; Monday, 10-50c.; Tuesday 10-40c.; Wednesday, 10-10c.; Thursday, 10-50c. for June and 10-35c. for July; Friday, 10-35c.

Short Notices for June—Tuesday, 10-35c.; Thursday, 10-32@10-33c.; Friday, 10-33@10-26c.

The following exchanges have been made during the week.

- List of exchanges: 05 pd. to exch. 100 June s. n. 26th for regular; 10 pd. to exch. 100 June s. n. 26th for regular; 10 pd. to exch. 200 June for Aug.; 10 pd. to exch. 200 June for Aug.; 09 pd. to exch. 500 July for Aug.; 10 pd. to exch. 1,000 July for Aug.; 14 pd. to exch. 1,300 Sept. for Aug.; 10 pd. to exch. 2,100 July for Aug.; 12 pd. to exch. 100 Sept. for July; 35 pd. to exch. 100 Jan. for July; 10 pd. to exch. 200 July for Aug.; 12 pd. to exch. 200 Sept. for July; 10 pd. to exch. 200 July for Aug.; 10 pd. to exch. 500 July for Aug.; 11 pd. to exch. 100 July for Aug.; 25 pd. to exch. 700 Oct. for Sept.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (June 29), we add the item of exports from the United States, including in it the exports of Friday only.

Table with 5 columns: Item, 1883, 1882, 1881, 1880. Rows include Stock at Liverpool, Stock at London, Total Great Britain stock, Stock at Hamburg, Stock at Amsterdam, Stock at Rotterdam, Stock at Antwerp, Stock at Havre, Stock at Marseilles, Stock at Barcelona, Stock at Genoa, Stock at Trieste, Total continental stocks, Total European stocks, India cotton afloat for Europe, Amer'n cotton afloat for Europe, Egypt, Brazil, &c., afloat for Europe, Stock in United States ports, Stock in U. S. interior towns, United States exports to-day, Total visible supply.

Of the above, the totals of American and other descriptions are as follows:

Table with 5 columns: Item, 1883, 1882, 1881, 1880. Rows include American - Liverpool stock, Continental stocks, American afloat for Europe, United States stock, United States interior stocks, United States exports to-day, Total American, East Indian, Brazil, &c., Liverpool stock, London stock, Continental stocks, India afloat for Europe, Egypt, Brazil, &c., afloat.

Table with 5 columns: Item, 1883, 1882, 1881, 1880. Rows include Total East India, &c., Total American, Total visible supply, Price Mid. Upl., Liverpool.

The imports into Continental ports this week have been 49,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 350,682 bales as compared with the same date of 1882, an increase of 127,132 bales as compared with the corresponding date of 1881 and an increase of 494,350 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement

Large table with multiple columns: Towns (Augusta, Columbus, Macon, etc.), Receipts (This week, Since Sept. 1, 82), Shipments (This week, Since Sept. 1, 81), Stock (June 29, June 30, 1882).

This year's figures estimated. The above totals show that the old interior stocks have decreased during the week 7,953 bales, and are to-night 27,726

bales more than at the same period last year. The receipts at the same towns have been 2,465 bales less than the same week last year, and since September 1 the receipts at all the towns are 743,694 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.

Table with 7 columns: Week ending June 23, Satur., Mon., Tues., Wednes., Thurs., Fri. Rows include Galveston, New Orleans, Mobile, Savannah, Charleston, Wilmington, N. York, Boston, Baltimore, Philadelphia, Augusta, Memphis, St. Louis, Cincinnati, Louisville.

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.

Table with 10 columns: Week ending, Receipts at the Ports (1881, 1882, 1883), St'k at Interior Towns (1881, 1882, 1883), Rec'pts from Plant'ns (1881, 1882, 1883). Rows include Apr. 13, 20, 27, May 4, 11, 18, 25, June 1, 8, 15, 22, 29.

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,956,072 bales; in 1881-82 were 4,625,479 bales; in 1880-81 were 5,724,462 bales.

2. That, although the receipts at the out-ports the past week were 11,497 bales, the actual movement from plantations was only 2,766 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 155 bales and for 1881 they were 8,049 bales.

AMOUNT OF COTTON IN SIGHT JUNE 29.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to June 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

Table with 5 columns: 1882-83, 1881-82, 1880-81, 1879-80. Rows include Receipts at the ports to June 29, Interior stocks on June 29 in excess of September 1, Tot. receipts from plant'ns, Net overland to June 1, Southern consumpt'n to June 1, Total in sight June 29.

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,592,577 bales, as compared with 1880-81 is 470,295 bales and with 1879-80, 1,251,235 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather has in general been favorable during the week, and the crop has made good progress; but in a portion of Texas rain is much desired. All fear of a serious overflow of the Mississippi has now been dispelled. In De Witt County, Texas, picking for the first bale is progressing.

Galveston, Texas.—We have had light showers on two days of the week, the rainfall reaching six hundredths of an inch. In the quadrilateral of territory roughly bounded by lines drawn through Austin, Hallettsville, Helena, Fredericksburg and back to Austin, the corn crop has been greatly injured by drought, and even cotton is suffering, growth having ceased. In all the rest of the State crops of all sorts are very promising. The thermometer has ranged from 77 to 91, averaging 84.

Indianola, Texas.—The weather has been warm and dry during all of the week. Rain is needed everywhere, and in some sections very badly. Average thermometer 85, highest 92, lowest 78.

Dallas, Texas.—We have had warm and dry weather during the week. Crops are excellent. The thermometer has averaged 84, the highest being 100 and the lowest 67.

