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### The Chronicle.

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WILLIAM B. DANA. JOHN G. FLOYD.

RASER

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#### THE FINANCIAL SITUATION.

The new fiscal year opens with a little more activity in some departments of trade, and a better feeling observable for all legitimate business. Speculation for the time being seems to have been put at rest, the slow way of making money having so lately proved itself the better way. The only circumstance of special interest to be noted is the issue of the 1st of July Agricultural Bureau report substantially confirming the more favorable of the current crop rumors. According to it, the wheat production will be not less than 425 million bushels, with all other staples promising at that time better than a year ago, while since the 1st of July the weather has in most sections been highly favorable. Certainly, if stock values were governed solely by the prospective tonnage movement, one would have no difficulty in forecasting the future of Wall Street markets.

Some argue however, that with abundant crops all over the world, we shall not be able to market our productions. There was a time when corn was so plentiful and at so low a price as to be used as fuel in certain sections, and a return of similar conditions is again predicted. That was before the late extensions and combinations in our railroad system, which have put all cultivated sections within easy reach of a market, and reduced so very largely the cost of carriage to the seaboard. Even our old roads have within

one half. We may reasonably anticipate that moderate prices for farm products will prevail, but no lower prices than will permit consumers to be reached, and at such prices consumption will be greatly enlarged the world over, as it always is and must be under such conditions. Hence, beyond a doubt, unless our crops suffer some catastrophe later on, our railroads, the great distributers, will carry tonnage enough to make large earnings the coming season. Whether they will choose to fight among themselves and carry freight for less than it costs them, or whether burdensome extensions will be built and the issue of securities more than keep pace with the increased business, or whether further rival lines will spring into existence, their construction made possible through this modern system of stock and bond issues which makes any price, however low for the stock, profit to the projectors --whether these incidents or any of them or others which have during past months disturbed our stock market will continue to mar its prospects, it is beyond any one's knowledge to know; but of this one thing the present promise seems to give full assurance, and that is that there will be a larger tonnage to be moved this year than ever before.

In the meantime, and in view of the many uncertainties, the public seem to have assumed a waiting attitude, for besides the railroad problems there are fiscal questions threatening, the solution of which nothing but abundant crops can defer, and perhaps not even that circumstance. We are to have a new Congress this fall, with a new party in one branch. What will be done or attempted? Will the two parties under a false notion of making Presidential capital, strive to vie with one another in a race as to who shall exhibit the least sense? In the absense of facts, the suggestions therefore of our political conventions as to fiscal legislation have occupied some attention this week. Notice of this would be out of place here, were it not that in one of our leading States the party which has so long stood as the representative of conservatism finds it convenient to recommend measures which, if enacted, would be very disturbing, and, according to oldfashioned notions, scarcely honest. The propositions are, first, to divide up surplus Government income among the States, according to population—that is,. exact money from one man and give it to another, a kind of legalized pocket-picking-and next to redeem trade dollars. The funny part of it is, that this last proposal is to be carried through under the guise of a poor man's soothing syrup. Of course the resolution cannot refer to the poor man in this country, because the speculators (who are not as a class impecunious creatures), have bought up the bulk of the trade dollars in the United States; but ten years lowered the charge for moving freight per ton it must have been conceived in a philanthropic, missionary

spirit, and mean the poor of China, who hold the larger share of these coins. Why, however, a foreigner should be paid 18 cents more on each dollar than it is worth, when we told him he was taking the coin at his own risk, or how it is going to be popular to stand on that side of the Chinese question now, when the other side was so recently the popular one, the resolution does not state. One would be tempted to believe that the whole thing is another of the miserable tricks of the cunning heathen Chinee played off on some incautious politician, were it not for the fear that it may evince a lowering of the standard of principle prevailing in a great party.

This silver question has a special interest just now, in asmuch as it looks for the moment as if we might through our large crops this fall get a new supply of gold from Europe and thus for the time being avert the trouble which our silver coinage bill threatens. The condition of our exchange market prompts this suggestion, as it has developed a decidedly downward tendency during the week, the rates having declined from the point at which they have ruled for nearly four weeks, while the indications at present promise even lower figures, though yesterday the tone was a trifle firmer, on account of a little more active inquiry for sterling at the reduced rates. There is, however, an uncertainty as to whether gold in any considerable quantity will come, because the state of our currency tends to make us undervalue that metal, so that we may accept merchandise in payment for our produce. Furthermore, this tendency is advanced through the condition of European money markets, the open markets at Paris and on the Continent having been for many weeks rising. The cable also announces this week a comparatively large drain of bullion from the Banks of France and Germany, and in view of that, and the previous condition referred to, it does not seem probable that the Bank rates at those centres will long remain as now; besides, an advance there would probably necessitate an advance at London.

The immediate cause of the fall in the rates of exchange this week was the offering of bills drawn against shipments of produce bought in Chicago at the time of the break in that market two weeks ago, the pressure of some speculative bills drawn against expected exports of staples, and the marketing of a supply of francs which had been withheld in the hope of obtaining better prices. Bankers also report a steady movement of European capital from London and the Continent for investment in ranches at the West and South, and bills now on the market have been drawn against these investments. To a limited extent, likewise, purchases are in progress for European account of some of the most desirable American but this movement does not at pressecurities, ent make any appreciable impression upon the market. The demand, too, is at the moment barely sufficient to absorb legitimate bills, so that there is very little object in bankers' drawing speculative drafts in the expectation of covering them at a future period, either by renewals or commercial bills drawn against shipments of produce. And this fact together with the further condition, as already stated, that money is ruling in Europe at higher rates, and above those in this city, removes all object for bringing money out which will yield not more than 2 per cent here. The position of this country as to our foreign trade is however a strong one. And if the same conservatism prevails which is so apparent now, we shall make a very considerable draft upon the European gold reserves this fall in spite of the tenacity and nervousness their money markets exhibit at the least indication of a prospective drain.

tween the Chronicle's statement of the changes in the bank holdings of specie and legal tenders last week and that of the Clearing House report issued on Saturday. figures, based on the interior movement and the Sub-Treasury operations, showed a gain to the banks of \$1,816,718, but the Clearing House report showed a loss of \$1,390,100 in specie and \$1,691,100 in legal tenders, or a total loss of \$3,081,200. As on re-examination we see no reason to doubt the accuracy of our figures, we will make two or three suggestions in the way of accounting for the difference. (1). The Clearing House report gives, not the actual holdings of the banks at the end of the week, but the average for the previous six days. Our figures aim to give the actual changes, as nearly as may be. (2). The Clearing-House report for the week preceding that under review exhibited a net gain of \$552,900; our figures of the interior movement and the Treasury operations made it clear that the banks had actually lost \$1,665,444 during that time, and as according to the Clearing House system of averaging accounts this loss did not appear in the return for Saturday, June 30, it was sure to appear in that for July 7, thus accounting for about \$2,200,000 of the difference of last Saturday. (3). When a holiday occurs in a week where either large payments or large receipts interfere to disturb the ordinary business of the banks, the effect of these receipts or disbursements is frequently greatly magnified under the bank system of averages. Last week was just such a week—there was a holiday, and on the five days both receipts and disbursements were unusually full. The Treasury was paying out considerable sums for interest, which of course would accrue to the benefit of the banks, but on the other hand the banks had to meet the very active demand on them to pay the customs receipts which were exceptionally large on account of the change in the tariff law. There is no uniformity among the banks in the course pursued in striking an average when the week is thus shortened by a holiday. Some of them take the average of the other five days, while others add the totals for the day preceding the holiday in twice and then divide by six in the usual manner. In the latter case, it is easy to see that if the bank had lost heavily on the day before—say by customs payments—the loss must be twice counted and thus greatly exaggerated. (4.) We might also add that it is not easy to measure the real disturbing effect of the larger payments over the country incident to the 1st of January and the 1st of July. But we forbear pursuing that point, as what we have already said seems to us to suggest a sufficient explanation for the discrepancy referred to.

Money on call remains in abundant supply, and the demand is light by reason of the liquidation in the stock market and the lack of speculation in every department of business. The exchanges at interior points on New York show no material change. For the past week 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.

and product	•		THE RESERVE THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER.	A STREET, ASSESSMENT OF THE PARTY OF THE PAR
Week E	nding July 13, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency		\$2,159,000 32,000	\$592,000 249,000	Gain.\$1,567,000 Loss. 208,000
	ld and legal tenders		\$832,000	Gain.\$1,359,000

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 the banks have lost \$261,136 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we We have been asked to explain the wide discrepancy be- have the following, which should indicate the total gain to the N. Y. Clearing House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week Ending July 13, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above Sub-Treasury operations, net	<b>\$2,191,000</b>	\$832,000 261,136	Gain.\$1,359,000 Loss. 261,136
Total gold and legal tenders	\$2,191,000	\$1,093,136	Gain.*1,697,864

The stock market has been unsettled and generally lower this week. Among the many special reasons which are assigned for the depression, probably the distrust caused by the belief that the leading operators, for a rise are heavily loaded with share properties which they wish to sell, is having as much influence as anything to deter speculators. They are afraid they will only help other holders out and buy what they will have to keep. Apparently, at least for the time being, the late movement for a rise has this week culminated. New York Central was unfavorably influenced by reports of rate-cutting on westbound business, and by the fact that the returns of eastbound tonnage last week showed a large increase for the Erie, by reason of its Chicago & Atlantic connection; this also gave color to the rumor that the business of all the trunk lines was demoralized. The early reports that the drouth in Dakota and Montana threatened ruin to the wheat crop in that section aided in depressing the prices of Chicago & Northwestern, Chicago Milwaukee & St. Paul, and St. Paul Minneapolis & Manitoba. A rumor that Mr. Gould was making active preparations for an immediate departure for Europe caused a sharp decline in the Southwesterns. One prominent feature has been the fall in stocks and bonds of roads that have only a remote prospect of yielding returns to their holders. The explanation given is that those who bought these properties from the original projectors have decided to sell even at a sacrifice rather than longer carry them, and the decline in higher-priced stocks in which they were interested has in some cases compelled the unloading of the "fancies" in order that those speculatively or intrinsically more valuable might be protected.

A circumstance of interest has been the advent of some of the Seney people this week into the directory of the This road is a compara-Toledo Cincinnati & St. Louis. tively new concern, but during its short existence of three years has had quite a varied and checkered experience. It has seen frequent changes of management, and the money so necessary to a new enterprise has not always been forthcoming. It has only recently made an urgent appeal to some of its delinquent subscribers to respond more promptly to the calls upon them, and it is understood that the Serwy people will render material financial assistance, though as the road has recently been completed to St. Louis, and is now running trains into that city, it has probably passed the most serious crisis in its career. It is not known what end the new direction has in view with the road. Being a narrow guage, it has not so many supporters as it otherwise would have, by reason of its location in an important section of the country, it is possible that its gauge will not prevent its successful operation, and certainly it can, if it chooses, cause some annoyance to existing lines. In this latter particular, it is supposed that the Wabash has as much to fear as any road, for the new line parallels the Wabash from Toledo to St. Louis-indeed, in conjunction with the Texas & St. Louis and the Cairo & St. Louis, it will form a competing system to the Gould lines all the way down into Texas. But we may be sure that certain other roads will not escape the effects of its competition. Mr. Vanderbilt's Cleveland Columbus Cincinnati & Indian-

apolis runs to St. Louis, like the new line, though it starts from Cleveland instead of Toledo, which, however, is not likely to be a bar to competition; and it should be borne in mind (what many persistently overlook) that the new line also runs to Cincinnati as well as to St Louis, thus placing it in position to compete for Cincinnati business, too, with the Cleveland road. Perhaps the new owners intend to play their Nickle-Plate scheme again. There are some reasons why they might suppose it would work.

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

	Jul	y 9 <b>.</b>	July	10.	July	11.	July	12.	Jul	y 13.
			Lond'n prices.*	47/5/2000/00/00/00/00/00/00	Lond'n prices.*		BOATS BRIDE WAR		Lond'n prices.*	
U.S.4s,c.	118.94	119	118.94	119	118.94	119	118.82	11878	118.85	1187/8
U.S.31/49.	103.52	101‡	103.25	101 #	102:30	101#	101.95	101‡	101.95	101‡
Erie	37:32	3714	36.71	361/2	36.58	3638	36.39	301/8	36 55	3614
2d con.	96.43	9616	96.43	6616	95:94	96	95.81	9534	95.84	9516
Ill. Cent.	153.33	133	132.65	133	132.40	133	132.27	13234	132.51	13234
N. Y. C	119.43	11914	118.70	118	117.96	11756	118.09	11734	118.21	11734
Reading	29 61+	59	-29-00+	5814	28.88+	5758	28.72+	5738	28.85+	5736
Ont.W'n	26.30	2614	26.18	26	25.94	2534	25.91	251	25.79	2536
St. Paul	105.48	1051/4	104.75	10436	104.20	1037/8	104.40	10358	103.91	10376
Exch'ge.	1	916	4.8	391/2	4.80	15	4.5	s9	4.8	89

<sup>\*</sup>Expressed in their New York equivalent.

Reading on basis of \$50, par value.

; Ex interest.

The Bank of England rate of discount remains unchanged at 4 per cent. The Bank lost £19,500 bullion during the week, notwithstanding the receipt of £191,000 from abroad, and the proportion of reserve to liabilities has been increased 7½ per cent. The Bank of France reports a decrease of 7,825,000 francs gold and 6,700,000 francs silver, and the Bank of Germany since the last return shows a loss of 6,351,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	July 12, 1883.		July 13	3, 1882.
	Gold.	Silver.	Gold.	Silver.
5	2		2	
Bank of England	22,247,253		23,677,541	
		41,528,225	38,742,316	46,241,935
Bank of Germany	7,614,200	22,842,600	7,007,500	21,022,500
Total this week	69,625,767	61,370,825	69,427,357	67,264,435
Total previous week	70,038,123	64,876,985	70,072,450	67,484,648

The Assay Office paid \$134,566 through the Sub-Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

			Consis	ting of-	
Date.	Duties.	Gold.	U. S. Notes.	Gold Certif.	Silver Oer- tificates.
July 6	\$871,324 84	\$11,000	\$57,000	\$711,000	\$93,000
7	443,775 12	6,000	20,000	369,000	48,000
" 9	711,507 24	10,000	21,000	627,000	54,000
" 10	699,619 17	16,000	48,000	553,000	82,000
" 11	512.898 95	13,000	25,000	433,000	42,000
4 12	382,628 43	8,000	24,000	302,000	48,000
Total.	\$3,621,753 75	\$61,000	\$195,000	2,995,000	\$36 <b>7,000</b>

# RAILROAD EARNINGS IN JUNE, AND FROM JANUARY 1 TO JUNE 30.

Railroad earnings have as yet suffered no interruption in the progress so steadily making towards larger totals. The June figures indicate a very general and quite satisfactory growth in pretty nearly all sections of the country—some roads, indeed, recording quite heavy gains; but the improvement loses some of its significance when we remember that June last year was not as a rule a favorable month for railroad traffic, the small crops of the preceding season and a general quietude in trade having operated to diminish railroad tonnage, so that our table for the first time in three years showed a decrease as compared with

the year before. Still, the gain this year is pretty large—almost two million dollars, equivalent to about 8 per cent—and though there are some roads that exhibit a decrease this June in addition to the decrease of last June, the statement must be denominated satisfactory, considering that there were no special favoring influences and that general business remains quiet and small. The following is the June table, giving earnings and mileage of each road.

GROSS EARNINGS AND MILEAGE IN JUNE.

	Gr	oss Earnin	gs.	Mile	age.
Name of roud.	1883.	1882.	Increase or Decrease.	1883.	1882.
	*	*	\$	202	900
Alabama Gt. South	72.176	54,496	$^{+17,680}_{-50,479}$	$\frac{296}{1,820}$	$\frac{296}{1,820}$
Atch. Top. & S. Fe	$\frac{1,103,000}{216,616}$	$1{,}153{,}479$ $211{,}257$	+5,359	690	620
Burl. Ced. Rap. & Nc. Canadian Pacific	567,775	245,261	+322,514	1.704	746
Central Iowa	93,535	100.629	7,094	290	214
Central Pacific	2.052,000	2,229,105	-147,105	2,972	$\frac{3,006}{504}$
Chesapeake & Ohio	326,525	271 382	$+55,143 \\ +36,288$	512 847	847
Chicago & Alton Chic. & Eastern Ill	653.539 $143.205$	617,251 $132,601$	+10.604	240	240
Chic. & Gr. Trunkl	270,198	183,901	+86,297	335	335
Chic. Milw. & St. Paul.	2,023,000	1,619,431	$+403,\!569$		4,263
Chicago & Northwest.	2,175,528	2,043,516	$\pm 132,012$	3,580 $1,150$	$\frac{3,285}{1,042}$
Chie. St. P. Minn. & O.	$\substack{428,934\\91,020}$	$374.694 \\ 79,294$	$^{+54,240}_{-11,726}$		371
Chie. & West Mich.* Cin. Ind. St. L. & Ch	200,865	193,372	+7,193	363	363
Cincinnati Southern	203.826	183,835	+19,991	336	336
Cleve. Ak. & Col	46,543	43,171	+3,372	144	1 000
Deny. & Rio Grande.	547.300	531,700		$\frac{1,281}{138}$	1,066
Des Moines & Ft. D.' Detroit Lans'g & No	16,895 $131,292$	15,596 $134,175$	-2.883	225	
Eastern*	206,261	196,049	+10,212	283	283
East Tenn. Va. & Ga	260,865	210,995	+49.870	1,100	900
Evansy, & T. Haute	56,220	61,619	-5,399	$\frac{146}{355}$	$\begin{array}{c} 146 \\ 345 \end{array}$
Flint & Pere Marq	206,322	160,240	+46,082 $12,269$	$\begin{array}{c} 355 \\ 254 \end{array}$	228
Flor, Tran. & Penin Grand Trunk of Can.t.	$\frac{41,118}{1,699,693}$	$28,849 \\ 1.551,860$	+147,833	2,322	2.225
Gr. Bay Win. & St. P.		30,365	3,907	225	219
Gulf Col. & Santa Fe.	139,156	81,148	+58,003	534	415
Hannibal & St. Jos	165.245	155,157	+10,088	$\frac{292}{928}$	$\frac{292}{919}$
Illinois Central (III.)	531,174	504,160 $148,186$	+30,014 $+18,035$	$\begin{array}{c} 928 \\ 402 \end{array}$	402
Do (Iowa lines) Do (South, Civ.)	166,221 $234,713$	206,516	+28,197	$57\overline{8}$	578
Ind. Bloom. & West	217,574	186,143	+31,431	681	684
Little Rock & Ft. S	28.881	26,763	+2,118		168
Little Rk. M. R.&Tex.	22,971	- 17,700	$+5,274 \\ +29,964$	$\frac{170}{352}$	$\begin{array}{c} 154 \\ 352 \end{array}$
Long Island	286.665 $1.059.800$	256,701 $902,719$		2,071	2,028
Louisville & Nashv Marq. Hough. & On	104,936	185,780	-50.814	5)4	87
Memphis'& Char'ton.	78.531	65,741	+12.793	330	330
Milw. L. Sh. & West	87,265	69,568	+17,697		276   892
Missouri Pacific	636,725	535,688 55,530	+101,037 $+47,130$	1,025	388
Central Branch	$\frac{102,666}{270,568}$	261,734	+8,531	825	775
Intern'l & Gt. No	556,331	455,904	+100,127	1,308	1,230
St. L. Hon Mr. & So.	5.54,556	529,700		816	723
Texas & Pacific	456,226	397,253	58,97	1,389	1,138
Mobile & Ohio	121,640	136,183		528 391	528 394
N. Y. & New Englind. Norfolk & Western	293,919 $188,201$	$\frac{285,391}{174,943}$	$+8,528 \\ +13,358$	502	428
Northern Pacific	788,700	704,617	+84.083	1.701	1,298
Ohio Central	90,097	82,665	+7,132	212	212
Ohio Southern	28,184	25.778	+2,406	128	$\frac{128}{254}$
Peo'ia Dec.& Evansv.	48,474	53,690 $229,982$	$-5.216 \\ +28,709$	$\frac{254}{757}$	757
Rich. & Danville Char. Col. & Aug	258,691 $44,094$	36.878		337	303
Columbia & Gr'v	31,755	33,240	-1,485	294	294
Virgima Midland.	131,313	136.026			353
West. No. Carolina.	23,261	16,814	-+6,117	190	190 195
St. L. A.& T.H. m.line.	\$5,550 56,110	$99.083 \\ 52.948$	-13,533 +3,162	195 138	121
Do do (branches). St. Louis & Cairo	56,110 $29,599$	26,021			146
St. Louis & San Fran.	259,917	241,226		732	
St. Paul & Duluth!	125,517	89,605	+35,912	209	194
St. Paul Minn. & Man.	763,838	856,417		1,250 132	$\begin{array}{c} 912 \\ 132 \end{array}$
Scioto Valley	46,433	$\frac{41.872}{50.054}$			
Tol. Cin. & St. Louis*. Union Pacific	2,072,000	2,202,000			3,720
Vicksb. & Meridian	27,882	26,861	+1,021	140	140
Wab. St. Louis & Pac.	1,148,418	1,149,683	-1,265	3,518	3,348
		94 457 001	L1 881 101	56 309	51,180
Total Oregon R'way & Nav.	26,338,192 415,850	399.268	$+1.881.101 \\ +16.582$	30,398	
Grand total	26,754,042	24,856,359	+1,897,683		
A		COLOR C AMERICANO STORY C.			