Brenham, Texas.—We had a fine shower on one day of the week, the rainfall reaching ninety hundredths of an inch. Crops are magnificent. The thermometer has averaged 84, ranging from 68 to 100.

Palestine, Texas.—It has been showery on one day of the week, the rainfall reaching nine hundredths of an inch. Crops of all sorts are very fine. The thermometer has ranged from 70 to 95, averaging 83.

Huntsville, Texas.—It has rained very hard on one day of the week, doing immense good. The rainfall reached two inches and twenty-four hundredths. There never was a better prospect for crops. Average thermometer 83, highest 97, lowest 74.

Weatherford, Texas.—The weather has been warm and dry during all of the week. Crops are splendid, but weather getting dry again. The thermometer has averaged 79, the highest being 96 and the lowest 62.

Belton, Texas.—We have had warm and dry weather all of the week. All crops are thriving, with best of prospects. The thermometer has ranged from 67 to 96, averaging 82.

Luling, Texas.—We have had no rain during the week and planters are despondent. Forward corn is ruined entirely and late corn promises very little. Cotton is suffering dreadfully and is prematurely opening. Picking for the first bale is progressing in De Witt County. There is no hope for this section unless rain comes very quickly; gardens have dried up completely, and even the prairie is almost a desert. The thermometer has averaged 85, ranging from 70 to 100.

New Orleans, Louisiana.—It has rained on six days of the week, the rainfall reaching three inches and fifty-one hundredths. The thermometer has averaged 81.

Shreveport, Louisiana.—We have had fair weather with slightly lower temperature during the week, and the rainfall reached but three hundredths of an inch. The thermometer has ranged from 68 to 99.

Vicksburg, Mississippi.—It has rained on four days of the week, and the remainder has been pleasant.

Columbus, Mississippi.—We have had one light shower during the week, the rainfall reaching but five hundredths of an inch. The plant is small and backward. The thermometer has averaged 80, ranging from 60 to 100.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—We have had generally fair weather this week, with rain on two days, the rainfall reaching two inches and forty one hundredths. The crop is developing promisingly. The river is now two feet four inches below the danger line and stationary; all apprehensions of a serious overflow are now past. Average thermometer 77, highest 95 and lowest 57.

Nashville, Tennessee.—It has rained on two days of the week, the rainfall reaching forty-three hundredths of an inch. The thermometer has averaged 77, ranging from 65 to 92.

Mobile, Alabama.—It has rained severely on one day, and it has been showery on two days of the week, the rainfall reaching three inches and eighty-two hundredths. The crop is developing promisingly, but is backward, and some sections complain that weeds are growing so fast that they are becoming troublesome. We hear rumors of the appearance of caterpillars but think them of very little importance. The thermometer has ranged from 70 to 96, averaging 80.

Montgomery, Alabama.—We have had delightful showers on five days of the week, and the indications are that they extended over a wide surface. The rainfall reached two inches and forty-one hundredths. Crop development is encouraging. Average thermometer 78.8, highest 96.2, lowest 64.3.

Selma, Alabama.—It has rained on two days of the week, the rainfall reaching eighty-six hundredths of an inch. The crop is developing satisfactorily. The thermometer has averaged 76, the highest being 91 and the lowest 63.

Madison, Florida.—We have had warm, sultry, wet weather during the week, with rain on three days. We are having too much rain. The crop is developing promisingly and the fields are clear of weeds. The thermometer has averaged 90, ranging from 74 to 98.

Macon, Georgia.—It has been showery on three days of the week. The fields are clear of weeds. The cotton plant looks strong and healthy and is growing well and blooming. The thermometer has ranged from 65 to 93, averaging 79.

Columbus, Georgia.—We have had rain on two days of the week, the rainfall reaching one inch and eighty-two hundredths. Average thermometer 81, highest 94, lowest 73.

Savannah, Georgia.—We have had rain on three days of the week and the balance of the week has been pleasant. The rainfall reached one inch and forty-three hundredths. The thermometer has averaged 82, the highest being 96 and the lowest 72.

Augusta, Georgia.—We have had heavy general rain on four days of the week, the rainfall reaching one inch and twenty-two hundredths. In consequence of recent rains cotton is somewhat grassy, but accounts in the main are favorable. Crop development is now favored by good growing weather. The thermometer has averaged 79, ranging from 66 to 93.

Atlanta, Georgia.—The weather has been very dry and cool, with rain on one day of the week, the rainfall reaching twenty-two hundredths of an inch. Average thermometer 76, highest 91 and lowest 60.

Charleston, South Carolina.—We have had rain on two days of the week, the rainfall reaching fourteen hundredths of an inch. The thermometer has ranged from 73 to 97, averaging 83.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock June 23, 1883, and June 29, 1882.