<sup>\*</sup>Three weeks only of June in each year.

Northwestern roads again lead in point of increase, but Southwestern roads also make exceptionally good exhibits. The Chicago Milwaukee & St. Paul continues to report particularly large gains, and for the reason given by us in previous reviews. The Northwestern, also, has a gain of fully \$132,000, but this gain does not wipe out the loss of \$263,000 recorded in June, 1882, so that the present June's earnings are \$131,000 behind those of June two years ago. The St. Paul's decrease of a year ago was only \$110,000, while the present increase is over \$403,000. The St. Paul & Omaha, another road in the same section, makes a gain this year of \$54,000. Its loss in June, 1882, was about \$30,000. As bearing upon the Chicago &

Northwestern's loss of mineral traffic from the northern peninsula of Michigan, we may refer in this connection to the exhibit made by the Marquette Houghton & Ontonagon—a small road, but almost entirely dependent for its prosperity upon the ore shipments from the Michigan mines. This road reports earnings of only \$104,936 last month, against \$185,780 in 1882, a loss of over 40 per cent. The earnings are smaller even than in June, 1881, when the total was \$139,688. While the St. Paul, the Northwest, the Omaha, all have larger earnings than in 1882, the St. Paul Minneapolis & Manitoba, on the other hand, shows a decrease. The decrease is not as large as in May, being \$92,000, but the explanation is the same as then. The road enjoyed last year an exceptionally active business, by reason of the free immigration into Minnesota and Manitoba, and other favoring causes; now the immigration movement has fallen off, and receipts are beginning to feel the effect. We would again remark, however, that the present earnings, notwithstanding the decrease in them, are yet very satisfactory, for though there is a diminution of \$92,000 compared with June, 1882, when compared with June of the year before there is a gain of no less than \$359,000. Among other Northwestern roads, the St. Paul & Duluth makes a very good showing. Its earnings of \$125,517 this year compare with earnings of \$89,605 in 1882 and \$74,159 in 1881. During these two years mileage has increased only 25 miles. The Burlington Cedar Rapids & Northern has a small gain, following a similar gain the previous year. The Central Iowa records a decrease of \$7,000, but this is on a gain last year of pretty nearly \$11,000. It will be interesting here to note the effect of the grain movement this year upon railroad earnings. The following table gives the receipts of flour and grain at the leading Lake and River ports of the West for the four weeks ended June 30.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDED JUNE 30.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Burley, bush.	Rye, bush.
Chicagó-	196,934	892,147	0.019.090	3,706,934	133,050	355,976
$1883 \dots $ $1882 \dots$	151,030	340,805	3,696,361		108,750	56,830
Milw'kee-		77.	* 30 * 70	102.005	100 470	39 714
1883	218.115	954,997	558,570		162,473	83,714
1882	228,938	506,212	256,630	154,080	72,525	23,100
St. Louis-1	88,487	356,979	1,158,320	489,298	10.748	23,319
1882	81,385	486,412	836,160		9,765	3,940
Toledo -						-0.400
1883	8,970	532,083	663,938		587	13,409
1882	2,579	721,689	161,606	45,522	•••••	
Detroit-	10.000	010 001	102,748	52,320	15,102	
1883	10,803	319,281	128,737	58,653	4,656	
1882 Clevel'd—	8,354	290,775	120,101	30,000	4,000	
1883	8,325	127,732	55,190	72,900	1.500	500
1882	9,897	58,824	44,850		4,325	950
Peoria-	0,001	/				
1883	6,951	10,000	458,700		29,100	42,000
1882	5,430	17,645	430,750	423,050	17,650	50,050
Duluth-		222 242	× B			
1883	64,500	208,646		•••••	•••••	
1882	10,250	132,952		• • • • • • •		
Total of all						
1883	633.085	3,431,865	9,675,456	5,355,547		518,918
1882	497,863	2,555,314	5,555,094	3,184,650		134,870
1831	697,165	6,185,647	16,383,360	[6,025,527]	259,100	98,514

In It is table shows that while the grain movement was larger than in June, 1882, almost the whole of the gain was at what may be termed the two Northwestern points—namely, Chicago and Milwaukee. It is not surprising, therefore, that the grain carriers of the Northwest affected by this movement report larger earnings than in 1882. At the same time it must not be supposed that the grain receipts at Chicago and Milwaukee, though heavier than in 1882, were really large. The gain this year is on a total last year which was reduced to very small figures. Take wheat, for instance, in which there is now apparently a very large increase at Chicago, since this year's aggregate of 892,147 bushels compares with only 340,805 bushels in

f For the five weeks ended June 30.

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1882; going back to 1881, however, we find that the receipts then were no less than 2,284,615 bushels. So with corn. This year's aggregate of 6,648,020 bushels exhibits a decided improvement on the 3,696,361 bushels of 1882, but a hardly less decided retrogression on the 10,577,221 bushels of 1881. At Milwaukee the wheat receipts of this June (954,997 bushels) compare with only 506,212 bushels in 1882, but with 1,560,735 bushels in 1881. These figures explain why the earnings of a leading grain-carrying road like the Northwest, though showing a larger total than a year ago, fail to make as good an exhibit as in 1881, this loss being in addition to the loss of mineral traffic already referred to.

One other fact about these grain figures is worthy of remark, viz., that while Chicago and Milwaukee make very decided gairs on the very low totals of 1882, the other points given in the table make scarcely any. Some indeed touch a still lower aggregate. The wheat receipts at St. Louis, for example, amount to no more than 356,-979 bushels, against 486,412 bushels in 1882 and 894,686 in 1881. The corn receipts of 1,158,320 bushels at the same point, though 300,000 bushels greater than in 1882, are less than half those of 1881, when the total was 2,651,025 bushels. With smaller receipts at this point, we may suppose that the shipments east were also smaller, so that the decrease of \$13,533 this year in the main line earnings of the St. Louis Alton & Terre Haute, after a decrease of \$22,913 last year, is very likely attributable in great part to that cause. It is to be remarked that this road has a partial offset to the loss on the main line in the increased earnings of its branches, which it will be noticed show a small gain. Toledo is another point where the grain receipts fall much behind 1881, the total of wheat and corn being no more than 1,196,081 bushels this year, against 2,223,354 two years ago. This, taken in conjunction with other drawbacks, such as rain and floods, no doubt accounts for the fact that the Wabash's earnings are not only \$1,265 below 1882, but \$182,000 below 1881. The Peoria Decatur & Evansville's earnings, too, can not be expected to improve so long as the grain receipts at Peoria remain as small as at present. The roads that connect Chicago with Kansas City, St. Louis, and with the Southwest and the South, make as a rule very good exhibits this month, though pretty nearly all suffered a decrease in 1882, and are therefore merely regaining in whole or in part what they lost then. Such roads are the Chicago & Alton, the Chicago & Eastern Illinois, the Hannibal & St. Joseph, and the Illinois Central. The latter road, however, recovers only a small portion of its last year's loss (on the main line), for the gain now is no more than \$30,000, while the loss was \$125,000.

Southwestern roads, almost without exception, make excellent exhibits, and so do Southern roads. The Gould Southwestern system appears to have been especially favored. The Missouri Pacific proper records a gain of \$101,000, but as \$1.3,000 of this is a recovery of what was lost in 1882, that is perhaps not so significant. The same may be said of the Central Branch. But neither the Inter. national & Great Northern, the Missouri Kansas & Texas. the Iron Mountain, or the Texas & Pacific, sustained any On the contrary, some of them decrease last year. recorded heavy gains. Yet all of these make still further and very decided improvement this year. The Missouri Kansas & Texas has an increase of no less than \$100,427. after having made an increase of \$49,298 in 1882. The Iron Mountain gains \$24,859 on its gain of \$55,398 a year ago, and the Texas & Pacific \$58,973 on a gain of nearly \$112,000 in the same year. The St. Louis & San I be read with interest. Out of sixty-nine roads in the

Francisco does not make so good an exhibit, the increase this year just about balancing the loss in 1882, but further down—in Texas—the Gulf Colorado & Santa Fe shows great progress, as indeed all Southern roads may be said to show this time. These gains on the Southwestern roads reflect the rapid development of that section and betoken an active general business, for the cotton movement was quite small in June. The following will show the receipts of cotton at all the principal Southern outports during the month this year and last.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN JUNE, 1883 AND 1882

	1883.	1882.	Diffe	renee.
Galvestonbales.	14,617	2,411	Inc	12 206
Indianola, &c	174	22	Inc	
New Orleans	22,353	20.683	Inc	1,665
Mobile	1,727	3.445	Dec	1,718
Florida	45	10	Inc	
Savannah	6,320	7,726	Dec	1.406
Brunswick, &c		60	Dec	60
Charleston	2,726	6.885	Dec	4,159
Port Royal, &c	149	29	Ine	120
Wilmington	505	389	Inc	116
Morehead City, &c	266	52	Inc	214
Norfolk.	9.945	9.685	Inc	260
West Point, &c	1.818	1.231	Inc	617
West Tollie, &c	1,010	1,201	1110	017
Total	60,675	52.633	Inc	8.042

Taking the movement as a whole, it will be observed there is a small gain over a year ago; but the aggregate is more than one-third less than in 1881, when the receipts were 95,776 bales. Most of the decrease between 1881 and 1883 is at New Orleans, where the 22,353 bales this year compare with 45,772 bales in 1881. Norfolk also loses heavily as compared with 1881—its receipts in the latter year having been 17,486 bales, and being this year 9,945 bales—but the effects of this falling off are not apparent in the earnings of the roads running to that port. There is the Chesapeake & Ohio, which makes a handsome continuous increase, and there are the Norfolk & Western and the East Tennessee with moderate gains, both of which showed a similar result last year. The Mobile & Ohio is about the only Southern road in our list that reports a decrease of any consequence, and we note quite a large falling off in the cotton receipts this year at Mobile, after only a small falling off in 1882. The Mobile & Montgomery division of the Louisville & Nashville suffered more than the Mobile & Ohio from this decline in the cotton receipts, having carried scarcely any cotton this June against over 1,800 bales in June, 1882; but the Louisville & Nashville is enabled to report a large increase in earnings notwithstanding.

The Pacific roads make, perhaps, the least favorable exhibit of any in our list. The Canadian Pacific, on a largely increased mileage and a new and fertile territory, does well enough, but the Northern Pacific has a comparatively small increase in earnings on mileage enlarged almost one third, though it goes without saying that the new mileage does not contribute much to the company's business at present. The Central Pacific, on a slightly smaller mileage than a year ago (having relinquished the El Paso end of the Galveston Harrisburg & San Antonio, formerly operated by it), reports a decrease of \$147,105 in earnings, though last year it had an increase of about \$70,000. The Union Pacific, on the other hand, loses \$130,000 this year, after having lost \$376,000 a year ago. Some of the business formerly exclusive to that company has now to be divided with other companies. The Atchison Topeka & Santa Fe, which may be classed with the same roads, suffers a diminution of \$50,000 in receipts this year, after having lost \$44,000 in June, 1882.

With June we have the first half of the current year complete, and our table below for that period of time will

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list only fifteen record a decrease, leaving fifty-four that have done better than in the first half of 1882. The gain is over  $11\frac{1}{2}$  million dollars, or nearly 9 per cent, which is all the more satisfactory that our table last year, containing fifty-five roads, recorded an increase of 17 million dollars, or nearly 14 per cent, making it clear that the present gain is not a recovery of what was lost in 1882. The St. Paul gains over a million and a-half; the Canadian Pacific comes next, with \$1,313,902; the Missouri Pacific gains \$957,281; and as a rule all the Southwestern roads have made striking progress, while such roads as the Grand Trunk, the Louisville & Nashville, and the Northern Pacific also stand in the first rank of those having enlarged receipts. The following is our usual table, giving full details.

GROSS EARNINGS FROM JANUARY 1 TO JUNE 30.

Name of Road.	1883.	1882.	Increase.	Decrease.
The state of the s		\$	\$	\$
Alabama Gt. Southern	474,303	362,546	111,757	
Atch. Top. & Santa Fe	6,630,931	6,837,318	• • • • • • • • • • • • • • • • • • • •	206,414
Burl. Cedar Rap. & No	1,280,856	$1,291,400 \\ 893,160$	1,313,902	10,544
Canadian Pacific Central Iowa	2,207,062 $577,825$	546,151	31,674	•••••
Central Pacific	11,469,479	12,155,971	31,074	686,492
Chesapeake & Ohio	1,799,539	1,399,119	460,420	000,101
Chicago & Alton	3,774,978	3,434,115	340,863	
Chic. & Eastern Illinois.	787,071	812,358		25,287
Chicago & Gr. Trunk	1,390,177	1,008,076	382,101	
Chicago Milw. & St. Paul	10,690,000	9,137,229	1,552,771	
Chicago & Northwest	10,805,435	10,615,246	190,189	
Chic.St.P.Minn.&Omaha.	2,328,008	2,228,664	99,344	
Chicago & West Mich*	711,314	682,390	28,954	23,57
Cin. Ind. St. L. & Chic	1,168,884	1,192,455	• • • • • • • • • • • • • • • • • • • •	23,37
Cincinnati Southern	1,156,074	1,180,367	11 000	24,293
Cleve. Ak. & Col	250,429 $3,044,200$	$235,161 \\ 3,112,199$	14,968	67,999
Denver & Rio Grande Des Moines & Ft. Dodge*	130,543	166,274	•••••	35,73
Detroit Lansing & No	736,385	770,764	••••	34,379
Eastern*	1,543,290	1,414,978	128,312	01,011
East Tenn. Va. & Ga	1,787,938	1,409,893	378,045	
Evansv. & T. Haute	334,406	367,753		29,34
Flint & Pere Marquette	1,258,659	1,052,167	206,492	
Florida Tran. & Penin	250,478	209,077	41,401	
Grand Tr. of Canada	8,444,977	7,734,505	710,472	
Green Bay Win. & St. P	191,867	179,695	12,172	
Gulf Col. & Santa Fe	836,700	488,187 942,560	348,513	
Hannibal & St. Joseph	1,166,882	942,560	224,322	
Ill. Central (Iil. line)	3,056,120	3,170,349	04.005	114,22
Do (Ia. leased lines).	938,170	913,963	24,207	
Southern Division	1,957,160	1,556,346	400,814 $236,800$	•••••
Indiana Bloom. & West	$1,387,512 \\ 246,823$	1,150,712 $193,999$	52.824	
Little Rock & Fort Smith Little Rk. M. R. & Tex	180,359	116,023	64,336	
Long Island	1,079,960	978,552	101,408	
Louisville & Nashville	6,344,477	5,808,128	536,349	
Marq. Houghton & Ont	261,591	469,584		207,99
Memphis & Charleston	563,504	492,630	70,874	
Milw. L. Shore & West'n.	465.315	407,543	57,772	
Missouri Pacific	4,172,860	3,215,579	957,281	
Central Branch	672,395 1,767,087	382,312	290,083	
Int. & Gt. North.	1,767,087	1,490.908	276,179	
Mo. Kansas & Texas	3,317,432	2,647,326	$670,\!106$ $247,\!097$	The state of the second
St. L. Iron Mt. & So	$3,478,400 \\ 2,836,554$	3,231,303 $2,133,188$	703,366	
Texas & Pacitic Mobile & Ohio	965,379	878,948	86,431	
N. Y. & New England.	1.628,598	1,532,482	96,116	
Norfolk & Western	1.194.025	1,024,959	169,056	
Northern Pacific	3,475,758	2,659,316	816,442	1
Ohio Central	486,797	457.805	28,992	
Ohio Southern	192,756	169,992	22,764	
Oregon Railway & Nav	2,298,050	2,293,972	4,078	
Peoria Dec.& Evansville.	333,989	364,272		30,29
Richmond & Danville	1,764,806	1,674,618	90,188	
Charl. Col. & Aug	393,779	333,482	60,297	
Col. & Greenville	366,868		31,461	
Virginia Midland	729,257	618.762	80,495	1.
West. Nor. Carolina	146,364		50,841	
St.L.A.&T. H. main line	$\begin{array}{c} 655,024 \\ 384,641 \end{array}$	$\begin{array}{c} 611,099 \\ 390,235 \end{array}$	43,925	5,59
Do do (branches) St. Louis & Cairo	178,552	170,020	8,532	1
St. Louis & S. Francisco .	1.696,972	1.513.849	183.123	
St. Paul & Duluth	525,224	420.501		
St. Paul Minn. & Man	3,912,542	3,631,033	281,509	
Scioto Valley	242,418	240,499	1,919	
Toledo Cin. & St. Louis*.	380,495	335,144		
Union Pacific	13,151,828	13,473,771		318,94
		11111111	10 0	
Vicksburg & Meridian	232,982	214,905	18,077	

<sup>\*</sup> Includes three weeks only of June in each year.

Net earnings this time cover May and the first five months of the year. The exhibit is a good one. There are but few roads that have not done better than at the same time in 1882. The Burlington & Quincy is entitled to first position for the progress made. It added \$234,000 in May to its previous gain in net, so that for the five months it is now over a million dollars ahead of the previous year. The increase on the Atchison Topeka & Santa Fe is hardly less striking. This road is decreasing its expenses very fast. In May its gross did not quite equal those of 1882, yet its net were \$200,000 greater.

For the five months it loses \$156,000 in gross, but gains over \$800,000 in net. Southern roads—such as the Louisville & Nashville, the Nashville Chattanooga & St. Louis, Norfolk & Western, and Chesapeake & Ohic—are all slowly, but steadily, adding to their net receipts. The Richmond & Danville roads also make excellent exhibits. The Utah Central is one of the roads that has made uniformly unfavorable reports for some time past. The Northern Central continues to gain in both gross and net. The Pennsylvania fell behind in net during May, but is well ahead on the five months. The Oregon Improvement and the Oregon Navigation both record improvement. The following gives the gross and net earnings of all roads that will furnish monthly exhibits for publication.

GROSS AND NET EARNINGS TO LATEST DATES.

N		May.		Jan. 1 to	May 31.
NAME.	Gross Earnings	Operating Expenses.		Gross Earnings	Net Earning
Atch. Top. & Santa Fe1883 Do do 1882	\$ 1,180,808 1,183,761	\$ 489,436 693,656	\$ 691,372 490,105	\$ 5.527,934 5,683,869	\$ 2,723,214 1,926,46
Kan. City Law. & So 1883	134,104	62,552	71,552	579,973 367,910	290,32
Do do 1852 Burl. Cedar Rap. & No. 1883 Do do 1882	73,367 218,672 199,278	46,388 157,760 153,236	26,979 50,912 46,042	1.064.240	161,58 266,47 353,88
Central of Georgia1883	155,700	140,416	15.284 def 30,625	1,272,000 1,163,781	306,53
Chesapeake & Ohio1883	144,164 331,173 257,040			1,473,014 1,127,737	83,63 421,67
Chic. Burl. & Quincy1883	2,009,872		881,756	9.467,287 7,718,451	253,81 4,436,85
Des Moines & Ft. D1883	20,044	24,717	647,767 def. 4.673 7,969	113,738 150,678	3,374,38 16,57
Houst. E. & W. Texas. 1883	24,790 25,775	9,552		123,812	75,58
Do do 1882 Louisy. & Nashy1883	23,057 1,062.348	583.230	479,119	93,979 5,254,677	2,005,62
Do do 1882 Nash. Chat. & St. Louis 1883	958,130 171,079	95,121	397,847 75,958	4,905,409 931,328	396,98
Do do 1882 Norfolk & Western1883	154,163 205,663	125,900		844,619 1,005,824	361,01 417,85
Do do 1882 Northern Central1883	185,323 499,133	287,057	212,076	850,116 2.468,450	331,60 899,31
Do do 1882 Oregon & California1883	465,694 79,230		173,975 15,670	2,121,892 356,639	663.96 <b>5</b> 8,31
Do do 1882 Oregon Improvem't Co.1893 Do do 1882	374,686 267,339	230,385	144,301 88,932	1,459,402 1,229,866	436,01 387,54
Penn. (all lines east of Pitts. & Erie)1883 Do do 1882	4.303,006 4,108,877		1,608,674 1,766,78#	20,195,708 18,557,091	
Phila. & Erie1883 Do do 1882	363,359 341,415	226,933	136,421	1,598,467 1,383,550	571.64 446,20
Philadelp'a & Reading. 1883 Do do 1882		1,028,090		A serious of the serious	3,416,39
Phila. & Read. C. & Iron. 1883 Do do 1882	1,395.053 1,174,540	1,408,550	def.13.497	A COLUMN TO SERVICE AND ADDRESS OF THE PARTY	53,78
Richmond & Danville. 1883 Do do 1882	297,287 263,380	180,179	117,108		700,3
Char. Col. & Augusta. 1883 Do do 1882	47,961 44,052	39,012	8,949	349,685 295,604	
Columb. & Greenv'le1883 Do do 1882		42,885	def. 5,577 def. 9,708	335,113 302,167	131,19
Virginia Midland1883 Do do 1852	137,766 119,225	85,635	52,131	597.944 512,736	222,6
West. Nor. Carolina. 1883 Do do 1882	27,523	17,961	9.562	123,103 78,709	41,80 def. 2,00
Union Pacific1883 Do do 1882	2,427,837	1,288,562	1,139,275	11,082,828	5,153,7
Utah Central1883 Do do 1882	97,671	46,544	51,127	494,651	258.7
West Jersey 1883 Do do 1832	92,412	62,399	30,014	369,158 320,321	120,29
	]	June.		Jan. 1 to	
NAME.	Gross Earnings	Operating Expenses.		Gross Earnings.	Net Earning
Oregon R'y & Nav. Co1883 Do do 1882	\$415,850 399,268			\$2,298,050 2,293,972	\$1,053,25 1,026,15
•		April.		Jan. 1 to	April 30
NAME.	Gross Earnings	Operating Expenses.		Gross Earnings	Net Earnin
N. Y. L. E. & West1883 Do do 1882	\$1,548 474 1,670,748	*1,079,500 1,001,725	\$468,971 669,018	\$6,053,928 5,862,131	\$1,514,30 1,616,19

\* Includes \$8,000 for rails.