	June 23, '83.		June 29, '82.	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....	2	10	2	8
Memphis.....	31	2	33	7
Nashville.....	7	11	8	0
Shreveport.....	19	4	13	10
Vicksburg.....	39	7	41	3

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 June 28.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1883	18,000	4,000	22,000	88,900	737,000	1,125,000	12,000	1,502,000
1882	13,000	21,000	37,000	678,000	543,000	1,221,000	18,000	1,514,000
1881	4,000	8,000	12,000	243,000	165,000	703,000	18,000	1,067,000
1880	5,000	2,000	7,000	335,000	131,000	769,000	15,000	1,006,000

According to the foregoing, Bombay appears to show a *decrease* compared with last year in the week's receipts of 6,000 bales, and a *decrease* in shipments of 15,000 bales, and the shipments since January 1 show a *decrease* of 96,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1883.....	3,800	.....	3,800	71,800	10,000	81,800
1882.....	200	.....	200	93,300	31,500	130,800
Madras—						
1883.....	.....	.....	.....	4,500	1,000	5,500
1882.....	1,800	.....	1,800	26,000	2,000	28,000
All others—						
1883.....	1,000	.....	1,000	5,000	2,000	7,000
1882.....	300	6,100	6,400	25,500	12,000	37,500
Total all—						
1883.....	4,800	.....	4,800	81,300	13,000	94,300
1882.....	2,300	6,100	8,400	150,800	45,500	196,300

The above totals for the week show that the movement from the ports other than Bombay is 3,600 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 to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	22,000	1,125,000	37,000	1,221,000	12,000	703,000
All other ports	4,800	94,300	8,400	196,300	.....	169,200
Total.....	26,800	1,219,300	45,400	1,417,300	12,000	872,200

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, June 23.	1882-83.	1881-82.	1880-81.
Receipts (cantars)—			
This week.....	.....	.....	2,000
Since Sept. 1	2,254,000	2,831,720	2,768,000
Exports (bales)—			
To Liverpool.....	1,000	1,200	3,000
To Continent.....	233,000	245,900	239,500
Total Europe.....	1,000	1,200	3,000
	319,000	422,171	679,132

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending June 28 were — cantars and the shipments to all Europe were 1,000 bales.

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

	1883.						1882.					
	32s Cop. Twist.		8 1/2 lbs. Shirtings.		Cott'n Mid. Upl's		32s Cop. Twist.		8 1/2 lbs. Shirtings.		Cott'n Mid. Upl's	
	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.
Apr. 27	8 1/2	@	9 3/8	5	9	@	7	3	5 3/8	9 3/8	@	10
May 4	8 1/2	@	9 1/2	5	10	@	7	4 1/2	5 3/4	9 3/8	@	10
" 11	8 5/8	@	9 1/2	5	10	@	7	4 1/2	5 13/16	9 3/8	@	10
" 18	8 11/16	@	9 1/2	5	10	@	7	4 1/2	5 15/16	9 3/8	@	10
" 25	8 3/4	@	9 1/2	5	10	@	7	4 1/2	5 7/8	9 3/8	@	10
June 1	8 11/16	@	9 1/2	5	9	@	7	3	5 3/4	9 3/8	@	10
" 8	8 5/8	@	9 1/2	5	9	@	7	1 1/2	5 3/4	9 1/2	@	10 1/8
" 15	8 5/8	@	9 1/2	5	9	@	7	1 1/2	5 11/16	9 1/2	@	10 1/8
" 22	8 5/8	@	9 1/2	5	9	@	7	3	5 11/16	9 5/8	@	10 1/4
" 29	8 1/2	@	9 1/2	5	9	@	7	3	5 11/16	9 9/16	@	10 1/4

NEW YORK COTTON EXCHANGE.—It had been proposed to make next Monday, July 2, Tuesday, July 3 and Thursday, July 5, holidays. On voting, Monday, July 2 was lost, July 3 and 5 were approved of, consequently the Exchange will be closed July 3, 4 and 5.

VISITORS INTRODUCED FROM JUNE 23 TO JUNE 29.

G. Langhi, New Orleans.	R. H. Lindsay, Shreveport.
S. W. Reid, Galveston.	F. P. Salas, Charleston.
W. H. Reid, Galveston.	R. Salas, Charleston.
T. S. Plummer, Baltimore.	S. V. Fournaris, New Orleans.
C. Liessfeldt, New Orleans.	W. D. Vincent, Charleston.
H. Seeligson, Galveston.	J. H. Foxwell, Pernambuco.
W. E. Mensing, Galveston.	Harry Busford, Ravenna, Ohio.
George A. Miln, Belton.	John D. Preston, New Orleans.
T. B. Hayne, Charleston.	Edmund Lily, New Orleans.
A. Laure, Paris.	Julian Robertson, Calvert, Texas.
B. D. Crane, Paris.	Geo. Goldthwaite, Calvert, Tex.
F. M. Billings, Montgomery.	R. A. Little, Little Rock, Ark.
John C. Hurten, Montgomery.	H. B. Leckler, Little Rock, Ark.
L. A. Scarborough, Galveston.	

COTTON BLOOMS IN SOUTH CAROLINA.—The Charleston *News & Courier*, Tuesday, June 26, had the following: "Messrs. A. J. Salinas & Son, factors, Adger's wharf, have received a new cotton bloom from Messrs. C. F. DuBose & Co., Cyprus, Darlington City, S. C., who speak well of the appearance of the new growth. Messrs. L. S. Pate & Co., of Timmons ville, S. C., have sent to Messrs. Bardin & Murdoch a new cotton bloom from that section. It was taken from the plantation of Mr. M. T. Minin. The crops around Timmons ville are reported looking finely."

COTTON BLOOM IN NORTH CAROLINA.—We take the following from the *Wilmington Star* of the 27th inst.: "Mr. J. B. Weatherly, writing from Red Banks, Robeson County, on the 25th, inclosing a cotton bloom plucked from a forty-acre field of Mr. S. R. Townsend's, takes occasion to state that Mr. Townsend's entire crop of corn and cotton is fine, and, in fact, that crops throughout that vicinity are very promising."