#### FRANCE AND THE MADAGASCAR AFFAIR.

For good or for evil the French Government and people are forcing themselves on the attention of the world. Many well wishers of the Republic were of the opinion that the French should cultivate peace with the outside nations, and content herself with the development of her home industries and resources. But the French have a perfect right to think for themselves, and it would now appear that in the exercise of that right, they have very deliberately come to the conclusion that their interests lie in the direction of war and not in the direction of peace and home development.

The debate in the Chamber of Deputies on Tuesday removed all doubt in men's minds as to what France meant to do in the matter of Tonquin. She is bent upon conquest, whatever the consequences. The language of M. Challand Lacour, the Minister of Foreign Affairs, was plain and unmistakable. "France must now resort to fighting." "France will occupy only the Tonquin delta." And if China should choose to exercise her sovereign rights and interfere in defense of these rights, the French "Chamber will not hesitate energetically to defend the interests of the country." As we have said before in these columns, an attack by France upon Tonquin would be a comparatively unimportant affair, were it not for the war possibilities with China. These possibilities, however, compel us to regard this invasion and occupation as involving very great risks, and as well fitted to disturb the peace of the nations. One can easily see that a war on the part of France with China would make it impossible for any European or American to consider himself safe in any part of the Celestial Empire. It would not only injure trade—it might lead to massacre, to the consequent interference of other nations, or to a general war. But it is useless now to speculate or to tender advice. The French Government has decided to act, and the world must abide the issue of events.

It would now appear, however, that France has been much more combative than was generally imagined. The announcement of Mr. Gladstone on Wednesday of the doings of the French in Madagascar fell upon the House of Commons as a very great surprise. It seems a more uncalled-for insult has scarcely ever been offered by one nation to another. The death of the British Consul in the peculiar and painful circumstances, the arrest of his secretary in the sick and dying man's presence, the stopping of all communications between the British warship Dryad and the shore, make up a case which France will find it peculiarly hard to explain, and which the British people will be exceedingly slow to forgive. What adds to the gravity of the situation is that, although Great Britain was the principal sufferer, hostility was not shown towards her alone. The flags of all the foreign consuls, according to Mr. Gladstone's statement, were hauled down. In ordinary circumstances, we should be disposed to view such conduct in connection, not with the nation at all, but in connection with the blundering official alone. But in this case it appears difficult to take such a view. The Madagascar situation is not new. It is not a case in which France was suddenly and unexpectedly called upon to act. Admiral Pierre is a trusted commander in the confidence of his government; and he was sent to Madagascar to attend to the so-called interests of France, after the Malagasy envoys had made the tour of the European Courts, and had stated their case even at Washington. It almost seems, therefore, as if he had not exceeded his instructions. Still, a way out of the difficulty will doubtless be found, though the act was peculiarly inexcusable and possibly premeditated.

In this connection it is encouraging to learn that France and England have come to an understanding regarding the Suez Canal. Of course, in this case M. de Lesseps is France; but the arrangement seems to be specially gratifying to the French people as a whole. M. de Lesseps has made satisfactory concessions to England, and England lends the company \$40,000,000, redeemable in fifty years. A new canal is to be cut alongside of the present one, English influence being promised to obtain a fresh concession of land, with an extension of the original concession for ninety-nine years. It is reasonable to take it for became known how Admiral Pierre had conducted himself at Madagascar. It will, however, have a quieting effect upon the French Government and people, and help to insure prompt and satisfactory explanations. We trust, also, that the incident will lead the French Government to hold hereafter its commanders and representatives at foreign stations more effectively in hand.

#### Monetary Commercial English News

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

EXCHANGE AT LONDON-June 30			EXCHANGE ON LONDON.			
On-	Time.	Rate.	Latest Date.	Time.	Rate.	
Amsterdam .			June 30	Short.	12.1312	
Amsterdam.		12.213 @12.314		~:	20.40	
Hamburg		20.69 @20.73	June 30	Short.	20.49	
Berlin		20.70 @20.74			20.48	
Frankfort	66	20.70 @20.74	June 30		20.48	
Vienna	- " .	12.124@12.15	June 30	"	11.30	
Antwerp	66	23 @ 2318	June 30	"	25.31	
	Checks	25.2712@25.3212	June 30	Checks	25.2813	
Paris		25.4834@25.5334			25.2912	
Genoa		25.5212@25.5712			25.25	
Madrid			June 30			
Lisbon	66	511316@511516				
Alexandria	66	02 1000 10	June 27	3 mos.	97.00	
New York		,	June 30		4.8434	
Bombay	60 d'es	1s. 738d.	June 30		18. 7381.	
	00 11,12	18. 73s l.	June 30		1s. 75 <sub>16</sub> d.	
Calcutta			June 30		3s. 83sd.	
Hong Kong						
Shanghai			June 30		5s. 07 <sub>8</sub> d.	

[From our own correspondent.]

London, Saturday, June 30, 1883.

Notwithstanding this is the closing week of the half-year, and "settlement" has been in progress on the Stock Exchange, the demand for loans and for discount accommodation has been upon the most moderate scale, and the position of affairs leads to a very general conclusion that, in the course of a few days, the money market will assume a very easy appearance. The dividends on the public funds will be shortly distributed, thus adding considerably to the supply of floating capital, and in the absence of any revival in the demand it is tolerably certain that the rates will decline. The period of anxiety through which the community has recently passed has obviously exercised its natural effect. From nearly every industrial centre the complaint arrives that business is being conducted on the most economical principles, and with the greatest caution; and the money market is now feeling the effects of this enforced restriction.

At this period of the year, it is not usual for business to undergo any new process of development. We have received the bulk of our supplies of raw materials, and to a consider-Merchants and manufacturers are waiting to able extent. obtain definite information as regards the approaching crops, both of manufacturing materials and of cereals and other food. At the present time the prospect is satisfactory. Should the month of July be true to its traditions, the crops, which have been greatly benefitted by the rains that have fallen during June, will make rapid progress towards maturity, and a fair average yield of agricultural produce is anticipated. In fact, unless the weather should become unpropitious, farmers will have a better season than for some years past, but there is naturally no little anxiety, as the weather, is just now somewhat unsettled, while the experiences of the last few summers suggest the possibility that it may become once more as fickle as has been the case in seasons past. The rains which have fallen this month have, however, been scarcely indicative of protracted unsettled weather. Storms and showers have been traveling over the country and have been followed by summer sunshine. The result has been more than usually beneficial, as the crops two months ago were very backward, while there is now no reason for believing that the harvest will be late.

But even with this good prospect, and with an easy condition of the money market, there is no spirit in business; nor does there seem to be the prospect of any immediate revival. The disposition on the part of the community is to continue the policy of operating to comply with necessitous requirements, and probably there will not be any very great change-not, perhaps, as much as is expected—even when the autumn trade granted that this arrangement was arrived at before i assumes its largest proportions. Hence the past week has been

much like its predecessors, conspicuous for inactivity in every branch of business. The Stock Exchange has been unusually quiet, the transactions having been even more restricted than for many weeks past. The principal movements were in Egyptian stocks, the value of which has declined 5 to 6 per cent, owing to the outbreak of cholera at Damietta and to a lesser extent in other towns. Turkish (especially the Egyptian tribute) loans, have been also weak; but there has been a somewhat improved feeling during the last few days. There is naturally much anxiety with regard to the position of affairs in Egypt; but last night the Government, in reply to a question, stated that every precaution had been taken to prevent the disease spreading, and that every medical appliance was at hand which is relied upon to stamp it out. Under the best of circumstances, the outbreak is a drawback to Egypt, as many who aid the most in bringing trade and prosperity to the country have left, and will be loath to return for an indefinite time. The season in Egypt, and, indeed, throughout Europe, is one of the hottest known for some years past, and the difficulties of checking the spread of such a disease as cholera are considerably augmented; but more numerous means are known for the proper treatment of the disease, and the Government holds out the hope that it will be localized.

The Bank of England return is satisfactory-more so, in fact, than had been anticipated. It was thought that the close of the half-year would have the effect of raising the total of other securities;" but there is a decrease, which has occasioned some surprise. Since the Bank return was published, the demand for loans to augment the half-yearly balances of the banks and of private individuals may have, and no doubt has, increased; but this is only a temporary matter, and the extent of it may never be made public, as the loans may be paid off during the first three days of next week. The supply of bullion has been augmented to the extent of £345,561, but, as usual during the closing days of the half-year, there has been an increase in the note circulation, viz., of £377,920. The reserve of the banking department shows, therefore, only the trifling increase of £32,359; but as there is a falling off in the liabilities of the establishment, the proportion of reserve to liabilities has slighty increased—viz., from 40.99 per cent to 41.30 per cent.

As the week has advanced the discount market has become increasingly easy, and the demand for loans has been very moderate, notwithstanding the "settlement" on the Stock Exchange and the approaching close of the half-year. For short loans only 3½ per cent has been charged, and the following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous live weeks:

-	٠.	Open Mar	ket Rates.		Interest . for Depe	1-77.7
London	k Rat	Bank Bills.	Trade Bill		Joint Di Stock	sc't II'ses
	Bank	Three Four Six Months Months Months		Six Months	Banks. Ca	t 7 to 14 li. Days.
May 25	4	$35_8 \% - 35_8 \% - 35_8 \% 34$	33466414 4 66414	1 @412	3 3	314-315
June 1	4	$(3)_{9} \hat{a}(3)_{8} (3)_{8} \hat{a}_{8} + (3)_{9} \hat{a}_{8} (3)_{8} \hat{a}_{8}$	334 0.414 4 (0.416)	1 (0.41/2)	3 3	3:4-3:5
8	.1	$3\frac{1}{2}$	334@4 334@414	1 @1%	3 3	3 4-314
" 15	4	33623153159 - 31593583	33/04 33/04/4	1 60116	3 3	34-34
" 22	4	338@314 314@ - 354@334	334@4 334@4	1 (@414	3 3	3 4-31/2
29	4	344 4319 344 6314 3149 3	314@4   314@4   3	34044	3 3	3.7 - 315

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:

three previous year	0.	7 (		
	1883.	1882.	1881.	188).
	£	£	£	£
Circulation	25,473,995	26,070,945	26,954.040	27,307,380
Public deposits	8,589,313	7,678,133	8,786,057	10,577,383
Other deposits	22,014,658		27,343,043	27,512,511
Governm't securities.	13,314,898	13,780,079	11,908,400	15.807,232
Other securities	22,402,686	22,509,727	23,029,693	23.144,069
Res've of notes & coin.	12,711,758	14.059.996	16,030,879	17,012,010
Coin and bullion in		E	*	
both departments	22,438,753	24,380,941	27,234.919	29,319,390
Proportion of reserve				
to liabilities	41.30	43	4418	$413_{8}$
Bank rate	4 p.c.	3 p. c.	21 <sub>2</sub> p. c.	212 p. c
Consols	10038	9959	d. 101381.	$983_{1}$
Eng. wheat, av. price.	42s. 5d.	46s. 11d.	. 453. Od.	44s. 8d.
Mid. Upland cotton	511 <sub>16</sub> d.	613 <sub>16</sub> d.	63160.	6581.
No. 40 Mule twist	9781.	1014d.	1041.	11141.
Clear'g-house return.	85,153,000 1	101 948,000	150,590,000	131,125,000

The Bank rate 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, Berlin, Frankfort and Hamburg.

Rates of	June 28:		June 21.		June 14.		June 7.	
Interest at	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris	3	2 8	3	234	3	25%	3	21/2
Berlin	4	334	4	356	4	3	4	25%
Frankfort		334	_	3		3		234
Hamburg	-	356	_	316	_	234	_	256
Amsterdam	31/2	- 314	31/2	31/4	314	31/4	4	31/2
Brussels	31/2	3	31/2	3	31/2	3	31/6	3
Madrid	5	41/2	5	41/2	5	416	5	41/2
Vienna	4	378	4	37/8	4 .	334	4	31/2
St. Petersburg	6	51/2	6	514	6	51/4	6	514

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

• Gold-There have been some orders for bars for the Continent, and the amounts to hand from Australia and Central America have been taken for export. The sovereigns that have arrived have, to the value ### 100 Export. The solveright that have arrived have, to the value of £270,000, been sent to the Bank. We have received since our last £60,000 from Central America, £45,720 from Australia, £50,400 from West Indies, £2,000 from the Cape; total, £158.120.

Silver has fallen in value since our last, the demand for the Conti-

nent having ceased, and the orders for the miut being for the present suspended. The Indian exchanges have also declined, and buyers for the East

cannot give the prices lately current.

A few small amounts just received have been placed at 5012d., but the consignments by the West India steamer have to-day been sold at 50.7-16d, per oz. The arrivals this week comprise £24,000 from New York, £25,900 from the Pacific, 36,400 from West Indies, £2,690 from the East; total, £88,090. The "Ancona" takes £15,000 to Bombay.

Mexican Dollars—The market for this coin is also weaker, and prices resterday were 45<sup>1</sup>4<sup>4</sup>, per oz. nominal. The "Medway" has brought £55,000 from the West Indies, and these have been sold to-day at 49 3-16 per oz.

The quotations for bullion are reported as below:

	Price o	of Gold.		Price of	f Silver.
	June 28.	June 21.	e* *	June 28.	June 21
	s. d.	s. d.		d.	d.
Bar gold, fineoz.	77 9	77 9	Bar silver, fineoz.	50 7-16	5038
Bar gold, contain'g			Bar silver, contain-		
20 dwts. silveroz.	77 101/2	77 101/2	ing 5 grs. gold.oz.	50 13-16	51
Span. doubloons.oz.	73 10	73 10	Cake silveroz	54 7-16	5458
S.Am.doubloons.oz.	73 816	73 81/4	Mexican dolsoz	49 3-16	4938
U.S. gold coinoz.	76 31/2	76 31/2	Chilian dollarsoz.		
Ger. gold coinoz		1	1.6		

There has been less stringency in the Indian money markets, and the Bank of Bengal has reduced its rate of discount from 8 to 7 per cent.

The value of wheat during the past week has scarcely altered. Supplies are abundant, but the shipments from St. Petersburg have fallen off. The accumulation of supplies in London has induced Russian merchants to pursue that judicious course. The crops in Russia are very favorably spoken of. The feature in the trade in this country is that, although millers are operating with great caution, there is no pressure shown to sell, and consequently prices are maintained. In France, it is said, the crop of wheat will be deficient. Feeding barley and Indian corn are quoted at rather lower prices.

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

IMPORTS.

1832 3.	1831-2.	1850-1.	1879-80.
Wheat	49,562,387	47,265,280	48.543,406
Barley	11.526.477	10,078,211	11,651,486
Dats12,588,1/0	8.757.415	8,341,647	12,095,224
Peas 1,845 520		2,061,568	1,802,815
Beans 2.3 9,297	1.585,331	2,120,702	2 303,634
Indian corn	18,856,605	25,927,009	23,796,047
Flour. 14,306,102	8,076,959	10,751,966	8.634,030
	a some		

SUPPLIES OF WHEAT AVAILABLE FOR CONSUMPTION- 43 WEKKS.

1882-3.	1841-2.	1880-1.	1879-80.
mports of wheat.ewt.55, 186.045		47,265,280	48,543,406
(mports of flour14,306,102	8,076,950	10,751,966	8,631,030
sales of home-grown produce	30,219,000	26,022,810	21,062,600
Total	87,588.337	81,010,056	78,240,036
Av'ge price of English wheat for season qrs. 41s. 7d.	46s. 7d.	43s. 1d.	46s. 5d.
in the II. 3 bush 20,600,000	10,200.000	16,100,000	15,625,000
Supply of wheat and			
flour affoat to U. K.	2 335 000	2 173 000	

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

4		541	11.6.		
١			1881-2.	1930-1.	1879-80.
I	Wheat qrs.2,23	7,107 1	,745,144 1	1,501,335	1,215,150
I	Barley	10,672 1	,631,615	1,179,003	1,378,249
	Oats 26	38.701	214,223	164,066	147,056
	AVERAGE P	RICES FOR	THE SEASON	(per qr.).	
	1	882-3	1881-2.	1880-1.	1879-80.
		s. d.	s. d.	s. d.	s. d.
	Wheat		46 7	43 1	46 5
	Barley	33 1	31 8	32 7	35 6
	Oats	21 5	21 4	24 0	23 - 0

Converting the supplies of wheat from quarters to cwts. the totals for the whole kingdom since harvest are estimated as follows: 1882-3, 30,296,000 cwt.; 1881-2, 30,249,000 cwt.; 1880-1, 26,022,810 cwt., and 1879-80, 21,062,600 cwt.

The International Fisheries Exhibition is proving to be a

great success. It has already been visited by many thousands of people and its exhibits are still objects of very great interest. But its greatest success has been the attention which has been drawn to our fish supplies, and the partial, if not permanent, extinction of a great monopoly. The dearness of meat, as well as of fish, has brought about an agitation for more commodious markets, and for greater facilities for buying food in the large centres of consumption at as low a charge as is practicable. For a great number of years London, with its vast and increasing population, has been supplied by one market, and the efforts which have been made to provide additional accommodation has until very lately proved unsuccessful. Fortunes have been made in the fish trade, and hitherto the clique controlling it have been able to master all opposition. Recently several new fish markets have been erected, and are being satisfactorily conducted. The supplies offering in them have been considerable, and the result is that the public are procuring food at a greatly reduced cost. Turbot, which was regarded as its reasonable value at 1s. per pound has been selling retail of late at 6d. per pound, salmon is only 1s. per pound, and cod 4d. In fact a cheap meal can now be made off fish and the boon to the community cannot be overestimated. Meat, however, is not lower in price, but the consumption has been much curtailed, and if there is no probability of meat falling in price, yet it is quite certain that the upward movement which manifested itself a few months ago has been checked, and there is still a hope that by greater economies and with favorable seasons our flocks and herds will increase in size. This will be a very desirable result to attain, as the prospect as regards our meat supplies has for some time past been full of anxiety.

Messrs, J. S. Morgan & Co. invite subscriptions to an issue of \$5,000,000 4½ per cent bonds of the Pennsylvania Railroad Company. The price of issue is 97½ per cent, or \$975 per bond in Philadelphia and New York, and in London the sterling equivalent, £200 per bond, payable £20 on allotment, and £180 on Aug. 1. The amount now offered is part of \$10,000.000 authorized to be issued by the company. Both principal and interest are payable in Philadelphia, in American gold coin, free of all State and United States taxes. The bonds are due

June 1, 1913.

#### 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 July 13:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per ozd.	5014	504	5014	5014	50716	50716
Consols for money	10018	10018	991518	9978	991116	991316
Consols for account	10038	10038	100316	100	9978	100116
Fr'ch rentes (in Paris) fr.	78.70	78.8712	78.80	78.9212	78.85	73.95
U.S. 58 ext'n'd into 3128	10534	10534	105%	10412	1044	10114
U. S. 4 <sup>1</sup> 28 of 1891	1154	1154	11514	11514	1154	1154
U. S. 4s of 1907	12158	12158	12158	12158	12112	12112
Chic. Mil. & St. Paul	108	10734	107	10634	10614	10612
Erie, common stock	3812	3818	3712	$37^{1}4$	37	3738
Illinois Central	13612	136	13512	13512	1354	13519
N. Y. Ontario & West'n.	2738	27	2658	2612	2619	2612
Pennsylvania	61	6034	6014	60	60	601.1
Philadelphia & Reading.	3038	$30^{18}$	2934	2912	294	2908
New York Central	12234	122	1214	12012	12058	12031
			)			
Liverpool.	. Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	8. d.	s. d.	s. d.	s. d.
Flour (ex. State)100 lb.	12 0	12 0	12 0	12 0	12 0	12 9
Wheat, No. 1, wh. "	8 6	8 6	8 6	8 6	8 6	8 6
Spring, No. 2, n. "	9 0	9 0	9 0	9 0	9 0	9 0
Winter, West., n "	8 10	8 10	8 10	8 10	8 10	8 10
Cal., No. 1 "	9 2	9 2	9 2	9 2	9 2	9 - 2
Cal., No. 2 "	8 11	8 11	8 10	8 10	8 10	8 10
Corn, mix., West, n. "	5 210	5 3	5 2	5 2	5 2	5 - 2
Pork. West. mess 7 bbl.	79 0		78 0	77 0	76 0	77 0
Bacon, long clear, new '	11 0		42 0	49 0	39 <b>6</b>	$39 \cdot 0$
Beef, pr. mess, new, ptc.	S4 0	82 0	82 0	52 0	82 0	82 0
Lard, prime West. \$2 cwt.			49 0	48 6	15 6	47 0
Cheese, Am. flacst new	51 6	51 0	51 0	51 0	51 0	51 0

#### Commercial and Miscellaneous News

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$9,764,387, against \$8,932,916 the preceding week and \$10,296,242 two weeks previous. The exports for the week ended July 10 amounted to \$5,780,758, against \$6,241,130 last week and \$6,407,662 two weeks previous. The following are the imports at New York for the week ending (for dry goods) July 5 and for the week ending (for genera merchandise) July 6; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods Gen'l mer'dise	\$1,818.667 6,336,897	\$1,255,822 6,039,316		\$2,703,133 7,061,254
Total Since Jan. 1.	\$8,155,564	\$7,295,138	\$7,570,274	\$9,784,387
Dry goods Gen'l mer'dise	\$66,169,048 199,205,306	\$54,543,601 167,278,321	\$68,498,673 193,307.935	\$64,445,761 175,604,782
Total 27 weeks	\$265,374,354	\$221,821,922	<del>\$261.806.658</del>	\$240.050,543

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 July 10, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK

	1880.	1881.	1882.	1883.
For the week Prev. reported		\$6,260,923 192,614,958		
Total 27 weeks	\$207,236,817	\$198.875,881	\$166,580,114	\$182,728,582

The following table shows the exports and imports of specie at the port of New York for the week ending July 7, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exp	ports.	Imports.		
Gota.	Week.	Since Jan.1.	Week.	Since Jan.1.	
Great Britain		\$9,300	\$	\$1,955,779	
France	•••••			104,220	
Germany		20.030	4,653	2,066,007	
West Indies	•••••	20.030	-4,653		
Mexico				75,135	
South America	• • • • • •	102,225	[13,172	133,693	
All other countries		87,285		18,236	
Total 1883		\$218,890	\$18,125	\$4,896,556	
Total 1882	\$32,400	29,437.169	16,932	607,701	
Total 1881		270,033	37,468	28,233,854	
Silver.		1.			
Great Britain	\$170,581	\$6,567,781	\$	\$	
France	4	373,391		31	
German				246,230	
West In i s		39,041	10.843	196,566	
Mexico	5		10,760	1,550,886	
South America		3,220	4,836	90,034	
All other countries		3,744		5,538	
Total 1883	\$170,584	\$7,087,183	\$26,439	\$2,089,285	
Total 1882	183,700		12,395	1,394,204	
Total 1881	196.000		39,282	1,602,719	

Of the above imports for the week in 1883, \$13,849 were American gold coin and \$9,076 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:

		Balances.			
Date.	Receipts.	Payments.	Coin.	Ourrency.	
	\$	\$		***************************************	
July 7	921,936 67	1,362,013 28	115,425,173 69	8,200,890 39	
9	1,461,718 79	1,935,484 90	115,118,506 15	8,033,791 82	
" 10	1,474,238 89	1.034.360 43	115,649,185 5-	7,942.990 52	
" 11	958.001 59	1,114,557 35	115,714,063 31	7,721,557 11	
" 12	921,625 43		115,776,778 96	7,863,8 3 33	
" 13	914,959 38	952,314 73	115.746,682 66	7,856,604 28	
Total	6,652,487 75	7,115,334 25			

-In London, New York and Philadelphia a simultaneous issue will be made by Messrs. J. S. Morgan & Co., Drexel, Morgan & Co. and Drexel & Co. of \$7,500,000 of the general mortgage bonds of the Chicago & Western Indiana Railroad Company. These are 6 per cent gold bonds running till 1932, and the price of issue is par and accrued interest. The Chicago & Western Indiana is a remarkable railroad, built for the purpose of supplying an entrance into and terminal facilities in the city of Chicago tor a number of roads centering there. It has about completed its Belt Railroad from the Chicago Milwankee & St. Paul Railroad around the city to South Chicago, for transfer purposes, and has also constructed an elevator and extensive freight houses for the different lessees. The mortgage covers 117 miles of track, together with about 400 acres of real estate in and near Chicago. The railroad comoanies already using, under perpetual leases, the property of this company are: The Chicago & Eastern Illinois, Wabash St. Louis & Pacific, Chicago & Grand Trank, Louisville New Atbany & Chicago, Chicago & Atlantic (which latter is the Chicago extension of the New York Lake Erie & Western, and the Belt railroad companies.

—Attention is directed to the notice of the Canadian Pacific Railway Company, in another column, that an interest-dividend of 2½ per cent on the stock, for the half-year ending August 17 next, will be paid at the office of the company, 63 William Street, on and after that date.

—The Homestake Mining Co. has declared its usual dividend of \$50,000 for June, payable at the office of the transfer agents, Messrs. Lounsbery & Haggin.

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.
20 Phenix Ins. Co
6 Commercial Fire Ins 90
35 N. Y. Bovery Ins160
5 Park Fire Ins 1:5
10 Home Insurance145
60 Second Avanue RR 2014
5 N. Y. Gas-Light Co 130%
100 N.Y. Heat, Light & Power
\$5 per share
100 Jerome Park Villa Site &
Improvement Co 40
Bonds.
\$2,000 City of Dayton, O., 8s.
due 188510718
\$509 Bay City, Mich., Ss.
water bond, due 1-95108
\$5,000 Evansy, T. H. & Chic.
1st 6s, due 190010214
\$2,000 Jersey City 7s, water

bonds, due 1891 ......110

stock, reg., 1896 ... 130 & int.

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# The Bankers' Gazette.

#### DIVIDENDS.

The following dividends have recently been aunounced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Atch. Topeka & Santa Fe (quar.).	\$1 50	Aug. 15	July 15 to July 22
Bald Eagle Valley	5	July	
Canadian Pacific	212	Aug. 17	
Central Ohio com. and pref	3	July 31	
Mill Creek & Mine Hill Nav	5	July 13	
Mount Carbon & Port Carbon	ซ	July 13	
Oregon Railway & Nav. (quar.)	212	Aug. 1	July 17 to Aug. 1
Schuylkill Valley Nav	212		
Insurance.	_	1	
American Fire	5	July 16	
American Exchange Fire	5	On dem.	
Citizens'	5	On dem.	
Clinton Fire	5		
Continental	312		
Farragut Fire	6	On dem.	
Home	5		
Irving	2:2	On dem.	
Knickerbocker Fire	3 -		
Lorillard	3		
Mechanics' & Traders' Fire	5		
New York Equitable	6	July 16	
Peter Cooper Fire	6		
Phenix	5		
Rutgers.	5		
Standard Fire	312		
Miscellane)us.		1	•
Fidelity & Casualty Co	4	On dem.	

#### NEW YORK, FRIDAY, JULY 13, 1883-5 P. M.

The Money Market and Financial Situation.—The general commercial situation has not changed much in the last week except by the further improvement of the crop prospects to the point where it can now be said with almost certainty that the wheat crop of the United States, while it will not be so large as that of last year, will at least be a full average of the past four years, and that with the ample surplus left over from last season, we shall have nearly, if not quite, as large a supply available for export as last year. The general prospect for a large corn crop was never better at this season of the year than at present. The floods at the West, which a few weeks ago were regarded with so much apprehension, have been almost forgotten, and a few weeks hence the exaggerated rumors of damage to the wheat crop by drought will probably be equally so.

There have been some additional failures in the provision trade at the West, as the result of the decline in prices of those articles. These, however, were of houses whose losses were experienced in the decline of nearly a month ago, and are not the result of any new condition of affairs since then.

The New York money market has been superabundantly supplied during the past week with funds for call loans at 2 per cent on stock collaterals. There has, however, been less money offered for time loans, and the rates for this class are nominally higher at 6 per cent per annum. There has been comparatively little demand for loans of this description, at least to carry stocks, and it is supposed that borrowers of this kind were accommodated a month ago when money could be had at 5. The general expectation appears to be that, in view of large crops to move and the requirements for currency at the West for that purpose, the money market will soon be more active and possibly stringent in the fall. The winter wheat crop is now about ready to move, and the receipts of wheat at the principal Western points are increasing. Old wheat is being pushed into market by the new crop just behind it. For the present, however, there appears to be plenty of money at the West, and the domestic exchanges are still almost everywhere in favor of New York. It must be remembered, though, that the crops to be marketed this year will be more largely than before from very distant parts of the country, and that the currency going there will require a longer time to return to any of the Western financial centres.

There was an apparent increase in the demand for mercantile discounts in New York during the past week—probably incident to the increased imports resulting from the inauguration of the new tariff on July 1, which had been the means of delaying a large amount of business up to that date. There was an advance in mercantile rates of discount on Monday of  $\frac{1}{2}$  of 1 per cent on four months bills, to  $\frac{5}{6}$  per cent, against  $\frac{41}{2}$  and 5 previously.

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.

0				
-	1883. [July 7.	Differ'nces fr'm previous week.		1881. July 9.
Loans and dis. Specie	$\begin{array}{r} 62,799,500 \\ 15,612,390 \\ 322,348,200 \end{array}$	Dec. 1,390,100	18,410,800 318,329,100	77,728,500
Legal reserve. Reserve held.	87,231,200	Dec. \$485,425 Dec. 3,081,200 Dec.\$2,595,775	87,885,600	\$87,460,750 91,012,800 \$6,552,050

The Bank of England lost £19,500 in bullion during the week, and the Bank of France lost 7,825,000 francs in gold and 6,700,000 francs in silver. Notwithstanding the loss of £19,500 the speculatives there have been some important the Bank of France lost 7,825,000 francs in gold and 33%; Colorado Coal, 2; Ohio & Mississippi, 17%.

of specie by the Bank of England, however, the reserve in the banking department has increased to 42.5-16 per cent of the liabilities, as compared with 35.3-16 per cent last week.

Exchange.—The sterling exchange market has been very dull during the week, and the tendency of rates has been downward. The mercantile demand has been light compared to the volume of imports of goods. In view of the expectation of increased exports there have been more sixty-day bills on the market, and the posted rates were reduced on Wednesday from 4 85½ and 4 89 to to 4 85 and 4 88½. On Thursday also the rates for all Continental bills were reduced. On Friday the actual rates for sterling were as follows, viz.: Sixty days 4 84@4 84¼, demand 4 87½@4 87¾, cables 4 88@4 88¼, and commercial bills 4 82¾ and 4 83½.

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

July 13.	Sixty Days.	Demand.
Prime bankers' sterling bills on London. Prime commercial Documentary commercial	4 834 @4 8334	4 87 <sup>1</sup> 2@4 88 <sup>1</sup> 2 4 86 <sup>1</sup> 2@4 87 4 86 @4 86 <sup>1</sup> 2
Paris (francs)  Amsterdam (guilders)  Frankfort or Bremen (reichmarks)	$5217_8 @5183_4 \ 3:7_8 @401_8$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$

United States Bonds.—Government bonds have not been very firm the past week. The 315s are down to 401 bid, in view of the probability of their early retirement, but even the long-date issues are in some instances weak, and close a fraction lower.

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

	Interest Periods.		July 9.	July 10.	July 11.	Ju'y 12.	July 13.
58, continued at 3½ 4½8, 1891reg.	QMar.	*11231	*11234	$1127_{8}$	*11234	*11234	*101 *11234
4 <sup>1</sup> 28, 1891 coup. 48, 1907 reg.	QMar. QJan.	*113	*11234	$^{*1123}_{119}$	*112 <b>3</b> 4 *119	$^{*1123}_{1187}$	*112% *115%
4s, 1907	QFeb.	*10314	10314	1031 <sub>8</sub>	10318	$1187_{8} \ 1031_{8} \ *127$	
6s, cur'cy, 1896reg. 6s, cur'cy, 1897reg.	J. & J. J. & J.	*128 *129	*128 *129	*123 *129	*128 *129	*128 *129	*128 *129
6s, cur'cy, 1898reg. 6s, cur'cy. 1899reg.	J. & J. J. & J.	*130 *131	*130 *131	*130 *131	*130 *131	*130 *131	*130 *131

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

State and Railroad Bonds.—The general market for railroad bonds has been very dull, and notwithstanding the abundance of money seeking investment, there seems to be very little demand for this kind of security, and prices are generally lower. The prices of even the better class of investment bonds have not been maintained, while the speculative issues in some cases show large declines. The most business has been in the New York West Shore & Buffalo bonds, and Texas & Pacific (Rio Grande Division) 6s, the former of which are  $2\frac{1}{2}$  and the latter  $1\frac{3}{3}$  lower than a week ago: while Texas & Pacific incomes are 414 lower, and the Atlantic & Pacific incomes, which come next in activity, show a decline of There was a little more business this week in Northern Pacific firsts and Oregon Short Line firsts, the former of which are 34 lower while the latter are 1 per cent higher. In other railroad bonds there have been only a very few sales, but these were generally at a decline of prices which, in some cases, is important, viz.: Lake Erie & Western incomes sold at 40 and 36, against 50 at the last previous sale: the Sandusky Division income bonds of the Lake Erie & Western sold at 30, against 3714 at the last previous sale: Ohio Central incomes sold at 20 and 19, against 30 at the last previous sale, while the first mortgages of the same company sold at 77, 75 and 78, successively, on different days this week; Louisville & Nashville (N. O. & Mobile Division firsts) sold at 92, 96 and 95, successively. Changes in other railroad bonds have been within a narrower range, but generally in the direction of lower

In State bonds the only important change was a decline of 5 per cent in the Arkansas issues to the Red River Railroad.

Railroad and Miscellaneous Stocks.—From Friday the 6th until the evening of Wednesday the 11th, the stock market showed an almost continuous decline in prices, as the result of rumors of damage to the wheat crop of the Northwest, together with persistent attacks of the bears, whose ranks have recently been largely increased by the accession of persons who have heretofore been bulls, but who have become disgusted with the failure of attempts to advance prices. It has been persistently asserted that Mr. Gould is one of the latter, and that while he has endeavored to some extent to sustain his own stocks, he has been short of Lake Shore. Lackawanna and some other shares. On Wednesday it became apparent that the reports of damage to crops in the Northwest were at least greatly exaggerated, if not almost wholly false, and that they were started for the double purpose of depressing the stock market and sustaining the wheat market. On Thursday there was a cessation of the decline in stocks, and the changes after that to Friday night left the market about the same as on Wednesday, though the decline for the week is from 1 to 4½ per cent the latter on Lackawanna. St. Paul Minneapolis & Manitoba, however, shows a decline of 10 per cent as the effect of decreased earnings and of the reports of drought in the Red River Valley in Minnesota and Manitoba. Of other declines of 2@3 per cent or over, are Denver, Northwestern, New York Central and Northern Pacific. Among the speculatives there have been some important declinesviz.: Manhattan Beach, 4 per cent: Richmond & West Point,

### NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING JULY 13, AND SINCE JAN. 1, 1883.

emocks.		DAILY HI	GHEST AN	D LOWES	r PRICES.	4	Sales of	Range Since	Jan. 1, 1883.	For Full Year, 1882
STOCKS.	Saturday, July 7.	Monday, July 9.	Tuesday, July 10.	Wednesday, July 11.	Thursday, July 12.	Friday, July 13.	the Week (Shares).	Lowest.	Highest.	Low. High
RAILROADS. Boston & N. Y. Air-L., pref Burl, Cedar Rap. & Northern. Canadian Pacific. Canada Southern Central of New Jersey. Central Pacific. Chesapeake & Ohio  Do 1st pref	$\begin{array}{cccc} 63^{1}{}_{2} & 64^{1}{}_{4} \\ 64 & 64 \\ 87^{7}{}_{8} & 88^{3}{}_{8} \\ 76^{1}{}_{4} & 77 \\ *18 & 20 \\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 83 & 83 \\ 62^{1}{}_{2} & 63 \\ 62^{7}{}_{8} & 63^{1}{}_{2} \\ 86^{3}{}_{4} & 87^{3}{}_{4} \\ 74^{1}{}_{2} & 75^{3}{}_{4} \\ 13 & 18 \\ 29 & 29 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	\$2 \$2\frac{1}{4}\$ \$62\frac{5}{8}\$ \$63\$ \$62 \$62\frac{1}{4}\$ \$86\frac{5}{8}\$ \$87\frac{1}{2}\$ \$74\frac{1}{4}\$ \$75\frac{1}{4}\$ \$\$*28\frac{1}{2}\$ \$30\frac{1}{2}\$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 175\\ 200\\ 19,710\\ 7,310\\ 59,820\\ 19,075\\ 1,100\\ 100\\ \end{array}$	78 Mar. 28 80 Mar. 28 58 <sup>1</sup> 4 Feb. 23 61 <sup>1</sup> 2 July 11 68 <sup>1</sup> 4 Jan. 8 71 <sup>1</sup> 4 May 22 16 July 11 28 <sup>1</sup> 2 May 22	84 July 5 65 <sup>1</sup> 2 May 3 71 <sup>3</sup> 4 Jan. 19 89 June 15 88 Jan. 5 23 <sup>3</sup> 4 Jan. 20	$     \begin{array}{c cccccccccccccccccccccccccccccccc$
Do 2d. pref Chicago & Alton & Quincy. Chicago Milwaukee & St. Paul Do pref. Chicago & Northwestern Do pref. Chicago Rock Island & Pacitic	$\begin{array}{cccc} ^{\circ}22 & 23 \\ 136 & 136 \\ 125^{3}8 & 125^{3}4 \\ 105^{3}4 & 105^{5}8 \\ 120 & 120^{3}2 \\ 133^{3}2 & 134^{3}4 \\ 124^{5}8 & 124^{5}8 \end{array}$	$\begin{array}{c} *22 & 23  {}^{1}{}^{2}{}^{3}{}^{5}{}^{1}{}^{35}{}^{1}{}^{35}{}^{1}{}^{25}{}^{1}{}^{2}{}^{2}{}^{1}{}^{34}{}^{1}{}^{2}{}^{1}{}^{1}{}^{2}{}^{1}{}^{2}{}^{1}{}^{2}{}^{2}{}^{1}{}^{2}{}$	$^{*20}_{134  ^{1}2  136} \\ 124  ^{7}_{6}  125  ^{1}_{8} \\ 103  ^{3}_{4}  104  ^{5}_{8} \\ ^{*}19  ^{1}_{2}  120 \\ 130  132  ^{3}_{4} \\ ^{*}151  151  ^{1}_{2} \\ ^{1}23  ^{1}_{4}  123  ^{3}_{4} \\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{ccc} 20 & 20 \\ \hline 124 \ {}^{1}_{8} \ 124 \ {}^{3}_{4} \\ 103 \ {}^{5}_{8} \ 104 \ {}^{1}_{8} \\ \hline 1305 \ {}^{5}_{8} \ 131 \ {}^{1}_{4} \\ 1503 \ {}^{4} \ 1503 \ {}^{4} \\ 122 \ {}^{7}_{8} \ 123 \ {}^{1}_{4} \\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	605 55 3,962 97,165 350 27,312 606 1,265	20 July 12 130 Feb. 20 11534 Feb. 20 9778 Feb. 20 11638 Feb. 7 12848 Feb. 20	27 Jan. 22 137 <sup>1</sup> 4 Jan. 22 129 <sup>3</sup> 6 Apr. 13 108 <sup>1</sup> 2 Jan. 20 122 Jan. 9 140 <sup>1</sup> 8 Apr. 13	$egin{array}{ c c c c c c c c c c c c c c c c c c c$
Chicago St. Louis & Pittsburg pref. Do pref. Chicago St. Paul Minn. & Om. Do pref. Cincinnati Sand. & Cleveland. Cleveland Col. Cinn. & Ind Cleveland & Pittsburg, guar. Columbia & Greenville, pref Delaware Lackawanna & West.	$\begin{array}{c} 10.2 & 18 \\ 54 & 54.5 \\ 48.8 & 48.8 \\ 105.4 & 105.8 \\ 40 & 40 \\ 74.3 & 75.4 \end{array}$	*53 46 46 <sup>1</sup> 2	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 50^{\frac{1}{2}} & 50^{\frac{1}{2}} \\ 45 & 45 \\ 104 & 104 \\ \hline 72^{\frac{1}{4}} & 73^{\frac{1}{2}} \\ 134 & 135^{\frac{1}{2}} \end{array}$	*15 17 450 51 4534 104 104 104 104 12542 12542	1,130 90 300	44 May 21 102½ May 21 38 May 22 67¼ May 17 129½ June 2	84 Jan. 5 142 Jan. 26 68 May 9	$\begin{bmatrix} 293_4 & 581_4 \\ 97^{1}_2 & 117 \\ 44 & 62 \\ 65^{1}_2 & 923_4 \\ 133 & 140 \\ 50 & 104 \end{bmatrix}$
Denver & Rio Grande  East Tennessee Va, & Ga  Do pref  Green Bay Winona & St. Paul  Hannibal & St. Joseph  Do pref  Harlem  Houston & Texas Central	*8% 11% *8% 9½ *92 94 *68 72	*8 <sup>1</sup> 2 9 1 <sub>2</sub> *8 <sup>2</sup> 91 *8 <sup>2</sup> 91 *68 72	$\begin{array}{c} 423_{1} & 433_{2} \\ *81_{2} & 91_{4} \\ *171_{2} & 181_{4} \\ 81_{8} & 81_{2} \\ \\ \hline *195 & 200 \\ *68 & 72 \\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	42 <sup>1</sup> 4 43 8 <sup>1</sup> 2 8 <sup>1</sup> 2 17 <sup>1</sup> 4 17 <sup>1</sup> 4 *8 9	4134 43 838 838 1612 1634 *8 9	610 700	8 Feb. 21 14 Feb. 20 5 Feb. 9 38 Mar. 6 72 Jan. 3 194 Apr. 13	131 <sup>1</sup> <sub>2</sub> Apr. 13 51 <sup>1</sup> <sub>2</sub> May 3 11 <sup>1</sup> <sub>4</sub> Apr. 13 23 Apr. 14 10 <sup>7</sup> <sub>8</sub> Apr. 12 46 <sup>3</sup> <sub>4</sub> Jan. 17 97 <sup>3</sup> <sub>4</sub> May 5 200 Jan. 29 82 <sup>1</sup> <sub>2</sub> Apr. 5	$\begin{bmatrix} 8\\15 & 1\\2\\6\\45\\72\\196\\61\end{bmatrix} \begin{bmatrix} 16\\26 & 1\\10\\111 & 1\\208\\92 & 1\\11 \end{bmatrix}$
Illinois Central.  Do leased line Indiana Bloom'n & Western Lake Erie & Western Lake Shore Long Island. Louisville & Nashville Louisville New Albany & Chic Manhattan Elevated	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	517 <sub>8</sub> 53	$\begin{array}{c} 132 & 132 \\ 78  ^{1}2 & 79 \\ *30  ^{1}4 & 30  ^{1}2 \\ 28  ^{1}2 & 28  ^{1}2 \\ 108 & 108  ^{3}4 \\ 78  ^{1}4 & 79  ^{1}4 \\ 51  ^{3}4 & 52  ^{3}8 \\ *45 & 48 \\ \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 77 & 78 \\ 30 & 30 \\ 26 \frac{1}{2} & 26 \frac{5}{8} \\ 107 \frac{1}{2} & 108 \\ *79 \frac{1}{2} \\ 51 \frac{3}{4} & 52 \\ \hline 45 \frac{1}{4} & 45 \frac{1}{4} \\ \end{array}$	$*132^{1}2$ , $293_{4}$ $293_{4}$ $261_{2}$ $263_{4}$ $1073_{8}$ $108$ $78$ $783_{4}$ $513_{4}$ $523_{8}$ $45^{1}2$ $45^{1}2$	36,600	77 Feb. 17 25 May 17 26 Feb. 16 106	33 4 Jan. 18 114 78 Jan. 18 86 34 June 30 58 12 Jan. 20 68 Jan. 5 53 78 Feb. 9	$ \begin{vmatrix} 30 & 49 \\ 23 \\ 12 & 45 \\ 98 & 120 \\ 49 \\ 12 & 100 \\ 46 \\ 100 \\ 3 & 78 \\ 40 & 60 \\$
Do 1st pref. Do common. Manhattan Beach Co. Memphis & Charleston. Metropolitau Elevated. Michigan Central Milwaukce L. Sh. & Western Do pref. Minneapolis & St. Louis.	*85 90 *47 48 281 <sub>2</sub> 291 <sub>2</sub> 431 <sub>2</sub> 433 <sub>4</sub> 89 89 931 <sub>4</sub> 91	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} *85 & 90 \\ *45 & 48 \\ 27 & 27 \\ 43 & 43 \\ *89 & 90 \\ 94 \\ ^18 & 91 \\ ^813 & 44 \\ 44 \\ 26 \\ ^12 & 26 \\ ^12 \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} *85 & 90 \\ 463_4 & 463_4 \\ *263_4 & 27 \frac{1}{2} \end{array}$ $\begin{array}{c} *89 & 90 \\ 903_4 & 913_8 \\ *10 & \\ 44 & 44 \\ *25 \frac{1}{2} & 26 \frac{1}{2} \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	300 2,650 2,600 1,100 8,670 1,400 600	81½ Apr. 5 44½ May 2 15 Feb. 21 36 Feb. 19 76 May 17 90 Feb. 20 10 June11 42 Mar. 5	90 Jan. 18 53 Feb. 10 30% June 30 55 Jan. 8 93 June 21 100% Jan. 19	$ \begin{vmatrix} 82 \\ 40 \\ 15 \\ 421_4 \\ 77 \\ 77 \\ 13 \\ 413_4 \\ 19 \end{vmatrix}  \begin{vmatrix} 981_1 \\ 569 \\ 937 \\ 105 \\ 21 \\ 581_1 \\ 369 \end{vmatrix}  $
Do pref.  Missouri Kansas & Texas  Missouri Pacific  Mobile & Ohio  Morris & Essex  Nashville Chattanooga & St.L  New York Central & Hudson  New York Chic. & St. Louis	$^{*56}_{30} \stackrel{60}{_{2}} \stackrel{31}{_{31}}_{103} \\ 1037_{8} \stackrel{104}{_{5}}_{104} \\ ^{*14} \stackrel{1}{_{2}} \stackrel{153}{_{4}}_{153_{4}} \\ ^{*56} \stackrel{1}{_{2}} \stackrel{57}{_{12}}_{12} \\ 1193_{8} \stackrel{120}{_{120}} \\ ^{*103_{4}} \stackrel{11}{_{115_{5}}}$	$\begin{array}{c} *56 \\ 30  {}^{1}{8} \\ 30  {}^{3}{8} \\ 30  {}^{3}{4} \\ 103  {}^{3}{8} \\ 104  {}^{1}{8} \\ *14 \\ \hline *56  {}^{1}{2} \\ 57  {}^{1}{2} \\ 117  {}^{7}{8} \\ 119  {}^{1}{8} \\ 10  {}^{3}{4} \\ 10  {}^{3}{4} \end{array}$	$\begin{array}{c} 293_8 & 30 \\ 102 \frac{1}{2} 103 \frac{1}{2} \\ \vdots \\ 125 \frac{1}{2} 125 \frac{1}{2} \\ *55 \frac{1}{2} 57 \frac{1}{2} \\ 117 \frac{1}{4} 118 \frac{3}{8} \\ 10 \frac{5}{8} 10 \frac{5}{8} \end{array}$	$\begin{array}{c} *53 \\ 28^{1}_{4} \\ 57 \\ 101^{5}_{8} \\ 102^{3}_{4} \\ *14 \\ 15^{3}_{4} \\ \hline \\ *55 \\ 10^{7}_{2} \\ 10^{4}_{2} \\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 100 \\ 22,542 \\ 17,230 \\ 100 \\ 90 \\ \hline 91,394 \\ 750 \\ \end{array}$	52 Feb. 20 27 l <sub>8</sub> May 18 97 l <sub>4</sub> Feb. 26 14 l <sub>4</sub> June 28 120 Feb. 15 50 l <sub>2</sub> May 17 116 l <sub>8</sub> July 13		$\begin{bmatrix} 59 \\ 263_8 \\ 865_8 \\ 112^1 \\ 353\\ 1293_4 \\ 128 \\ 47 \\ 1235_8 \\ 101_2 \\ 173 \\ 173 \\ 173 \\ 173 \\ 173 \\ 173 \\ 173 \\ 173 \\ 173 \\ 173 \\ 173 \\ 173 \\ 173 \\ 173 \\ 173 \\ 174$
Do pref. New York Elevated New York Lack, & Western New York Lake Erie & West. Do pref. New York & New England New York New Haven & Hart. New York Ontario & Western New York Susq. & Western	$\begin{array}{c} 24 \cdot 2 & 24 \cdot 12 \\ *95 & 108 \\ 87 \cdot 3_4 & 88 \cdot 1_2 \\ 37 \cdot 1_3 & 37 \cdot 5_8 \\ \end{array} \\ *26 \cdot 1_2 \cdot 27 \\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	23 ½ 23 ½ 25 ½ 95 108 108 108 108 108 108 108 108 108 108	*23 \( \frac{1}{2} \) 25 *95 \( 108 \) 87 \( \frac{1}{2} \) 87 \( \frac{1}{2} \) 35 \( \frac{7}{8} \) 36 \( \frac{7}{8} \) 177 \( 177 \) 25 \( \frac{25}{3} \) 7 \( \frac{7}{4} \)	*95 108 *8634 88 3638 3638 	$^{*95}_{87}$ $^{108}_{4}$ $^{871}_{4}$ $^{16}_{36}$ $^{16}_{4}$	$\begin{array}{c} 1,058 \\ 44,400 \\ 100 \\ 300 \\ 20 \\ 7,150 \\ 700 \end{array}$	101 Jan. 13 -85 \(^1_2\) Mar. 1 33 \(^1_6\) May 18 75 Feb. 19 30 \(^1_8\) May 17 169 Jan. 16 24 \(^1_4\) May 18 6 \(^1_2\) May 18	$\begin{array}{cccc} 105 & \text{Feb. } 16 \\ 89^{1_{2}}  \text{Mar. } 5 \\ 40^{7_{6}}  \text{Jan. } 18 \\ 83 & \text{Jan. } 5 \\ 52^{1_{4}}  \text{Jan. } 9 \\ 183 & \text{May } 28 \\ 29^{3_{8}}  \text{May } 14 \\ 8^{5_{8}}  \text{May } 10 \end{array}$	$\begin{bmatrix} 33^{1}_{4} & 43^{3} \\ 67 & 88^{1} \\ 45 & 60^{1} \end{bmatrix}$
Do pref. Norfolk & Western, pref Northern Pacific Do pref Ohio Central Dio & Mississippi Do pref Ohio Southern Oregon & Trans-Continental	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*19 20 423 <sub>9</sub> 423 <sub>4</sub> 505 <sub>6</sub> 515 <sub>8</sub> 88 895 <sub>2</sub> 9 93 <sub>4</sub> 33 4 335 <sub>2</sub>	*19 20 40 41 ½ 50 50 50 % 87 ¼ 88 ¼ 83 93 33 33 33	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*19 <sup>1</sup> 4 20 *40 41 <sup>1</sup> 2 49 49 <sup>3</sup> 4 86 <sup>3</sup> 8 87 <sup>3</sup> 8 8 <sup>7</sup> 8 9 <sup>1</sup> 4 32 <sup>5</sup> 8 33 <sup>1</sup> 2 81 <sup>1</sup> 2 82 <sup>1</sup> 4	700 1,150 52,788 76,684 6,728 2,100	4478 Feb. 20 793 Feb. 20 834 July 10 29 Feb. 14 96 Feb. 16 10 Feb. 2 79 Feb. 20	49¾ Jan. 20 53 ¾ June 14 90 ⅙ June 14 14¼ Apr. 13 36¾ Apr. 13 112½ June 13 14¾ Apr. 24 29 Jan. 19	$\begin{bmatrix} 28^{3}_{4} & 54^{3}_{66^{3}_{4}} & 100^{3}_{11^{3}_{8}} & 25^{5}_{42} \\ 27 & 42 \\ 90^{3}_{4} & 112 \\ 11 & 23^{1}_{60} & 98^{3}_{3} \end{bmatrix}$
Peořia Decatur & Evansville Philadelphia & Reading Philadelphia & Reading Philadelphia & Reading Rich.& Allegh., st ck trust ctfs Richmond & Danville Richmond & West Point Rochester & Pittsburg St. Louis Alton & Terre Haute	587 <sub>8</sub> 595 <sub>8</sub> 132 132 601 <sub>2</sub> 601 <sub>2</sub>	60 60 31 32 <sup>1</sup> 2 19 19 <sup>1</sup> 8 777 80	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1,100 58,200 223 200 2,100 3,700 3,250 600 100	16½ May 22 495 Feb. 20 130 May 31 5 June 27 47 Jan. 13 21 Feb. 16 16¾ Feb. 16 48 Jan. 3	28 Jan. 18 61 18 June 15 138 Jan. 16 15 12 Apr. 16 67 58 May 9 39 June 2	$\begin{bmatrix} 23 \\ 46^{3}_{4} \\ 130 \\ 13 \\ 52 \\ 23 \\ 17^{1}_{2} \\ 20^{1}_{2} \\ 55 \\ 94^{3} \\ \end{bmatrix}$
Do pref. St. Louis & San Francisco Do pref. Do 1st pref. St. Paul & Duluth Do pref St. Paul Minneap. & Manitoba South Carolina Fexas & Pacific	$\begin{array}{c} *35 & 37 \\ *93 \frac{1}{2} & 95 \\ 122 \frac{7}{8} & 123 \frac{3}{8} \\ \hline 38 & 38 \frac{3}{4} \end{array}$	*32 34 *56 57 *99 100 118 1223 <sub>8</sub> 24 1 <sub>2</sub> 24 1 <sub>3</sub> 37 1 <sub>4</sub> 38 1 <sub>4</sub>	$\begin{array}{c} *32 & 31 \\ 55  {}^{1}\!8 & 55  {}^{1}\!8 \\ *98  {}^{1}\!2 & 100 \\ *35 & 37 \\ *93 & 95 \\ 117  {}^{1}\!8 & 119 \\ \hline  36  {}^{1}\!2 & 37  {}^{1}\!4 \\ \hline  36  {}^{1}\!2 & 37  {}^{1}\!4 \\ \end{array}$	$\begin{array}{c} *32 & 34 \\ 55 & 55 \\ *98^{1}\!_{2}  100 \\ \hline *93^{1}\!_{2}  95 \\ 113^{1}\!_{2}  117 \\ \hline 35^{1}\!_{4}  36^{7}\!_{8} \\ \end{array}$	$\begin{array}{c} *31 & 33 \frac{1}{2} \\ 54 & 54 \\ *98 & 100 \\ 34 \frac{1}{2} & 34 \frac{1}{2} \\ *93 & 95 \\ 115 & 116 \frac{1}{4} \\ \hline 357_8 & 36 \frac{1}{2} \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	600	29½ Feb. 28 48 Feb. 23 89 Feb. 28 34½ July 12 91 Feb. 20 113½ Iuly 11 22½ Mar. 15 34⅓ May 21	36 <sup>1</sup> 4-May 31, 59 <sup>1</sup> 2-June 2 100 <sup>1</sup> 2-Jan, 11, 40 <sup>7</sup> 8-Jan, 9, 97 <sup>3</sup> 4-June 16, 169 <sup>1</sup> 2-Apr, 16, 27 <sup>1</sup> 2-Apr, 5, 43 Jan, 18	$\begin{bmatrix} 31 & 46 \\ 43 & 66 \\ 79^{3} & 106 \\ 26 & 99 \\ 108^{1} & 166 \\ 22 & 33 \\ 34 & 55 \end{bmatrix}$
Texas & St. Louis in Texas  Do in Mo. and Ark. Union Pacific Wabash St. Louis & Pacific Do bref. MISCELLANEOUS. American Tel. & Cable Co Colorado Coal & Iron Delaware & Hudson Canal	$\begin{array}{ccc} 94 \frac{1}{2} & 95 \frac{3}{8} \\ 29 \frac{1}{2} & 29 \frac{3}{4} \\ 41 \frac{1}{8} & 41 \frac{3}{4} \\ 68 & 68 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 93\frac{1}{2} & 94\frac{1}{4} \\ 28\frac{5}{8} & 29\frac{1}{4} \\ 42\frac{5}{8} & 43\frac{1}{4} \\ 68 & 68 \\ 30\frac{1}{2} & 30\frac{1}{2} \\ 109\frac{1}{8} & 109\frac{3}{4} \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 335_8 & 941_8 \\ 281_4 & 285_8 \\ 425_8 & 43 \\ 66 & 663_4 \\ 30 & 30 \\ 1083_4 & 1091_8 \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 200 \\ 71,125 \\ 7,760 \\ 24,220 \\ 1,890 \\ 700 \\ 2,741 \end{array}$	20 <sup>3</sup> 4 July 11 91 <sup>1</sup> 4 Feb. 7 25 <sup>1</sup> 2 May 21 40 <sup>1</sup> 2 May 17 64 <sup>3</sup> 8 Feb. 26 28 <sup>1</sup> 4 Feb. 7	27 <sup>1</sup> 8 June 14 24 <sup>3</sup> 4 June 29 104 <sup>3</sup> 4 Jan. 18 36 <sup>3</sup> 4 Jan. 18 57 <sup>1</sup> 2 Jan. 18 69 <sup>5</sup> 8 June 15 39 <sup>3</sup> 8 Apr. 16 112 <sup>1</sup> 8 Apr. 14	$ \begin{vmatrix} 15 & 31 \\ 98\frac{1}{4} & 1193 \\ 23\frac{5}{8} & 397 \\ 45\frac{7}{8} & 718 \\ 65 & 74 \\ 25 & 537 \\ 102\frac{9}{4} & 1193 \end{vmatrix} $
Mutual Union Telegraph.  New York & Texas Land Co  Oregon Improvement Co  Oregon Railway & Nav. Co  Pacific Mail  Pullman Palace Car  Quicksilver Mining  Do pref  Western Union Telegraph	$\begin{array}{c} *119 \\ 88 \frac{1}{2} . 88 \frac{1}{2} \\ \hline 41 \frac{1}{2} . 41 \frac{1}{2} \\ 132 \frac{1}{2} . 133 \frac{1}{4} \\ *7 \frac{1}{2} . 9 \\ *35 & 39 \end{array}$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{c} *110 \\ 88^{3}4 & 89 \\ 104^{1}4 & 104^{1}4 \\ 39^{3}8 & 39^{3}8 \\ 131 & 131 \\ *7^{1}2 & 8^{1}2 \\ *35 & 38 \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c c}     140 \\     \hline     2,523 \\     606 \\     6,750 \\     1,220 \\     100 \\     \hline     61,727 \\ \end{array} $	17½ Mar. 27  55 Mar. 134 78 May 26  132 Feb. 20  39 Jan. 254 117 Feb. 234 7½ June 14 37½ Jan. 26	25 Jan. 17 122 July 6 91 2 Mar. 5 150 June 14 443 Apr. 9 134 June 13 9 2 Mar. 3 46 2 Mar. 6 88 4 June 14	$ \begin{array}{c cccc} 19^{7} & 30^{1} \\ 37 & 55 \\ \hline 128 & 163^{1} \\ 32^{3} & 48^{3} \\ 117 & 145 \\ 8 & 14^{1} \\ 40 & 62^{1} \end{array} $
EXPRESS.  Adams.  American.  United S': to  Vells, Fa go ' Co.  COALA (D MINING.  Consolidation Coal.  Lomestake Mining Co.	*131 136 90 90 *62 64	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	132 132 *89 90 63 63 12 123 12 123 12	*131 <sup>1</sup> 2 135 *89 90 60 61 122 123 <sup>1</sup> 2	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	79   140   95	126 <sup>1</sup> <sub>2</sub> May 5 88 Mar, 16; 55 <sup>1</sup> <sub>2</sub> May 17 121 July 13 24 May 18	135 <u>144.</u> 5 91 4 June 9 65 2 Jan. 6 128 June 21 27 <sub>8</sub> Jan. 19 19 Jan. 19	$\begin{bmatrix} 133 & 1491 \\ 90 & 971 \\ 62 & 801 \\ 125 & 132 \end{bmatrix}$ $\begin{bmatrix} 271_2 & 367 \\ 155_8 & 193 \end{bmatrix}$
Little Pittsburg Mining Mariposa Land and Mining Maryland Coal New Central Coal Dutario Silver Mining Pennsylvania Coal Cameron Coal Central Arizona Mining		1212 1212	121 <sub>2</sub> 121 <sub>2</sub> *178 182				300	15 Apr. 13 12 ½ Mar. 27 18 Feb. 10 270 Feb. 2 14 Feb. 27 14 Mar. 26	17 Jan. 15 14 Jan. 4 35.½ Jan. 8 280¼ June 13 18 Jan. 3 ½ Jan. 12	$\begin{bmatrix} 1 & 18 & 21 \\ 1 & 14 & 21 \\ 13 & 12 & 26 \\ 13 & 12 & 23 \\ 240 & 245 \\ 18 & 12 & 15 \end{bmatrix}$
Deadwood Mining Excelsior Mining Robinson Mining Silver Cliff Mining Standard Consol, Mining Stormont Mining	714 714						100	5½ Feb. 17		$egin{array}{c cccc} 4 & 63 & 27 \ 1 & 4 & 23 \ 2 & 23 & 193 \ 1 & 1 & 1 \ \end{array}$

<sup>\*</sup> 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.