JUTE BUTTS, BAGGING, &c.—The market for bagging has been quite firm since our last, and, though the demand has continued of a jobbing nature, sellers are not disposed to shade prices in order to work off stock, and for the parcels moving full figures have to be paid. There have been sales of about 1,000 rolls, various grades, at 9 1/4c. for 1 1/2 lbs., 9 3/4c. for 1 3/4 lbs., 10 1/4c. for 2 lbs and 11 1/4c. for standard quality, but a round parcel could probably be obtained a shade under these figures. Butts have not sold very freely, though some demand is reported for parcels to arrive. A few sales on spot are noted, about 1,500 bales being taken in lots at 1 7/8@2c. for paper grades and 2 1/8@2 3/8c. for bagging quality, the market closing at these figures.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	238,841	98,491
October..	930,584	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,094,617	974,043	1,006,501	912,272	779,237	822,493
Decemb'r	1,112,536	996,307	1,020,802	936,464	893,684	900,119
January	752,827	437,727	571,701	647,140	613,727	689,610
February.	595,598	291,992	572,728	447,918	566,824	472,051
March....	432,772	257,093	476,532	261,913	303,955	340,525
April....	284,519	147,595	284,246	158,025	167,459	197,965
May.....	185,523	113,573	190,054	110,006	84,299	96,314
Total year	5,815,712	4,551,808	5,549,411	4,748,873	4,392,277	4,196,104
Percentage of tot. port receipts May 31..		96.43	94.47	94.91	98.73	96.55

This statement shows that up to May 31 the receipts at the ports this year were 1,263,904 bales more than in 1881-82 and 266,302 bales more than at the same time in 1880-81. By adding to the above totals to May 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-92.	1880-81.	1879-80.	1878-79.	1877-78.
Port. My 31	5,815,712	4,551,808	5,549,410	4,748,873	4,392,277	4,196,104
June 1....	8,474	2,361	5,376	2,694	8.	2,269
" 2....	1,498	2,720	3,905	3,731	2,002	8.
" 3....	8.	2,401	6,351	3,249	2,044	2,359
" 4....	4,127	8.	5,812	4,56.	1,886	2,396
" 5....	4,920	2,656	8.	2,316	1,041	1,243
" 6....	4,100	3,327	4,790	8.	1,551	1,701
" 7....	3,589	2,215	6,129	5,049	83.	2,409
" 8....	5,163	2,002	3,303	2,601	8.	1,401
" 9....	3,236	2,903	4,381	2,913	1,748	3.
" 10....	8.	1,865	4,981	2,013	951	2,686
" 11....	2,439	8.	3,793	3,595	1,142	1,862
" 12....	5,563	3,105	8.	3,481	875	1,920
" 13....	2,908	2,190	6,754	8.	1,060	1,170
" 14....	1,642	1,880	5,719	4,037	1,021	2,192
" 15....	5,735	1,865	3,741	2,356	8.	1,505
" 16....	1,588	2,753	3,260	2,914	692	8.
" 17....	8.	13,296	4,951	2,587	1,773	2,279
" 18....	1,913	8.	2,709	4,462	1,186	1,360
" 19....	2,356	1,826	8.	3,573	449	1,581
" 20....	1,719	4,223	4,594	8.	2,097	1,210
" 21....	1,393	1,514	3,790	4,602	969	2,786
" 22....	3,436	1,358	3,793	3,141	8.	1,102
" 23....	1,356	2,808	4,001	3,719	1,126	8.
" 24....	8.	956	4,589	2,417	515	1,548
" 25....	2,133	8.	3,968	6,039	986	1,431
" 26....	2,205	1,644	8.	2,917	194	719
" 27....	1,786	2,116	4,378	8.	2,603	537
" 28....	815	508	3,056	3,975	188	1,542
" 29....	3,202	1,032	2,519	3,101	8.	931
Total.....	5,893,048	4,617,755	5,659,992	4,835,100	4,421,091	4,233,246
Percentage of total port receipts June 29		97.83	96.36	96.67	99.40	97.52

This statement shows that the receipts since Sept. 1 up to to-night are now 1,275,233 bales more than they were to the same day of the month in 1882 and 233,055 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 June 29 in each of the years named.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 34,684 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the *CHRONICLE* last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Biela, 745... Celtic (additional), 96... City of Chester, 1,337... City of Richmond, 1,842... Gallia, 970... Helvetia, 890... Wisconsin, 765... To Hull, per steamer Romano, 530.....	6,645
To Havre, per steamer Normandie, 19.....	500
To Bremen, per steamer Habsburg, 150.....	19
To Hamburg, per steamers Polynesia, 525... Westphalia, 194.....	150
To Antwerp, per steamers Pieter de Coninck, 1... Waesland, 29.....	719
NEW ORLEANS—To Liverpool, per steamers Alava, 3,500... American, 2,445... Bernard Hall, 5,754... Gallego, 3,809.....	30
BALTIMORE—To Liverpool, per steamers Carolina, 1,229... Mentmore, 1,973.....	15,499
To Bremen, per steamer Braunschweig, 400.....	3,202
BOSTON—To Liverpool, per steamers Cephalonia, 2,113... Ilyrian, 839... Venetian, 1,813.....	400
PHILADELPHIA—To Liverpool, per steamers Lord Clive, 1,800... Pennsylvania, 955.....	4,765
	2,755
Total.....	34,684

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

	Liverpool.	Hull.	Havre.	Bremen & Hamburg.	Ams'dam & Antwerp.	Total.
New York	6,645	500	19	869	30	8,063
New Orleans	15,499					15,499
Baltimore	3,202			400		3,602
Boston	4,765					4,765
Philadelphia	2,755					2,755
Total	32,966	500	19	1,269	30	34,684

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

GALVESTON—For Liverpool—June 23—Steamer Australia, 5,479.
NEW ORLEANS—For Liverpool—June 23—Steamer Historian, 2,398.... June 27—Steamer Jamaican, 2,956.
For Bremen—June 25—Bark Maitland, 1,018.
CHARLESTON—For Norrkoping—June 22—Bark Eva, 1,000.
BOSTON—For Liverpool—June 19—Steamer Bulgarian, 1,008.... June 20—Steamer Victoria, 413.... June 22—Steamers Batavia, 1,170; Istrian, 254.... June 26—Steamer Missouri, —.
BALTIMORE—For Liverpool—June 25—Steamer Nova Scotian, 1,532.... June 26—Steamer Federico, 516.
PHILADELPHIA—For Liverpool—June 26—Steamer British Princess, 2,150.

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

BELGRAVIA, steamer (Br.), Hutchinson, from New York, June 16, for Liverpool, was spoken by steamer Rugia (Ger.), from Hamburg, at New York, June 22, on June 20, lat. 40:43, lon. 58:23, with machinery disabled. The Belgravia was repairing engine and hoped to proceed in two days; wanted no assistance; she had transferred her mails on the 19th to another steamer bound east.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	9 ⁶⁴ @7 ³²					
Do sail...d.	9 ⁶⁴ @13 ⁶⁴					
Havre, steam...c.	3 ⁸ *					
Do sail...c.
Bremen, steam...c.	15 ³² *					
Do sail...c.
Hamburg, steam d.	3 ¹⁶ @ ¹⁴					
Do sail...d.
Amst'd'm, steam c.	1 ²					
Do sail...d.
Baltic, steam...d.	9 ³² @5 ¹⁶					
Do sail...c.
Barcelona, steam c.	11 ¹⁶ *					
Genoa, steam...d.	5 ⁸ *					

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.

	June 8	June 15	June 22	June 29
Sales of the week.....bales.	38,000	41,000	33,000	40,000
Of which exporters took....	1,420	1,640	2,400	1,890
Of which speculators took..	530	1,840	1,100	130
Sales American.....	28,500	29,500	29,000	29,500
Actual export.....	4,000	4,500	3,700	3,600
Forwarded.....	17,500	13,000	11,000	6,400
Total stock—Estimated.....	984,000	988,000	982,000	991,000
Of which American—Estim'd	740,000	742,000	739,000	738,000
Total import of the week....	67,000	59,000	43,500	58,000
Of which American.....	54,000	39,500	33,500	34,000
Amount afloat.....	260,000	260,000	261,000	239,000
Of which American.....	99,000	107,000	111,000	100,000

The tone of the Liverpool market for spots and futures each day of the week ending June 29, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday	Tuesday	Wednes.	Thurs'd'y	Friday
Market, 12:30 P.M.	Dull.	Mod. inq. freely supplied.	Dull and easier.	Tending down.	Easier.	Dull and easier.
Mid Upl'ds	511 ¹⁶	511 ¹⁶	511 ¹⁶	511 ¹⁶	511 ¹⁶	511 ¹⁶
Mid. Orln's	513 ¹⁶	513 ¹⁶	513 ¹⁶	513 ¹⁶	513 ¹⁶	513 ¹⁶
Sales.....	6,000	10,000	7,000	8,000	6,000	6,000
Spec. & exp.	1,000	1,000	1,000	1,000	500	500
Futures Market, 12:30 P.M.	Steady.	Quiet.	Very dull.	Dull.	Flat.	Easy.
Market, 4 P. M.	Steady.	Barely steady	Easy.	Easy.	Easy.	Quiet.

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

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

	Sat., June 23.				Mon., June 25.				Tues., June 26.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
June.....	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
June-July..	5 43	5 44	5 43	5 44	5 44	5 41	5 44	5 44	5 43	5 43	5 43	5 43
July-Aug...	5 45	5 46	5 45	5 46	5 46	5 46	5 46	5 46	5 45	5 45	5 44	5 44
Aug.-Sept..	5 49	5 50	5 49	5 50	5 50	5 51	5 50	5 50	5 49	5 49	5 48	5 48
Sept.-Oct...	5 47	5 48	5 47	5 48	5 48	5 48	5 47	5 47	5 47	5 47	5 47	5 47
Oct.-Nov....	5 42	5 42	5 42	5 42	5 42	5 42	5 42	5 42	5 41	5 41	5 41	5 41
Nov.-Dec...	5 40	5 40	5 40	5 40	5 40	5 40	5 40	5 40	5 40	5 40	5 39	5 39
Dec.-Jan....	.....	.....	.....	.....	.....	.....	.....	.....	5 40	5 40	5 40	5 40
Jan.-Feb....	5 41	5 41	5 41	5 41	5 41	5 41	5 41	5 41	.....	.....	.....	.....