SECURITIES. Bid	d. Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
7s, Miss. O. & R. R. R. R. 7s, Arkansas Cent. RR. 20 Connecticut—6s, 1883-4. 100 Georgia—6s, 1886. 105 7s, new, 1886. 103 7s, endorsed, 1886. 103 7s, gold, 1890. 112 Louisiana—	39   100   100   17   17   2   2   2   2   104   3   2   104   2   2   2   5   66	Michigan— 7s, 1890.  Missouri— 6s, due 1883. 6s, due 1886. 6s, due 1888. 6s, due 1889 or 1890.  Asyl'm or Univ., due '92 Funding, 1894-95.  Hannibal & St. Jo., '86. Do do '87  New York— 6s, gold, reg., 1887.	116 100 106 107 108 109 111 117 109 108 118 111 114 116 30	58	Rhode Island—	160 135 135 10 10 16 16 3 <sup>1</sup> 2 4 <sup>1</sup> 2 4 <sup>1</sup> 2 4 <sup>1</sup> 2 4 <sup>1</sup> 2 78	6 1 <sub>2</sub> 6 1 <sub>2</sub> 6 1 <sub>2</sub> 6 1 <sub>2</sub> 6 1 <sub>2</sub> 78 5 <sub>8</sub>	Tennessee—6s, old, 1892-8 6s, new, 1892-8-1900 6s, new series, 1914 C'mp'mise, 3.4-5-6s, 1912 Virginia—6s, old 6s, new, 1866 6s, new, 1867 6s, consol. bonds 6s, ex-matured coupon 6s, consol, 2d series 6s, deferred District of Columbia— 3-65s, 1924 Small bonds Registered	39 41 36 36 60 37 48 8 ½ 10934	1112

78, consol., 1914	65 66	6s, loan, 1893 N. Carolina—6s, old, J.&J. 6s, old, A.& O.	90 90	Rhode Island— Gs, coupon, 1893-99			
Al .	The same of the sa			D BONDS.	*.	A CONTRACTOR OF THE PARTY OF TH	
Railroad Bonds.		Del. & HContinued- Coup., 78, 1894	118	Mich. Cent.—Continued— Jack.Lan. & Sag.—68,'91		Rome W.&Og.—1st,7s,'91 *1 Con. 1st, ex. 5s, 1922	70 2 71 4
(Stock Exchange Prices.) Ala.Central—1st, 6s, 1918 Alleg'y Cen.—1st, 6s, 1922	••••	Reg., 7s, 1894 1st, Pa. Div., cp., 7s, 1917 Pa. Div., reg., 7s, 1917	* 120	Mil. & No.—1st, 6s, 1910. Mil. L.S. & W.—1st, 6s, 1921 Minn. & St. L.—1st, 7s, 1927			$\begin{bmatrix} 07 \\ 72 \\ 967_8 \end{bmatrix} = \underbrace{ 997_8}$
Atch. T.&. S. Fe-4 <sup>1</sup> 2,1920 Sinking fund 68, 1911		Alb. & Susq.—1st, 7s	10812111	Iowa Ext 1st, 7s, 1909 2d. 7s. 1891	115	Debenture 6s, 1927	67
Atl. & Pac.—1st, 6s, 1910 Balt. & O.—1st.6s, Prk. Br.	114	1st.cons.,guar.7s.1906	12312	S'thw.Ext.—1st.7s,1910	101 101 12	SciotoVal.—1st, cons., 7s.	9112
Bost. Hartf. & E.—1st, 7s Guaranteed Bur.C.Rap. & No.—1st,5s		1st, reg., 1921 Deny & Rio Gr —1st 1900	135	Mo.K.&T.—Gen.,6s, 1920 Cons. 7s, 1904-5-6 Cons. 2d, income, 1911.	110	St. L. & Iron Mt.—1st, 7s, 1 2d, 7s, 1897	15   115 3 <sub>8</sub>
Iowa C. & West.—1st, 7s, gu		1st consol., 7s, 1910 Denv.So.P.&Pac.—1st,7s.	95	H. & Cent. Mo1st,'90 Mobile & OhioNew, 6s.	$196\frac{1}{2}$	Callo Ark. & T.—18t, 48 1	00 1100-3
C.Rap. Ia. F.&N1st,6s 1st, 5s, 1921 Buf. N.Y. & Phik1st,6s		Den.& RioG. West1st.6s	11 118	Collat. Trust, 6s, 1892 Morgan's La.& T.—1st, 6s Nash.Chat.&St.L.—1st,7s		St. L. Alton & T. H1st. 1	$ \begin{array}{c cccc} 76 & 77 \\ 12 \\ 10 & 112 \\ \hline 112 & 12 \end{array} $
Central Iowa—1st, 7s, '99 East. Div.—1st, 6s.1912	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	E.T. Va.& G.—1st.7s,1900	734	2d, 6s, 1901	$100   103   105 \frac{1}{2}$		108
Char. Col. & Aug.—1st,7s Ches.& Ohio—Pur. m'yfd. 6s, gold, series A, 1908.		Divisional 5s, 1930 Eliz.C.& N.—S.f.,deb.c.6s	924	Deb. certs, extd. 5s N.Y.C. & H.—1st. cp7s	104 4 105 2	St.P.Minn.&Man.—1st,7s 2d. 6s. 1909	$09\frac{1}{4}$
6s, gold, series B, 1908.	$913_4 917_8 49$	1st, 6s, 1920 Eliz. Lex. & Big S.—6s Erie—1st, extended, 7s	95	1st, reg., 1903 Huds. R.—7s, 2d,s.f., 85 Can. So.—1st,int.g'ar.5s	$104_{12}^{1}_{21}$ $105_{18}^{1}_{8}$ $95_{12}^{1}$ $96$	Dakota Ext.—6s, 1910 1 1st consol. 6s, 1933 *1 Min's Un.—1st,6s,1922	$02\frac{1}{2}103$
Mortgage 6s, 1911 Chicago & Alton—1st, 7s.	120	Erie—1st, extended, 7s 2d, extended, 5s, 1919 4th, extended, 5s, 1920. 5th, 7s, 1888	*107 ·2 ······ *108 ·2 ·····	Harlem-1st, 7s, coup. N. Y. Elev'd-1st, 7s, 1906	$127_{212}$ $128$ $116$ $117$	St. P. & Dul.—1st,5s,1931 So. Car. Rv.—1st, 6s, 1920	02 10378
Sinking fund, 6s, 1903. La. & Mo. Riv.—1st, 7s. 2d, 7s, 1900	118	1st cons., gold, 7s, 1920.	127 2 128	N.Y.Pa.&OPr.l'n,6s,'95 N.Y.C.&NGen.,6s,1910 Trust Co., receipts	$ \begin{array}{c cccc} 50 & 51 \\ 49 & 50 \end{array} $	2d, 6s, 1931 Tex.Cen.—1st,s.f.,7s,1909 *1 1st mort., 7s, 1911 *1	07 ½ 108 ½
St. L. Jack. & Chic.—1st. 1st. guar. (564), 7s. '94	117 2 119	Long Dock b'ds, 7s, '93.	116 118	N. Y. & New Eng.—1st, 7s 1st, 6s, 1905		Tol. Del. & Bur.—Main,6s * 1st, Dayt. Div., 6s, 1910	52
2d (360), 7s, 1898 2d, guar. (188),7s,'98. Miss.R.Br'ge—1st,s.f.6s		Buff.N.Y.&E.—1st,1916 N.Y.L.E.&WNew2d 6 Buf.&S.W.—M. 6s, 1908	,99.5 96	N.Y.C.&St.L1st,6s,1921 2d, 6s, 1923 N.Y.W.Sh.& Buff,-Cp.5s	$\begin{array}{c c} *90 & 92 \\ 755_8 & 753_4 \end{array}$	1st, Ter'l trust, 6s, 1910 Va. Mid.—M. inc., 6s, 1927	58
C.B.&Q.—Consol. 7s,1903	*126	Ev. & T. H.—1st, cons., 6s	9712	N.Y. Susq. & W.—1st, 6s Debenture, 6s, 1897	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		$76\frac{1}{2}$ $78\frac{3}{4}$
Ia. Div.—S. F., 5s, 1919 S. F., 4s, 1919 Denver Div.—4s, 1922	86 4 87 4	Gal. Har. & S. Ant1st. 6s	105 8	Midland of N.J.—1st,6s N.Y.N.H.& H.—1st,vg.,4s Nevada Cent.—1st, 6s	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Tol. P.&W.—1st,7s,1917 *16 Iowa Div.—6s, 1921	05 % 86 1 <sub>2</sub>
Plain 4s, 1921	124	Mex. & Pac.—1st, 5s 2d. 6s. 1931		N. Pac.—G. l. g., 1st.cp.6s Registered 6s 1921	10458 10478 *104 10434	Ind'polis Div.—6s, 1921 Detroit Div.—6s, 1921 ** Cairo Div.—5s, 1931	$\begin{bmatrix} 92  \mathbf{i_2} \\ 75 \end{bmatrix}$
6s, reg., 1917 Keo. & Des M.—1st, 5s.	$105 1053_4 1171_2 118$	Gr'n Bay W &S P _1st 68		N.O. Pac.—1st, 6s, g.,1920 Norf. & W.—G'l, 6s, 1931. New Riv'r—1st,6s, 1932	86	Wabash—M., 7s, 1909 18	91
Central of N. J.—1st, '90. 1st consol. assented, '99 Conv., assented, 7s, 1902	112	Consol 6g 1911	11040	Ohio & Mice Concol a f	11534		00 10212
Leh.&W.B.—Con.g'd.as	$104\frac{1}{2}105$	Hous.& T.C.—1st, M.L.,7s 1st, West. Div., 7s 1st, Waco & N., 7s 2d consol., main line. 8s	101 ½ 105 ¼ *113	Consolidated 7s, 1898 2d consolidated 7s, 1911 1st, Springfield Div., 7s	120 4 124	Gt. West.—1st. 7s. '88	107
Am.D'k&Imp.—5s,1921 C.M.&St.P.—1st,8s, P.D. 2d, 7 3-10, P. D., 1898	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	20 14 900 15 10 83 1413	the energy are "over the control of	lot Torifire Go 1000	$\begin{array}{ccc} 77 & 79^{3}4 \\ 82 & 100 \end{array}$	Q. & T.—1st, 7s, 1890. *	$\begin{array}{c c} 09 & 100 \\ 102 & \end{array}$
1et 7e \$ m 12 1) 1902	121 10 124	Hous.E.&W. Tex.—1st,7s 2d, 6s, 1913 III.Cent.—Sp. Div.—Cp. 6s	*95 */3	1st Min'l Div., 6s, 1921. Ohio So.—1st, 6s, 1921. Oreg'n&Ca1.—1st,6s,1921	79 82 *91 2		
1st, I. & M., 7s, 1897 1st, I. & D., 7s, 1899 1st, C. & M., 7s, 1903	-119	Middle DivReg., 58		Or.& Trans'l—6s,'82-1922 Oreg. Imp. Co.—1st, 6s Panama—S.f.,sub.6s,1910	$\begin{array}{ccc} 96\frac{1}{2} & 963_4 \\ 925_8 & 923_4 \end{array}$	Oni. Div.—1st, 7s	111
Consol. 7s, 1905	$1203_4$	1st consol., 7s, 1897 2d, 7s, 1907 Gold, 5s, 1951	117	Peoria Dec. & Ev.—1st, 6s Evans. Div., 1st, 6s, 1920	100	No. Missouri-1st, 7s. 11 West, Un. Tel1900, cp. *11	81 <sub>4</sub>
1st, 7s, I.&D. Ext., 1908 S. W. Div., 1st, 6s, 1909. 1st, 5s, LaC.&Dav., 1919	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	20 Div. 78, 1894		Peoria & Pek. U'n-1st,6s Pac. RRs.—Cen. P.—G.,6s San Joaquin Branch.	112 11238	1900, reg	113 4 87 4 87 34
1st, S. Minn. Div. 6s, 1910	105341064 $11611852$	Ind. Bl. & W.—1st prf. 7s 1st, 4-5-6s, 1909 2d, 4-5-6s, 1909	117	Cal & Orogon let Ca.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		5 12
Ch. & Pac. Div., 6s, 1910 1st, Chic. & P.W., 5s, 1921 Min'l Pt. Div., 5s, 1910	95 8 94	East'n Div.—6s, 1921 Indianap. D. & Spr.—1st,7s	00 2	West, Pac.—Bonds, 68	110 111	(Interest payable if earned.) Ala. Cent.—Inc. 6s, 1918. Alleg'y Cent.—Inc., 1912.	
C.& L. Sup. Div., 5s, 1921 Wis, & Min. D., 5s, 1921	8934 9014	2d, 5s, 1911 Int.& Gt.No.—1st,6s,gold	1084	So. Pac. of Cal.—1st, 6s. Union Pacific—1st, 6s. Land grants, 7s, '87-9.	100 2 110 2	Atl. & Pac.—Inc., 1910 3	$\begin{array}{c c} 33 & 34 \frac{1}{4} \\ 5 & 98 \frac{1}{2} \end{array}$
C. & N'west.—S.fd.,7s,'85  Interest bonds, 7s, 1883  Consol. bonds, 7s, 1915.	$106^{\frac{1}{2}}$ $101$ * $132^{\frac{1}{2}}$	Kent'ky CenM6s.1911		Sinking funds, 8s, '93. Registered 8s, 1893. Collateral Trust, 6s	118 120	Ch.St.P.&ML.g. inc.,68	
Extens'n bonds, 7s, '85. 1st, 7s, 1885	*103	Cleve. & Tol.—Sink. fd. New bonds, 7s, 1886.	10648	Kans. Pac.—1st,6s,'95	*91 95	DesM.&Ft.D.—1st,inc.,6s	
Coupon, gold, 7s, 1902 Reg., gold, 7s, 1902 Sinking fund, 6s, 1929.	$\begin{array}{c} 122  {}^{1}\!\!\!/_{4}   123  {}^{1}\!\!\!/_{4} \\ \dots & 122  {}^{1}\!\!\!/_{2} \\ \dots & 110 \end{array}$	Cleve. P. & Ash.—7s Buff. & Erie—New bds. Kal. & W. Pigeon—1st.		Den. Div.,6s,as'd,'99	$\frac{107}{997_8}$ $\frac{108}{997_8}$	E.T.V.&GaInc.,6s,1931 3 El.C. & No.—2d, inc.,1970	312
Sinking fund, 5s, 1929. Sinking f'd,deb. 5s,1933	102 1024	Det. M.&T.—1st,7s,1906 Lake Shore—Div. bonds	*120   123   120   123	1st consol., 6s, 1919. C.Br.U.P.—F.c., 7s, '95. At.C.&P.—1st, 6s, 1905.	9012	Ind. Bl. & WInc., 1919	7
Escan'a & L.S.—1st, 6s. Des M. & Min's—1st, 7s		Consol., reg., 1st, 7s.	$125 \frac{1}{122} $		$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Trust Co. certificates	
Iowa Midland—1st, 8s Peninsula—1st, conv. 7s	125 120	Consol., coup., 2d. 7s., Consol., reg., 2d, 7s Long Isl. R.—1st,7s, 1898	117 2 119	Ut. So.—Gen.,7s,1909 Exten., 1st, 7s, 1909 Mo. Pac.—1st, cons., 6s.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Leh. & Wilkesb. Coal—'88 Lake E. & W.—Inc.7s, '99 3 Sand'ky Div.—Inc., 1920 2	85 39 5 30
Chicago & Mil.—1st, 7s. Win.& St. P.—1st, 7s, '87 2d, 7s, 1907	$\begin{array}{c c} 105 & 122 \\ 120 & 122 \end{array}$	1st consol., 5s, 1931	11642 117	Pacific of Mo.—1st, 6s	107 2 108	Laf.Bl.&Mun.—Inc.7s,'99 3 Mil. L. S. & W.—Incomes 7	7 3912
Mil.&Mad.—1st,6s,1905 C.C.C.& Ind's—1st,7s,s.f.	$\frac{114}{121}$ $\frac{114}{122}$	Cecilian Br'ch-7s, 1907 N.O.& Mob1st, 6s1930	95	St. L.& S.F.—2d,6s,cl.A 3-6s, class C, 1906	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		5   48 37
Consol. 7s, 1914 C.St.P.M.&O.—Consol.,6s C.St.P.&M1st,6s,1918		E. H. & N.—1st,6s,1919 General, 6s, 1930. Pensac'la Div.—6s,1920		3-6s, class B., 1906 1st, 6s, Peirce C.& O	98 9818	N.Y.Lake E.&W.—Inc.6s	32
N. Wis.—1st, 6s, 1930 St.P.&S.C.—1st,6s,1919	11312	St. L. Div.—1st, 6s,1921 2d, 3s, 1980		Gen. mort., 6s, 1931 So. Pac. of Mo.—1st	102 103	Ohio CentIncome, 1920 1	7 20
Chic.&E.III.—1st,s.f.,cur. Chic.St.L.&P.—1st,con 5s 1st, con., 5s, reg., 1932.	91	Nashv. & Dec.—1st, 7s. S.&N.Ala.—S.f.,6s,1910 Leban'n-Knox—6s,1931		Tex.& Pac.—1st,6s,1905 Consol., 6s, 1905	$92 + 934_2$	Ohio So.—2d inc., 6s, 1921 Ogdens.&L.C.—Inc., 1920	
Chic. & Atl.—1st, 6s, 1920; Col. & Green.—1st, 6s, 1916	105	Louisy, C.& L6s, 1931	100	Income & Ld. gr., reg 1st, Rio G. Div., 6s, 1930 Pennsylvania RR.—	8234 83		50
2d, 6s, 1926 Col. H. Val. & Tol.—1st, 5s		Sandusky Div.—6s,1919 Laf. Bl.& M.—1st,6s,1919 Louisy.N.Alb.&C.—1st,6s	9934	Pa. Co's gu-r. 4 ½s,1st c. Registered, 1921	9114 95	Roch. & Pitts.—Inc., 1921 * Rome W. & Og.—Inc., 78. 3	8 40 8
Mortgage 7s. 1907	*127	Manhat, B'chCo.—78,1909 N. Y.& M. B'h1st,78,'97	80	Pitt.C.&St. L.—1st, c.7s 1st, reg., 7s, 1900 2d, 7s, 1913		So. Car. Ry.—Inc., 6s, 1931 St. L. & I. M1st, 7s, pr.i.a 12 2d, 6s, int. accumilative 11	1
Morris & Essex.—1st,7s 2d, 7s, 1891 Bonds, 7s, 1900	114 2 116	Metr'p'lit'n El.—1st.1908;	$96^{1}2$ 99	Pitts, Ft. W. & Ch.—1st 2d, 7s, 1912 3d, 7s, 1912		St'g1.&RySer.B.,inc.'94 Plain incomes, 6s, 1896	
7s of 1871, 1901	121   1224 123		124 2 125	Clev. & Pitts.—Cons. s.f. 4th, sink, fd., 6s, 1892.	123   124	Sterling Mt.Ry.—Inc.,'95 St.L.A. & T.H.—Div. bds. 7 Tol.Del.&B.—Inc.,68,1910	0 1 77
N.Y.Lack. & W.—1st, 6s Del. & H.—1st, 7s, 1884 7s, 1891	$\frac{115}{101}, \frac{116}{2}, \frac{1}{102}$	Consolidated 5s, 1902	*103 10	St.L.V.&T.H1st,g.,7s 2d, 7s, 1898		Dayton Div6s, 1910 Tex.&St.LL.g.,inc.1920	
1st. evt 7e 1891		Compon. 98, 1831	101 2	2d, guar., 7s, 1898		Gen. L. Gr. & Inc.—1931 *1. Tev. & St. L. in Mo. & A2d	

New York	Local	Securities.
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Bank Stock List.			.	Insurance Stock List. [Prices by E. S. Bailey, 7 Pine St.]				
COMPANIES.		PRI	CE.				CE.	
Marked thus (*) are not National.	Par.	Bid.	Ask.	COMPANIES.	Par.	Bid.	Ask.	
America*	100	15412	158 130	American Amer. Exchange	50 100	145 107	155 111	
Amer. Exchange	$\frac{100}{25}$	128 250		Bowery	20	155	163	
Broadway Butchers' & Drov's'	25	130	100	Broadway	25 17	170 160	175 167	
Central	100		130	Brooklyn	20	140	150	
Chase	$\frac{.100}{25}$	180		City	70	115	125	
ChathamChemical	100	2001		Clinton	100	117	$\begin{array}{c} 125 \\ 92 \end{array}$	
Citizens'	25	070		Commercial	100	$\begin{array}{c} 85 \\ 245 \end{array}$	250	
City	100	$\begin{array}{c} 250 \\ 154 \end{array}$	15612	Eagle	40	240	250	
Commerce	- 15 15	121		Empire City	100	75	8212	
Corn Exchange*	100			Exchange	50	117	$\frac{100}{124}$	
Fast River	$\begin{array}{c} 25 \\ 25 \end{array}$			Farragut	17	75	85	
Eleventh Ward*	100			Firemen's Trust	10	70	80	
Fifth Avenue*		350		Franklin & Emp	100	$\frac{115}{195}$	$\begin{array}{c} 120 \\ 210 \end{array}$	
First	100	800		German-American . Germania	100 50	140	145	
Fourth	100	$\frac{125}{120}$		Globe	50	110	120	
FultonGallatin		160		Greenwich	25	250	280	
Garfield	100	112		Guardian	100	$\begin{array}{c} 55 \\ 112 \end{array}$	116	
German American*.	75	97	9914	Hamilton	50	133	137	
Germania*	100	120 .		Hoffman	50	75	82	
Greenwich*	1			Home	100	140	145 70	
Hanover	100	149=		Howard	50	65 85	. 90	
Imp. & Traders'	100	250		Importers'& Trad's'	1	65	70	
Leather Manuf'rs'	100	155		Jefferson	30	125	200	
Manhattan*	90	152	155	Kings C'nty (Bkn.). Knickerbocker	20	190 75	85	
Marine		150  $ 135 $		Lamar	100	05	70	
Market Mechanics'		149		Long Isl'd (B'klyn)	50	110	11212	
Mechanics'& Trads	25	100		Lorillard	20	110	115	
Mercantile	100	115	• • • • • •	Manufac. & Build Mech. & Traders'	$\frac{100}{25}$	112	117	
Merchants' Exch	50 50	128	100	Mechanics' (Bklyn)	50	130	140	
Metropolis*				Mercantile	1 50	100	i10	
Metropolitan	. 100	165	170	Merchants' Montauk (Bklyn.)	50	105	108	
Murray Hill*	$^{+100}_{-100}$	122	140	Nassau (Bklyn.)	50	135	150	
Nassau* New York		155		National	3/4		160	
New York County .	.: 100			N. Y. Equitable N. Y. Fire	100	145	75	
N. Y. Nat. Exch				N. Y. & Boston	100	4	6	
Ninth North America*		1		New York City	100	1.5	10	
North River*	. 30			Niagara	. 00	145	108	
Oriental*	1 * 25	135		North River Pacific	1	160	167	
Pacific*	100			Park	.1100	110	116	
People's*		130		Peter Cooper	-1 50	$\frac{155}{110}$	165	
Phenix	. 20			People's Phenix	50	137	140	
Produce*			140	Relief		58	65	
Republic St. Nicholas*		1	130	Republic	. 100 .	75	125	
Seventh Ward	. 100		125	Rutgers'	- 23	120	125  $ 105 $	
Second	$\frac{1}{3}\frac{100}{100}$			Standard	1 4 0 11	65	70	
Shoe & Leather State of New York			1	Sterling	100	55	60	
Third	. 100			Stuyvesant	20	120 65	126 70	
Tradesmen's	- 40	170	. 115	Tradesmen's United States		127	132	
Union United States				Westchester	. 10	120	126	
Wall Street			103	Williamsburg City		200	220	
West Side*						1	1	

# Gas and City Railroad Stocks and Bonds. [Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date.	Bid.	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's			102	106
Citizens' Gas-L. (Bklyn)	20	1.200,000	Var's		July, '83		70
Bonds	1.000	1 315,000	A. & O.			105	110
Harlem	50	1,850,000	F. & A			102	105
Jersey City & Hoboken.	20		J. & J.			155	165
Manhattan	-0	4.000,000	J. & J.	5		230	232
Metropolitan	100		M.& S.	6	May, '83	187	189
Bonds	500	750,000	F. & A.	3		105	110
Mutual (N. Y.)	100	3,500,000	Quar.	212		11712	1182
Bonds	4 0000	1,500,000	M.&N.	6	1982	104	106
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '82		60
Scrip	Var's	700,000	M.&N.		May, '85		95
New York	100	4.000,000	M.&N.	5		124	
People's (Bklyn.)	10		J. & J.	312	Jan., '76		45
Bonds	1,000		M.&N.	312	May, '8:		110
	Var's		Var's	3	April, '83		95
Bonds Central of New York	50		F. & A.	3	Feb., '8:		90
	50		Quar.	112	Feb., '82		75
Williamsburg	1,000			3		105	110
Bonds		1,000,000	M.&N.	3	July, '8:		81
Metropolitan (Bklyn.)	7 (11)	3,000,000		5	June, '8:	3 180	182
Municipal		750,000	M.&N.	6	1888	106	110
Bonds	100	19 000 000	11	100000000000000000000000000000000000000		. 70	75
Fulton Municipal		300,000	I. & I	6		. 102	104
Bonds		, 000,000	0. 20 0.				

(Quotations by	H. L. GRANT, Broker, 145 Broadway.]	
	100 000 000 L & L 3, July, '83, 23	1 26
Bl'cker St. & Fult. F Stk	1,000 694,000 J. & J. 7 July, 1900 108	11212
1st mort.	100 2,100,000 QJ. 2 July, '83 146	149
Br'dway & 7th AvSt'k.	100 2,100,000	103
1st mort	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	216
Brooklyn City-Stock	100	110
1st mort.	1,000   300,000 M.&N. 7   July, '83 190   200,000 QJ. 3   July, '83 190	200
Br'dway (Bkln.)-Stock.	100   400,000   QJ.   2   July. '83   150	
Bklyn. Crosstown-Stock	1,000 300,000 QJ. 7 1888 105	112
1st mort. bonds	100 500,000 J. & J. 2 12 July, '83 150	1
Bushw'kAv. (Bkln)-St'k	100 1 200 000 O T 2 July, '83 144	148
Cent.Pk.N.& E.RivStk	100 1.000 115	1117
Consol. mort. bonds	1,000   1,200,000   J. & D.   7   Dec., 1902   110 100   650,000   F. & A.   2½   Feb., '83   110	1115
Christ'ph'r&10th St-Stk	1,000   250,000 J. & J. 7   1898   100	
Bonds	100 1 200 000 O -F 4 May, '83 262	1275
DryDk.E.B.& Bat'y-Stk	500&c. 900,000 J. & D. 7 June, '93 114	1117
	100 1,000,000 QJ. 3 July, '83 240	
Eighth AvStock	1,000 : 03,000 J. & J. 7 June, '81 100	
1st mort	100 718 000 M & N 6 May, '83:225	1
42d & Grid St.Fry-Stk	1,000   236,000 A. & O. 7   April, '93 110	1115
1st mort	100 con 000 I & J 3 July, '83 105	1110
Central Crosstown-Stk.	100 1001109	1108
1st mort	1,000   200,000 M.&N. 7   Nov.,1904 100 100   250,000   1   90	
Houst.W.St.&P.Fy-Stk	500 500,000 J. & J. 7 July, '94 110	
1st mort	100 1,396,500 J. & J. 5 July, '83 198	12/205
Second AvStock	1.000   150,010 A. & O. 7   April, '85 103	
3d mort	1000 1050 000 M & X 7   Nov. '88 107	108
Consol	1,000 1,050,000 M.&N. 7 Nov., 33 1240 100 750,000 M.&N. 5 Meh, 283 240	250
Sixth Av.—Stock	200.116	1115
1st mort	1,000	
Third Av.—Stock	2 100 2,000,000	
1st mort	1,000 2,000,000 3, 60 3.	
Twenty-third StStock.	100   600,000 F. & A. 4   Feb., 331100	

# Quotations in Boston, Philadelphia and Baltimore.

_	and the second of the second o	4	( )	SECURITIES.	Bid.	Ask
-	BOSTON.	Bid.	Ask.	Buff Pitts & WGen ,68		
	tch. & Topeka-1st, 7s.		1123.	Cam. & Ambov—6s, c., '89 Mort., 6s, 1889 Cam. & Atl.—1st,7s,g., '93	110	1103
1	tlantic & Pacific—6s Incomeoston & Maine—7s	3334		2d, 6s, 1904		
B	oston & Albany-7s 6s oston & Lowell-7s	•••••		Cam. & Burl. Co.—6s, '97. Catawissa—1st, 7s, con. c. Chat. M., 10s, 1888		
1	oston & Lowell—78 6soston & Providence—78			New 7s, reg. & coup Chart'rs V.—1st, 7s, 1901	122	
B	url. & Mo.—Ld. gr., 78. Nebraska, 68Ex.	$\frac{116}{111}$ <sub>2</sub>	$112^{1}_{2}$	Connect'g 6s, cp., 1900-04 Cor. Couan& Ant., deb. 6s,	117	
	Nebraska, 6s Nebraska, 4s hic,Burl,& Q.—D.Ex			Delaware - 6s, rg. & cp., V. Del & Bound Br 1st. 7s East Penn 1st, 7s, 1888	126	1274
(	onn. & Passumpsic—7s. onnotton Valley—6s			Easton&Amb'y-58, 1920 El &Wmsp't-1st,68, 1910	116	100
C	5salifornia Southern—6s ast'rn, Mass.—6s, new	110		5s, perpetual Harrisb'g—1st, 6s, 1883 H.&B.T.—1st, 7s, g., 1890	115	
F	ort Scott & Gulf-78	$\frac{112}{1025}$		Ithaca&Ath.—1st, gld.,7s	86	87
K	ittle R. & Ft. S.—7s, 1st	11212	90	Junction-1st, 6s, 1882 2d, 6s, 1900. Leh.V1st, 6s, C.&R, '98	120	11514
1	Iass. Central—6s Iexican Central—7s I. Y. & N. England—6s.	6734	$\begin{array}{c} 68 \\ 102 \\ 1\end{array}$	2d, 7s, reg., 1910 Cons. 6s. C.& R., 1923		135 122 87
1	7s	11434	11034	N. O. Pac.—1st, 6s, 1920. No. Penn.—1st, 6s, cp.,'85 2d, 7s, cp. 1896	$\frac{1013_{4}}{118}$	
0	Income			2d, 7s, cp. 1896 Gen., 7s, reg., 1903 Gen., 7s, cp., 1903	105 %	
F	6s Pueblo & Ark. Val.—7s Rutland—6s, 1st	11434		Debenture 6s, reg Norfolk & West.—Gen.,6s Oil City & Chic.—1st, 6s	100	
1 8	onora-78 Cinn. & St. L-1st, 6s.	1023 <sub>4</sub>		Oil Creek—1st, 6s, coup.	106	
	Dayton Division Main line	11-2	12	Gen , 6s, cp., 1910 Cons., 6s, reg., 1905 Cons., 6s, coup., 1905		119
	STOCKS.	837	8 84	Pa. & N. Y. C7s, 1896.	106	
1	Roston & Albany	160	101	7, 1906. Perkiomen—1st, 6s,cp.'87 Phil 6 Erie—2d, 7s,cp. '88	103	104
1	Boston & Maine	7	165	Cons., 6s, 1920	103	10312
	Cheshire, preferred Chic. & West Michigan Cinn. Sandusky & Cleve.	511	2	Phila. Newt. & N. 1.—181	118	
0	Concord Connecticut River Conn & Passumpsic	165	10012	Cons., 7s, reg., 1911 Cons., 7s, coup., 1911	124	
(	onnotton Valley	4.30	4	trun 60 or collin. 1001		97
1	Castern, Mess. Castern, New Hampsh. Citchburg. Clint & Pere Marquette.	*125 27	2714	Gen., 68, g., coup., 1908 Gen., 7s, coup., 1908 Income, 7s, coup., 1896		102 ·s 95
	Fort Scott & Gulf-Pref.		1214	Cons. 5s, 1st ser., e., 1922 Cons. 5s, 2d ser., c., 1933 Cony. Adi Scrip. '85-88	6834	69 90
1 1	Common lowa Falls & Sioux City. Little Rock & Ft. Smith.	204	$2 \begin{array}{c c} 81 & 1_4 \\ 22 & 22 \end{array}$	Conv. Adj. Scrip, 85-88 Debenture coup., 1893 Deb. coup. off, 1893	119	
1	Maine Central		100	Scrip, 1882. Conv., 7s, R. C., 1893‡ Conv. 7s, coup. off, 1893‡		84
١.	Marq, Hought'n & Onton Preferred Nashua & Lowell			Conv. 78, cp.on, Jan., co	94	63 94 4 123
	N. Y. & New England Northern of N. Hampsh.	1101	166	Pitts.Cin.& St.L.—78, reg Pitts. Titus. & B.—78, cp. Shamokin V. & Potts.—78	96	123
	Norwich & Worcester Ogdensb. & L. Champlain Old Colony	139	2 140	Sunbury & Erie—1st, 78. Sunb. Haz. & W.—1st, 58	120	126 12 94 28
	Portland Saco & Portsm. Rutland—Preferred Revere Beach & Lynn	201		Linion & Titusy 1st, 78	. 99	100
1	Tol. Cinn. & St. Louis Verm't & Massachusetts	131	8 44	United N. J.—Cons.os, 99		
- 1	Worcester & Nashua Wisconsin Central Preferred	22	224	Cons. 68, gold, 1908 Cons. 68, gold, 1908 Gen., 48, old, 1923 Warren & F.—1st, 78, '96		2
	PHILADELPHIA. RAILROAD STOCKS.			West Chester-Cons. 78.	115	
	Allegheny Valley Bell's Gap Buffalo N.Y. & Phil			1st, 7s, 1899 Cons. 6s, 1909 W.Jersey&Atl.—1st,6s,C	113 107	
- 1	Buffalo N.Y. & Phil Preferred Canden & Atlantic	. 20	2712	Western Penn.—68, Coup	109	
0 1	Preferred			Gen., 7s, coup., 1901 CANAL BONDS. Ches. & Del.—1st, 6s, 1886	6 76	
1	1st preferred2d preferred Delaware & Bound Brook	. 37	5634	Lehigh Nav.—6s,reg., '84 Mort. RR., reg., 1897. Cons., 7s, reg., 1911		116
- 1	East Pennsylvania Elmira & Williamsport.	41		Cons., 7s, reg., 1911 Greenw'd Tr., 7s, reg. Morris—Boat Loan rg., '8		
	Preferred	15		Pennsylv.—68, cp., 1910.		2 85 L
- 1	Preferred Lehigh Valley			2d, 6s, reg., 1907	1	
	Little Schuylkill Minehill & Sch. Haven	61	62	BALTIMORE. RAILR'D STOCKS. Pa	198	199
- 1	Nesquehoning Valley Norfolk & West'n-Com		5212	Baltimore & Ohio100	127	128
-	Preferred Northern Central North Pennsylvania	55	7 <sub>8</sub> 56 1 <sub>2</sub> 69 5 <sub>4</sub>	Parkersburg Br5	00	2
2	Pennsylvania		5834	Western Maryland	6 52 e	5212
	Philadelphia & Erie Phila, Ger. & Norristow Phila, Newtown & N.Y.	n 109	18	Atlanta & Charl.—1st	106	10612
	Phila. & Reading	28	56 283	Balt. & Ohio—68, '85, A. & Charl Col. & Aug.—1st.	0 104	18 105 1077 1001
	Phila, Wilm, & Balt Pittsb, Cin, & St. L.—Con United N. J. Companies.	1.		Columbia& Greenv.—1st	s 101 80	14 101 1 <sub>2</sub> 82 7 <sub>8</sub>
	West Chester-Cons. pre: West Jersey	f	50	N.W.Va.—3d, guar.,J&J	j 121	
-	West Jersey & Atlantic. CANAL STOCKS. Lehigh Navigation	1	14 451	No.Central-68, 85, J. &.	118	11812
-	Pennsylvania	: ::::	174	6s, gold, 1900, J. & J. Cen. Ohio.—6s, 1st, M.&s	i. 110 J. 110	14 1103
•	Preferred. RAILROAD BONDS. Allegh. Val.—7 3-10s, '9	1	1 <sub>2</sub> 121	1st, 1890, J. & J 2d, guar., J. & J	110	14 114
	7s, E. ext., 1910 '9	1 38		2d, pref 2d, guar. by W.Co., J.&.	J	
12	Belvid'e Del.—1st,6s,190 2d, 6s, 1885	103		Mar & Cin78, 31, F. & 2d	N 105	58 106 14
	Bell's Gap—1st, 7s, 1893	104		8s, 3d, J. & J. Union RR.—1st, gua.J& Canton endorsed.	j 115	1e 51
	Consol., 68, 1913. Buff, N.Y & Phil.—1st,6	8		Virginia & Tenn6s	124	125
	Cons. 6s, 1921.		1	.  Wilm. C. & Aug.—68. .  Wil. & Weldon—Gold, 7	8. 121	1112
- ;		Per s	hare.	‡ In default. § Ex-r	ights.	

<sup>\*</sup> Ex-dividend.

	RAILI	ROAD E	EARNIN(		
Roads.	Latest E	arnings R	eported.	Jan. 1 to 1	Latest Date.
	Week or Me	1883.	1882.	1883.	1882.
Ala.Gt.Southern Atch.Top.&S.Fe	June	\$ 72,176 1,103,000	\$ 54,496	\$ 474,303	\$ 362,546
Bur.Ced.R.& No. Canad'n Pacific.	4th wkJ'ne 1stwkJuly	60,782	58,742	1,280,856	
Central of Ga Central Iowa	May June	155,700 93,535	$\begin{array}{c c} 144,164 \\ 100,629 \end{array}$	1,272,000 577,825	954,160 $1,163,781$ $546,151$
Central Pacific. Chesap. & Ohio.	June	$\begin{vmatrix} 2,082,000\\ 326,525 \end{vmatrix}$	2,229,105 $271,382$	11,469,479 1,799,539	12,155,971 $1,399,119$
Chicago & Alton Chic. Bur. & Q Chic. & East. Ill.	May	146,849 2,009,872	143,343 $1.505.261$	3,921,827 $9,467,872$	3,577,458 7,718,451
Chic. & Gr. Trunk Chic. Mil. & St. P.	wk J'ne 30	26,813 60,596 425,000	34,801	$\begin{array}{c} 813,884 \\ 1,390,177 \\ 11,115,000 \end{array}$	841,859 $1,008,076$
Chic. & Northw. Ch.St.P.Min.&O.	1stwk July	456,300 81,180	419,000	11,261,735 $2,409,188$	-9,468,569 $-11,034,246$ $-2,303,923$
Chic. & W. Mich. Cin.Ind.St.L.&C.	3d wk J'ne June	30,056 $200,865$	24,968 $193,372$	711,344 1,168,884	682,390 1,192,455
CincinnatiSouth Cin. Wash. & Balt	2d wk May	$208,826 \\ 26,779$	188,835 24,323	1,156,074 $640,268$	1,180,367 $529,347$
Clev. Akron & Col Col. Hock. V. & T. Danbury & Nor.	1st wkMay	15,071 $62,239$ $16,561$	58.584	250,429	235,461
Denv. & Rio Gr. Denv. & R.Gr. W.	1stwk July 1stwk July	16,561 $125,500$ $22;100$	15,329 $112,800$	79,675 $3,169,700$ $326,500$	72,632 $3,224,999$
Det. Lan. & No.	3d wk J'ne	6,074 47,444	5,330 $46,178$	130,543 736,385	166,274 $770,764$
Eastern	4th wkJ'ne 3 wks June	20,628 206,261	18,984 196,049	509,986 $1,543,290$	520,842 1,414,978
E.Tenn.Va.&Ga. Eliz. Lex. & B.S.	June	260,865 56,945	$210,995 \\ 37,402$	1,787,938 317,550	1,409,893 $199,471$
Evansy. & T. H. Flint & P. Marq. Flor. Cent. & W.	4th wkJ'ne	14,952 $57,750$ $31,528$	14,480 46,970	$338,406 \\ 1,258,659$	367,753 $1,052,167$
Flor. Tr. & Pen. Ft.W. & Denver.	4th wk.I'nel	9,970 7,200	30,586 7,158	$171,773 \\ 250,478$	172,962 209,077
Georgia	March Wk J'ne 30	148,041 $339,665$	$\frac{114,257}{308,964}$	$425,738 \ 8,444,977$	350,155 7,734,505
GulfCol&San.Fe	4th wkJ'ne	9,349 $139,156$	7,167 $81,148$	$191.867 \\ 836,700$	179,695 $488,187$
Hannibal & St. Jc Hous. E. & W. Tex Hous. & Tex. Cen	May	40,300 25,775	45,000 23,057	1,207,182 $123,812$	$987,560 \\ 98,979$
Do (lowa)	1stwk July	117,100 $29,900$	$\frac{124,100}{30,923}$	768,103 3,173,220	575,815 3,294,449
Ind. Bloom & W.	1stwk July 4th wk.I'ne	51,800 $49.781$	55.418 $42.704$	$\begin{array}{c} 968.070 \\ 2,008.960 \\ 1,387,512 \end{array}$	944,886 $1,611,794$ $1,150,712$
K. C. Law. & So.	3d wk J'ne Mav	27,712 $134,104$	$21,536 \\ 73,367$	579,973	367,910
L. Eric & West'n ; L. R. & Ft.Smith ; L.Rk.M.Riv.& T.	June	$21,651 \\ 28,881 \\ 22,974$	26,357 $26,763$	596,602 246,823	580,716 $193,999$
Louisa. & Mo. R.	1stwk July April	104,333 43,750	$17,700 \ 95,999 \ 31,228$	$\begin{array}{c} 180,359 \\ 1,184,293 \\ 200,560 \end{array}$	116,023 $1,074,551$ $142,441$
Louisv. & Nashv.   Mar. Hough. & O.	lstwk July June	232,870 104,936	226,680 185,780	6,577,347	6,034,808 469,584
Memp. & Charl	2d wk J'ne	$78,534 \\ 32,953$	65,741	563,504 790,058	492,630
Mexican Nat'l Mil. L.Sh. & West	th wk J'ne th wk J'ne	8,596 $19,951$ $18,350$	16,420	123,093 378,894	
Minn. & St. Louis I	May	147,430 129,786	104,307 114,577	483,665 613,456 4,302,646	423,963 $549,939$
Int. & Gt. No	stwk July stwk July	$22,326 \\ 61,444$	11,764 43,210	694,721 1,828,531	394,076 1,534.118
Mo. Kan. & T 1 St.L.Ir.Mt. & S. 1	lstwk July	$137,804 \\ 122,212$	104,687 $109.321$	3,455,236 $3,600,612$	2,752,013 $3,340,624$
Tex. & Pacific. I Whole System I Mobile & Ohio J	stwk Julyl	$103,961 \\ 577,532 \\ 124,640$	77,759 461,318	2,940,515 $16,822,260$	2,216.947 3,561,934
Nash.Ch.&St.L. N.Y.L.E.& West.	May	171,079 1,548,474	136,183 $154,163$ $670,743$	965,379 931,328 6,053,928	878,948 $844,619$ $5,862,131$
N. Y. & N. Engl'd J N. Y. Susq. & W.	June	293,919 87,054	$285.391 \\ 57.835$	1,628,598 377,343	1,532,482 $216,985$
N. Y. Pa. & Ohio A Norfolk & West. J	lune	463.678 158,201	450,555 $174,813$	1,194,025	1,024,959
Northern Cent. Northern Pacific 1 Ohio Central 4	stwk July	499.133 188,700 24,695	156,694 $156,725$	2,463,450 3,664,458	2,121,892 2,816,041
Oregon & Cal	th wkJ'ne	5.700 $79.280$	5,553	$\begin{array}{c} 486,797 \\ 192,756 \\ 356,639 \end{array}$	457,805 169,992
Oregon R.&N.Co.J	lay	374,636 415,850	267,339 399,268	1,459,402 $2,298,050$	$\frac{1,229,866}{2,293,972}$
Pennsylvania M Peo. Dec. & Eve. 4	th wk.I'ne	13,139	15,182	$20,195,708 \mid 1$ $333,989 \mid$	8,557,091 $364,272$
Philadelp. & Erie M. Phila. & Read M. Do C. & Iron M.	Iav 1	363,359 .696,877 .395,053	341.415 $703.469$ $174.540$	1,598,467 8,155,371	$\frac{1.383,550}{7,816,766}$
Ch'l Col. & Aug. 1	stwk July	†33,000 †4,028	†33,400 †4,763	5,623,076 1,797,806 397,807	4,969,140 $1,708,018$ $338,245$
Columb. & Gr. 1	Stayle Inty	†3,714 †13,489	13,705 $12,031$	370,582 $742,746$	339,112 660,793
Va. Midland. 1 West No. Car. 1 St. Johnsb. &L.C. M	stwk July Jarch	$^{\dagger 2,031}_{18,147}$	17.681	148,395 $49,487$	97,249 $47,110$
St. L.Alt. & T.H. 4 Do (brehs.) 1 St. Louis & Cairo 4	stwk Inly	23,917 $10,780$ $4,408$	30.487 $13.174$	655,024 $395,421$	611,099 $403,409$
St. Paul & Dul. 1	stwk July	55,477 $31,672$	6,090 $54,570$ $22,315$	$178,552 \\ 1,752,449 \\ 556,896$	170.020 1,568.419
80. Pac.Cal. N.D I	stwk July	$105,000 \\ 72,045$	$\begin{array}{c} 22.315 \\ 169.000 \\ 68.258 \end{array}$	4,017,542 159,034	3,500,033 $142,140$
Do So. Div. 1. I	Sebruary	$\frac{279,926}{161,782}$	$345,925 \\ 241.318$	579.659 341.783	$666.485 \\ 457,392$
Booth Carolina	fune	49.346 $46,433$	$\frac{22,601}{41.872}$	$105.920 \\ 242.418$	$89.070 \\ 240,499$
Bouth Carolina. M. Tol. Cin. & St. L. 3 Union Pacific. J	une 2	$\begin{array}{c} 75,089 \\ 22,730 \\ 2072,000 \end{array}$	$74,248 \\ 16,839 \\ 2202,000,1$	$570,012 \ 380,495 \ 3,154,828 \ 1$	517,746 $335,144$
Vicksb'rg& Mer. J	lay	27,882	152,324 $26.861$	$\begin{array}{c} 494.651 \\ 232,982 \end{array}$	643.306
West Jersey M	stwk July Jay	$243,920 \ 92,412$	254.907 $73,892$	369,158	320,321
Wisconsin Cent. 3	gs. ! Incl	26.285   uded in Co	ntral Paci	fic earnings	ahoro
Coins.—The f	ollowing at \$4.85 @\$4	re quotati - 90   Silv	ons in go. er 4s and	ld for vario	us coils:
Napoleons X X Reichmarks . X Guilders	4 73 70 4	89 Fiv 78 Me	e francs xican doll:	$\frac{92}{ars853}$	a - 95 a - 865
Bpan'h Doubloons. Mex. Doubloons	15 50	65 Per 60 En	) uncomme uvian sole	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\frac{3}{2} - \frac{86}{80}$
Fine silver bars Fine gold bars	1 103s@ 1	11 Pri	is, silv, tha		$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
Dimes & ½ dimes.  * Nominal.	- 99 8 a i	par U.	3. silver do	llars — 993 <sub>4</sub>	ø jar.
		1.0			r •