	Wednes., June 27.				Thurs., June 28.				Fri., June 29.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
June.....	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
June-July..	5 42	5 42	5 42	5 42	5 42	5 42	5 41	5 41	5 40	5 40	5 40	5 40
July-Aug...	5 43	5 43	5 42	5 42	5 42	5 42	5 41	5 41	5 41	5 41	5 40	5 40
Aug.-Sept..	5 48	5 48	5 47	5 47	5 46	5 46	5 45	5 45	5 45	5 45	5 44	5 44
Sept.-Oct...	5 46	5 46	5 45	5 45	5 45	5 45	5 44	5 44	5 44	5 44	5 43	5 43
Oct.-Nov....	5 41	5 41	5 41	5 41	5 40	5 40	5 40	5 40	5 40	5 40	5 39	5 39
Nov.-Dec...	5 39	5 39	5 39	5 39	5 38	5 38	5 38	5 38	5 37	5 37	5 37	5 37
Dec.-Jan....	.....	.....	.....	.....	5 38	5 38	5 38	5 38	5 37	5 37	5 37	5 37
Jan. Feb....	.....	.....	.....	.....	.....	.....	.....	.....	5 38	5 38	5 38	5 38
Feb.-March	.....	.....	.....	.....	.....	.....	.....	.....	5 40	5 40	5 40	5 40

BREADSTUFFS.

FRIDAY, P. M., June 29, 1883.

Flour has been dull and depressed in value. The supply of winter and spring wheat brands has been abundant. The export demand has been light, whether for Europe, the West Indies or South America, and the home trade has been equally small. The receipts have been large, and it is stated

that notwithstanding a positive loss to the miller, at the present prices, the production is not being reduced. Some holders have been storing their consignments rather than accept the current quotations, but the decline in wheat has led many to offer their supplies freely. To-day the market was dull and weak.

Wheat has been fairly active on speculation, and latterly a good export demand has prevailed. Prices, however, have declined from 2 to 5 cents per bushel, the greater reduction being in options. The depression has been due to the unloading by bull operators both here and at the West and the steady decline in the Chicago market. At times, as for instance early in the week, somewhat less favorable weather at the West has caused some covering of contracts by the shorts, and then there has been a temporary recovery of tone; but latterly the steadily improving crop prospects have led to heavy sales at Chicago, including blocks held without margins, and yesterday the market there was reported panicky, the decline being checked only after a fall of two cents, by the covering of shorts anxious to secure their profits. Some damage has of late been done to the crops in the Mississippi valley by floods, but not enough to have any appreciable effect on prices. The spring wheat crop in the Northwest is reported in fine condition. On the spot No. 2 Milwaukee spring has sold at \$1 11. The export trade has been largely for the Continent. To-day the market was 1/2@1c. lower on the spot, and options sold early at a decline of 3/4@1 1/2c., though afterward there was some recovery. No. 2 red sold at \$1 12@1 13 for July, \$1 14 3/4@1 15 3/4 for August, \$1 17 1/2@1 17 3/4 for September and \$1 18 3/4@1 19 3/4 for October.

Indian corn has at times sold very freely for export, especially during the last few days, but the speculation has decreased materially. Prices have, as a rule, declined 1 to 2 cents, owing to lower prices at the West and favorable reports regarding the growing crop. Southern has been scarce in demand and higher. To-day the market was firm on the spot, but 3/4 to 1 1/4c. lower for future delivery. No. 2 mixed sold at 60 1/2c. for July, 62 1/2@62 1/4c. for August, 63 1/4c. for September and 64 1/2c. for October.

Rye has been quiet and rather weak. Oats have been fairly active at a decline of 2 to 3 cents, owing to large receipts, favorable crop advices and a decline at the West. To-day there was some recovery, the market advancing 1c., largely owing to a demand to cover contracts. No. 2 mixed sold at 39@40 3/8c. for July, 37 1/4@38c. for August, 36 3/4@37c. for September and 37 1/2c. for October.

The following are closing quotations:

FLOUR.	
No. 2 spring... 3 bbl.	\$2 40 @ 2 90
No. 2 winter	2 75 @ 3 50
Superfine	3 25 @ 4 00
Spring wheat extras..	3 90 @ 4 50
do bakers'	5 00 @ 6 25
Wis. & Minn. rye mix.	5 00 @ 5 40
Minn. clear and str'at	4 25 @ 6 30
Winter shipp'g extras.	3 90 @ 4 25
Patents, spring.....	6 00 @ 7 25
Patents, winter.....	\$5 50 @ 7 00
City shipping extras.	5 25 @ 6 00
Southern bakers and family brands	5 30 @ 6 50
South'n ship'g extras.	4 20 @ 5 10
Rye flour, superfine..	3 30 @ 3 60
Corn meal—	
Western, &c.....	3 00 @ 3 40
Brandywine, &c....	3 40 @ 3 50
GRAIN.	
Wheat—	
Spring, per bush. @
Spring No. 2.....	@ 1 10
Red winter, No. 2	1 16 @ 1 17
Red winter	98 @ 1 17 1/2
White.....	1 00 @ 1 17
White No. 1.....	1 09 1/2 @ 1 09
Corn—West. mixed	49 @ 61
West. mix. No. 2.	41 @ 61 1/2
White Southern..	70 @ 72
Corn—	
Yellow Southern,	68 @ 70
White Western...	67 1/2 @ 68
Rye—Western	65 @ 69
State & Canada..	71 @ 73
Oats—Mixed.....	39 @ 43
White.....	40 1/2 @ 47
No. 2 mixed.	39 1/2 @ 40
No. 2 white.....	43 3/4 @ 44
Barley nominal.	

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 June 23 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 196 lbs	Bush. 60 lbs	Bush. 56 lbs	Bush. 32 lbs	Bush. 48 lbs	Bush. 56 lbs
Chicago.....	47,119	217,406	1,486,700	712,160	20,315	68,211
Milwaukee..	60,506	187,179	173,070	106,000	30,805	17,293
Toledo.....	1,735	95,287	144,713	10,011	587	5,240
Detroit... ..	2,119	60,439	30,311	9,267	3,135	.....
Cleveland....	2,911	62,232	16,100	14,400	.....	.....
St. Louis....	19,445	121,266	254,595	129,710	1,200	4,163
Peoria.....	901	1,310	65,200	97,875	5,490	9,500
Duluth.....	20,000	85,386	.....	.....	.....	.....
Tot. wk. '83	154,736	860,545	2,171,249	1,079,423	61,292	104,410
Same wk. '82	115,553	518,902	1,220,234	706,936	46,409	30,219
Same wk. '81	176,796	1,570,637	4,211,663	1,438,661	60,206	25,667
Since Aug. 1—						
1882.....	8,626,885	71,953,740	87,641,062	48,761,182	15,103,295	4,674,362
1881.....	7,182,339	40,140,562	102,011,396	34,444,577	12,022,706	3,773,637
1880.....	7,973,821	76,119,643	113,765,638	43,334,210	11,738,699	3,283,457

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

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	4,368,976	3,453,111	4,250,628	2,564,394
Wheat.....bush.	11,162,461	11,829,896	23,291,313	25,877,290
Corn.....bush.	50,381,619	37,290,873	43,706,234	58,115,659
Oats.....bush.	21,702,643	14,599,839	16,618,824	11,490,368
Barley.....bush.	4,509,403	2,971,190	1,991,880	1,581,117
Rye.....bush.	1,785,638	1,331,729	1,046,733	958,161
Total grain.....	92,514,769	67,123,527	87,316,981	98,027,595

The exports from the several seaboard ports for week ending June 23, 1883, are shown in the annexed statement:

Exports from—	Flour	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	51,418	335,452	517,625	1,914	128,517	732
Boston...	34,195	21,214	124,213	.....	.....	.....
Portland.	.....	.....	.....	.....	.....	.....
Montreal.	6,537	140,911	100,101	.....	.....	44,928
Philadel..	1,154	50,115	88,160	.....	.....	.....
Baltim're	3,573	59,322	160,985	.....	.....	.....
N.Orl'ns	62	.....	111,351	5	.....	.....
Total w'k.	97,239	607,044	1,105,735	1,919	128,517	45,660
Same time 1882..	65,265	595,099	179,770	4,176	91,449	15,890

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

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, June 23.	1882. Week, June 24.	1883. Week, June 23.	1882. Week, June 24.	1883. Week, June 23.	1882. Week, June 24.
Un.King.	63,197	22,398	360,612	316,221	773,174	59,331
Continent	1,620	2,915	242,232	250,478	309,170	65,551
S.&C.Am	8,401	22,495	.....	.....	13,069	5,958
W. Indies	9,615	14,884	4,500	400	9,326	48,558
Brit. Col's	13,581	2,511	.....	.....	.....	23
Oth.c'nt's	905	57	.....	.....	996	344
Total...	97,239	65,265	607,044	597,099	1,105,735	179,770

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

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to June 23.	1881-82. Sept. 1 to June 24.	1882-83. Sept. 1 to June 23.	1881-82. Sept. 1 to June 24.	1882-83. Sept. 1 to June 23.	1881-82. Sept. 1 to June 24.
Un. Kingdom	5,227,134	2,594,660	33,308,757	26,336,045	29,918,385	19,498,712
Continent...	401,564	194,906	25,399,625	11,569,374	6,014,982	4,376,878
S. & C. Am...	5,2110	591,498	120,185	7,117	372,090	423,072
West Indies.	744,400	569,567	72,064	35,679	843,348	632,101
Brit. Col'nies	510,811	476,296	18,113	60	88,449	123,443
Oth. countr's	36,245	28,069	227,406	242,934	140,566	78,383
Total....	7,485,327	4,437,968	59,144,150	38,191,212	33,877,870	25,132,789

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, June 23, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	4,412,933	743,023	331,627	.....	204,781
Do. afloat (est.)	398,000	632,060	65,000	.....	.....
Albany	1,814	7,537	11,124	540	.....
Buffalo	188,024	586,581	79,024	6,275	32,588
Chicago	6,100,658	2,937,524	681,060	31,959	696,286
Milwaukee	1,949,060	101,500	89,450	192,400	44,800
Duluth	402,230	96,326	.....	.....	.....
Toledo	1,071,959	493,677	50,686	.....	24,239
Detroit	831,395	51,374	23,561	.....	.....
Oswego	55,000	79,000	1,100	68,000	135,000
St. Louis	509,406	1,669,975	84,018	11,500	60,334
Cincinnati	88,157	41,336	45,593	18,157	122,244
Boston	8,486	201,528	165,912	2,254	330
Toronto	270,237	.....	1,009	62,432	116
Montreal	306,130	106,175	50,952	33,760	80,260
Philadelphia	344,623	446,206	198,068	.....	.....
Peoria	3,323	68,420	139,898	2,872	103,186
Indianapolis	223,700	108,200	25,900	.....	13,000
Kansas City	179,258	112,853	7,869	210	12,152
Baltimore	1,103,273	485,524	.....	.....	.....
Down Mississippi	150,384	.....	8,810	.....	.....
On rail	207,253	564,261	829,781	27,942	47,718
On lake	662,170	3,350,443	352,029	.....	115,438
On canal	524,000	1,426,000	520,000	20,000	182,000
Tot. June 23, '83.	20,210,434	14,631,577	4,345,492	474,001	1,878,492
Tot. June 16, '83.	20,618,963	14,923,511	4,558,738	477,408	1,774,750
Tot. June 24, '82.	10,555,415	8,135,326	1,926,435	103,457	807,502
Tot. June 25, '81.	16,370,483	13,533,128	7,004,107	248,037	162,527
Tot. June 23, '80.	13,913,349	13,097,790	3,050,519	230,180	237,986

THE DRY GOODS TRADE.

FRIDAY, P. M., June 22, 1883.

Business has ruled quiet in commission and importing circles the past week, as usual at this time of year, when jobbers hold aloof from the market in order to take account of stock, &c. There was, however, a fair demand for some descriptions of fall goods by Western and Southwestern buyers, considerable shipments of which were made by cheap transportation routes. The general jobbing trade was very quiet, but a liberal distribution of domestics, prints, gingham, lawns, dress goods, &c., was made by some of the larger jobbers, who make a practice of closing out their open stocks at low figures when on the eve of stock-taking. There are a great many out-of-town buyers

in the city, and at adjacent watering places, &c., and a more active trade is anticipated soon after the July holidays, many merchants having deferred their purchases until that time.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 3,051 packages, of which 891 were shipped to China, 611 to Great Britain, 596 to Argentine Republic, 254 to United States of Colombia, 132 to Sandwich Islands, 151 to Mexico, 175 to Brazil, 72 to Uruguay, &c. The demand at first hands continued light and irregular, but values are unchanged and fairly steady as a rule. Fine brown cottons were rather more freely distributed, and there was a slightly improved call for light browns by converters. Bleached goods and wide sheetings were on the whole quiet but steady, and colored cottons remained dull; cotton flannels were in steady request, and leading makes were freely distributed on account of back orders. Print cloths were in moderate demand, and firm at 35¢ for 64x64s and 3½¢ for 56x60s. Dark fancy prints were more sought after, and there was a fair business in indigo-blue prints, but light calicoes were almost neglected in first hands.

DOMESTIC WOOLEN GOODS.—Mens'-wear woolens have been lightly dealt in by the clothing trade, and purchases by cloth and dry goods jobbers were only moderate in the aggregate. The most desirable cassimeres and overcoatings are held with rather more firmness because of the great curtailment of production that has lately taken place, but inferior fabrics are more or less unsettled and prices are in buyers' favor. Cloakings and sackings have received more attention from wholesale buyers, and there was a moderately increased movement in wool flannels, blankets and repellents to the interior. Kentucky jeans have been quieter and satinets were slow of sale. All-wool dress goods (in fall shades) were in some request for future delivery, and some good orders were placed for Matalasse and honeycomb sackings for next season. Hosiery and knit underwear were a little more active in demand, and large deliveries were made by agents in execution of former orders.

FOREIGN DRY GOODS were dull in first hands and sluggish with jobbers, aside from a very few specialties in which there was a moderate business. Prices of staple goods remain steady, and a recent advance in raw silk has had a stiffening effect upon silk goods.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending June 23, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

Manufactures of—	Week Ending June 23, 1883.		Since Jan 1, 1882.		Week Ending June 23, 1883.		Since Jan 1, 1883.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Wool.....	857	354,739	23,711	10,316,808	691	272,476	20,851	8,822,641
Cotton.....	914	290,640	41,523	13,581,059	2,215	555,219	88,544	12,726,49
Silk.....	918	527,447	26,709	18,090,385	234	126,780	18,056	11,090,60
Flax.....	1,061	162,688	42,368	7,463,317	1,981	234,762	43,823	6,873,64
Miscellaneous.....	3,774	113,074	62,311	4,790,178	305	71,651	57,424	3,757,50
Total.....	7,524	1,448,588	196,362	54,271,992	5,426	1,260,848	175,700	43,270,24
Manufactures of—	WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.							
Wool.....	563	108,854	7,732	3,188,186	1,279	519,325	11,598	4,806,69
Cotton.....	164	61,658	6,890	2,056,734	791	231,842	11,087	3,461,11
Silk.....	89	54,655	3,733	2,813,439	89	32,934	5,156	3,750,23
Flax.....	259	37,281	12,278	2,082,642	285	42,293	12,580	2,175,49
Miscellaneous.....	103	13,606	74,988	1,368,352	331	16,730	83,716	1,470,07
Total.....	844	276,054	105,621	11,509,213	2,775	876,164	124,137	15,663,61
Ent'd for consumpt.	7,524	1,448,588	196,362	54,271,992	5,426	1,260,848	175,700	43,270,24
Total on market.....	8,368	1,724,642	301,983	65,781,205	8,201	1,137,052	302,837	58,933,86
Manufactures of—	ENTERED FOR WAREHOUSE DURING SAME PERIOD.							
Wool.....	418	181,150	9,047	3,667,513	1,300	538,822	15,441	6,181,41
Cotton.....	205	46,610	7,714	2,911,388	367	81,849	11,071	3,147,74
Silk.....	234	130,055	4,295	2,965,918	614	313,826	8,239	5,314,08
Flax.....	392	69,377	11,031	2,021,994	426	64,767	10,516	1,939,77
Miscellaneous.....	1,949	36,730	61,265	1,261,129	472	59,185	90,456	1,889,40
Total.....	3,198	463,922	93,319	12,130,937	3,179	1,028,449	13,723	18,472,38
Ent'd for consumpt.	7,524	1,448,588	196,362	54,271,992	5,426	1,260,848	175,700	43,270,24
Total at the port.....	10,722	1,912,510	289,711	66,402,929	8,605	2,289,337	314,423	61,742,62