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the

. &			Aver	rage amoun	nt of-	
Banks.	Capital.	Loans and discounts.	1	Legal Tenders.	Net dep'ts other than U. S.	Circula-
Nam Vonh	8	*	\$	\$	*	2
New York Manhattan Co.,,		9,174,000		748,000	8,882,000	495,000
Merchants	$\pm$ 2.000.000	7,203,600		608,100 540,700	7,508,000	073.33
Mechanics'	2,000,000	7,573,000	1, 52,000	821,000	6,476,400 6,595,000	352,30
Union America			881,200 707,100	239,800	3,470,700	
Phoenix	1.000 600	9,961,600 3,163,000	620,000	409,300	6,736,200	
City Fradesmen's	1,000,000	8,194,300	3.822.500	204,500 $443,000$	2,938,000 10,075,:00	267,60
l'radesmen's	1,000,000	3,172,700	365,200	107,200	2,062,100	786,40
Fulton Chemical	300,000	12,683,500 12,634,0 0	262,800	95,000	1,229,500	
Merch'nts' Exch.	1.000.000	3,291,000	4,462,700 301,900	521,400	13,731,500	5 2 22
Ballatin Nation'l Butchers'&Drov.	1,000,000	4,680,000	454,700	261,100 174,600	2,814,900 2,656,000	281,700
Mechanics' & Tr.		1,946,300	374,100	51,600	1,772,800	779,500 248,300
reenwich	200,000	1,007,000 $1,013,900$	192,000	94,000	1,095,000	45,000
Leather Man'f'rs	600,000	3,186,000	20,5 0 327,200	398,100	987,700	
eventh Ward	300,000	1,175,700	260,800	125,200	2,5-6,300 1,240,000	530,900 $17,600$
State of N. York. American Exch.	860,000	3,78),400	276,100	125,200 106 200	3.218.200	17,050
ommerce	5,000,000	11,282,000 15,632,000	3,11·,000 4,637,000	1,495,000	11,137,000	
Broadway	1,000,000	6,28 4,200	860,100	1,578,600 319,300	13 080,800	964.200
dercantile	1,000,000	6,284,200 6,494,900	1,188,800	542.100	$\frac{4,812,200}{6,545,800}$	888,140
Pacific	422.700	2,541,800	453,200 445,100	122,700	2,702,800	
Republic hatham	1,500,000 450,000	4,496,000 3,566,800	898 100	822,900	2,931,500 3,739,500	360,000
eople's	200,000	1.541.400	$628,100 \\ 101.100$	237,100 1 8,500	1 105 200	45,000
orth America	700.000	2,840,700	487,000	304,000	1,795,300 3,1-7,800	5,400
Ianover	1,000,000	8,976,000	1,334,400	889,000	9,564,000	80,000
rving Ietropolitan	3,000,000 3,000,000	3,346,800 $18,777,000$	246,800 2,099,000	975,300	3,040,000	404,200
litizens'	600,000	2,621,700	422,300	512,000 193,900	10,393,000 2,727,300	2,101,000 268,200
lassau	500,000	2,323,50)	206,400	174,500	2,481,900	200,200
farkett. Nicholas	500,000 500,000	2,957,800 2,459,300	527,600	85,400	2,448,200	42 ,300
hoe & Leather	500,000	2,551,00	221,800 609,000	34,800 162,000	2,002,900 3,007,000	450 000
orn Exchange	1,000,000	5.048.300	674.800	114,000	4,131,300	450,000 $4,800$
ontinental Priental	1,000,000 300,000	6,392,200	1,394,700	233,800	6,984,100	450,000
larine	400,006	2.142.700 $3,492,000$	105,900 607,000	299,100 245,000	2.040,700	050.000
darine mporters' & Tr	1,500,000	19,7 9,100	4,900,000	642,400	3,874,000 $21,594,600$	$\frac{270,000}{1,275,400}$
агк	2,000,000	18,867.80	4.528.100	1,320,300	23,587,500	45,000
Vall St. Nation'i lorth River	240,000	1,619,600	218,500 16,000	92,400	1,468,400	
ast River	250,000	1,170,400	153,500	150,000 102,300	$1,448,000 \\ 979,700$	215,200
ourth National.	3,200,000	16,162,700	3,143,300	1,216,800	16,508,100	593,900
entral Nat econd Nation'!.	2,000,000 300.000	8,144,006 3,361,00°	1,209,000	1,273,000	9,046,000	297,000
inth National.	750,000	5,83,600	1,209,000	000,000	4,160,000 6,046,600	45,000 560,000
irst National	500,000	15,225,300	8,354,700	747,400	16, 141, 300	41,900
hird National . Y. Nat. Exch.	1,000,000	5,569,100	1,074,700	8:0,000	6,135,200	
owery National	300,000 250,000	1,465, 00 1,917,900	165,300 210,500	257,000	$egin{array}{c} 1,180,000 \ 1,830,000 \ \end{array}$	268,300
. York County	200,000	1,665,500	21,900	587,600	2.242 400	221,100 180,000
erm'n Americ'n	757.000	2,481,000	421,400	64,100	2,227,800	100,000
hase National	300,000 100,000	4,7: 6,700 2,033,900	739,307 507,400	4 4 300	5,592,500	45,000
erman Exch	200,000	1,796,100	58,000	215,000	2,119,600 2,133,4	• • • • • •
ermania	200,000	1.680,600	119,200]:	240,300	1,920,600	
. S. Nat	500,000 800,000	5,523,300 1,378,230	699,000	233,500	5,421,700	448,100
arfield Nat	200,000	817,000	181,90 <b>9</b> 25 400	187,000 136,700	$\frac{1,452,800}{657,300}$	44,400
Total					The state of the s	180,000
The deviation						
oans and discoun	tsInc.	\$570,000	Net depo	sits	Dec. \$	1.941,700
egal tenders	Dec	1,691,100	Circulatio	on	Dec.	80,3.0
The followin	a medakakaketahan hara-					

Loans. Specie. L. Tenders. Deposits. Circulation. Agg. Clear June 23...326,044,400 63,233,800 26,525,700 323,106,400 15,799,200 724,593,946 31...328,083,200 64,189,600 23,122,800 324,289,900 15,642,600 594,509,182 July 7...328,653,200 62,799,500 24,431,700 322,348,200 15,612,300 581,638,272

Boston Banks.—Following are the totals of the Boston banks: Loans. Specie. L. Tenders. Deposits.\* Circulation. Agg. Clear

1883. June 25. 143,882,800 4,812,400 4,400,000 88,293,700 29,074,800 63,522,130

July 2. 144,3.7,800 49,200 4,82,900 87,673,700 24,916,40 62,285,930

9. 146,591,700 5,111,800 4,383,600 89,910,200 26,012,500 77,344,513 \*Including the item "due to other banks."

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

1883. June 25 July 2	77,674,224	 72,478,982	Circulation.	59.998,946
July 2		74,392,555 73,447,042	9,687,433 9,591,828	47,020,999 57,198,180

Unlisted Securities

Unlisted Securities.—Follow	ing are quoted at 38 New S	treet:
Bid. Asked.	Rid	Asked.
Am. Railw'y Imp.Co-	N.Y.W.Sh.&Buff.—Stk	Honecu.
Ex bonds and stock. 20 48	del.wh.iss.on old sub 30	32
Atl. & Pac.—6s, 1st	North Pac. div. bonds. 9342	
Incomes	No. Riv. Const 100p.c100	103
Blocks 35 per cent.	Newb. D'tch & Conn-	
Am. Safe Deposit per-	Incomes	
petual deb'ure bds. 100	N J. & N. Y 216	313
Bost.H.& E.—New st'k 38 12	N. J. Southern	
Old 18 38 Chie & Atl.—Stk 20	Ohio CRiv. Div. 1st. 5018	$50 \frac{1}{2}$
	Incomes 8	834
Lot mout	Oregon Sh. Line deliv-	
Contin't'l Cons85p.c. 40 48	ered when issued	****
Den.& R.G.R'y—Cons. 88 8812	Pensac. & Atl	$\frac{20}{20}$
Denver Rio. G. & West 22	Pitts. & Western. 71 2	$72^{1}_{2}$
1st mort 7714 7758	1st mort.	$\begin{array}{c} 19 \\ 82 \end{array}$
Denver & N. Orleans	Rich.&D.Ext. subs. 70%	04
Subsidy scrip	Roch.&Pitts. cons1st	
Edison Elec. Light	St P.Min.&Man., script	••••
Ga. Pac. R'y., 1st m., 84	St. Jo. & West 11	1412
Gal. Houst. & Hen	St. Jo. & Pacific 1st	, 2
Gal. Har. & S. Ant	do do 2d	26
I. B. & W. inc. bds	Kans. & Neb., 1st	
Ind. Dec. & Springf	do do 2d	
Keely Motor 6 812 L.& N.col.trust bds '82 80	Sel., R.&D.st'k, st'mp'd	
	do 2d do do 80	
Mahoning Coal & RR. 6 12 Mexican Bonds—3 p.e. 29 31	Tex.&Col.Imp60 p.c	****
Mexican. Nat. 9	ex-bd9	$13^{1}2$
Preferred	Tex. & St. L. Incomes do	• • • •
1st mort	ex-bonds	
Mexican Telephone	bonds in Texas	80
Mich. &O Subs. 85 p.c 103	gra't&ine.bds in Tex	28
M.U.St'k Trust Certs., 15 19	Texas Pac. inc. scrip. 50	53
Missouri Pac., Cowdry	U. S. Elec. Light128	136
Certfs	Vicksb'g & Meridian 312	458
M. K. &. T. inc. scrip. 42 4312	Incomes 25	32
•		

## Investments

#### STATE, CITY AND CORPORATION FINANCES.

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

#### Central Pacific Railroad Company.

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

The annual report of this company for the year ending December 31 has usually been issued about seven months afterward, in the following August. This year the report is one month earlier, but it does not contain an interesting and important statement which gave life to the former reports, namely, the exhibit of gross earnings, expenses and net earnings for the six months of the current year ending with June 30. From the report for the year 1882 the following information is condensed.

The sinking funds of the company include \$5,355,000 invested in bonds, of which amount 1st mortgage bonds of the Southern Pacific Railroad Company of California constitute \$4,271,000, and 1st mortgage bonds of the Southern Pacific Railroad Company of Arizona, \$980,000; the cash on hand was \$916,519, since invested, presumably in the same sort of bonds. This is the first definite statement showing the class of bonds held in the sinking funds, and it now accounts for about \$6,167,000 of the Southern Pacific loans which have not been publicly marketed.

The report says: "The amounts as found due by the United States Commissioner of Railroads, under the various Acts of Congress, have been promptly paid into the United States Treasury. The following shows the condition of these accounts on Dec. 31, 1882:

Amount of company's accounts against the United States Government, as shown in last annual report on Dec. 31, 81.\$6,746,668

Amount of cash paid the United States in 1882, on account of requirement for 1881 79,150

Amount of transportation performed for the United States in 1882, freight, passengers and mails 1,090,123

Total to Dec. 31, 1882, as shown in General Ledger 

"The total amount required to be paid the United States from the earnings of 1882, from that portion of the road aided in its construction by a loan of United States bonds, is \$792,920. As is shown above, this amount has been more than met by the United States transportation performed over the various roads operated by this company. The application of the amount required for the year is as follows:

"The receipts of the Land Department on account of trust lands, for the past year, from cash payments on lands sold, leased, etc., amounted to \$738,726. This amount has been placed in charge of the trustees of the land grant mortgage, who have redeemed during the year with the funds in their possession 711 bonds, of the par value of \$1,000 each, thus reducing the debt of the company \$711,000, and the annual interest charge \$42,660. The trustees report on Dec. 31, 1882, available funds for the further redemption of bonds to the amount of \$584,770."

By reference to the table below, showing earnings and expenses of the various lines leased by this company, it will be seen "that the extension of the Galveston Harrisburg & San Antonio Railway eastward from El Paso, Texas, was operated during the year at a loss to this company of \$320,507. This road was operated under a provisional lease during the process of construction, and upon the connection of this portion of the road with the remainder of the Galveston Harrisburg & San Antonio Railway system, on February 1, 1883, the lease was canceled. The opening of this new route to Galveston and New Orleans, it is anticipated, will add to the earnings of the lines leased by this company, without impairing the earnings of the lines owned, the increase being largely new business from new territories. In the month of May, 1883, a junction was made at Ogden, Utah, with the Denver & Rio Grande Railway, thus making a new and important connection, and bringing new business to the road owned by this company."

The report thus speaks of the competition of new lines of

"The apprehension which seems to have been felt by some stockholders that the completion of other trans-continental lines may in time seriously affect the earnings of the lines owned by this company, does not appear to your directors to be well founded. The permanent strength possessed by this company's lines from their local resources, without the additional strength which they receive from their position as through lines across the continent, is shown by the large proportion of Not including ferry.

earnings which is from local business, compared to that which is from through.

"The following is a statement of the gross earnings received from local and through traffic respectively for the past five

Years.	Local.	The ough.	Total.
1878 1879	\$11,908,803	$\$5,622,056 \\ 5,028,524$	\$17,530,858 17,153,163
1880	15,780,890	4,727,223	20,508,113
1881	18,379,860	5,714,240	24,094,101
1882	18,917,254	0,740,473	
Total	\$77,111,476	\$27,837,516	\$104,948,992
1882	18,917,284	\$27,837,516	\$104,948,9

"The extension of the Oregon Division of this company (formerly the California & Oregon Railroad Company) from Redding northward to the State line—a distance of about 140 miles—is now in process of construction, and will be vigorously prosecuted till completion, which it is expected will take place sometime during the year 1884. At the State line the road will be met by the Oregon & California Railroad Company, now building southward from Roseburg, Oregon, and with it will form a through line between San Francisco and Portland, connecting the railway systems of California and Oregon."

EARNINGS, EXPENSES AND RENTALS OF ALL LINES OPERATED FOR 1882, EACH STATED SEPARATELY.

(2)	Gross	Amount of	Net Profit to
Name of Road.	Earnings.	Rental.	Cent. Pacific.
Central Pacific		\$55,812	\$7,520,472
Southern Pacific of Cal		1,666,666	238,749
Southern Pacific of Arizona.		634,355	886,652
Southern Pacific of N. Mex		285,638	89,901
Galveston Har. & San Aut.*.		241.859	Loss.320,507
Sacramento & Placerville		7,200	6,422
Los Angeles & Independence		20.196	Less. 12,091
Northern Railway		423,152	594,946
Los Angeles & San Diego		33,384	7,585
California Pacific		600,000	250,683
Stockton & Copperopolist		25,000	39,026
San Pablo & Tulare		167,465	312,689
Amador Branch		42,000	Loss. 18,954
Total	\$25,662,757	\$4,202,727	\$9,595,573

\*The portion of the Galveston Harrisburg & San Antonio Railway operated by this company under lease in 1882 was from El Paso, Texas, eastward, as constructed. Upon the connection of this portion of the road with the remainder of the Galveston Harrisburg & San Antonio Railway System, which occurred on February 1, 1883, this lease was expected.

† This column shows the net profit or loss to the Central Pacific Company over and above operating expenses and rentals paid.

STATEMENT SHOWING TERMS OF LEASES AND AGREEMENTS WITH LEASED

i	LINE	is.
	Miles of Ex	piration -
1		Lease. Terms of Lease.
I	(528.56)	(\$250 per mile per month.
i		n. 1, 1885 \ \$125 per mile per month.
į	( 24.24)	(\$250 per mile per month.
I	Southern Pacific (Ariz.) 384.17 No	ov.1, 1885 \$135 p. m. per mo. & txs.
1	Southern Pacific (N.M.) 167.22 No	ov.1, 1885 \$135 per mile per month.
1		Current. \$2,000 per month.
Ì		eb. 1, 1883 \$83.33 per mile per mo.
-	Les Angeles & San D. 27.60 No	ov.1, 1885 \$100 p. m. per mo. & txs.
		ov.1, 1885 \$100 p. m. per mo. & txs.
	N w	(The principal and int. on
-		\$500,000 30-year bonds
	Stockton & Copperop's. 49.00 Ja	n. 1, 1905 at 5 p. c. Net earnings
-		to apply on floating debt
-		('S. & C. RR.
l	Amador Branch 27:20 No	ov.1, 1890 \$3,500 per mo. and taxes.
١		ov.1, 1890 \$768 per month & taxes.
-	California Pacific 115.44 Ju	ly 1, 1905 \$600,000 per annum.
l	•	(\$47,500 per month, in-
Ì	Nontham Bailway 117.14 Ja	
	Northern Railway	( lare RR. leased.
İ		Current. \$5,250 per month.
Ì		n. 1, 1885 Incl'd in lease of North'n.
	Sacramento & Placery. 5.61 (	Current. \$600 per month.
	* 4	(Same rate per mile as
	Union Pacifie 5.00 J'e	e 30, 2874 } earned by Un. P. RR. on
l		( its road.

The following tables, compiled for the CHRONICLE, show the statistics of operations, earnings, and financial condition, for three years past:

ROAD AND EQUIPMENT. 1,215 1,215 1,215Miles owned..... 1,986 Miles leased and controlled ... 1,412 1,001 3,201 2,866 Total operated..... 2,657 296 304 468 Locomotives\*. Passenger, mail & expr'ss cars\* 390 468  $6,941 \\ 1,227$  $9,659 \\ 1,374$ Freight cars\*. Service cars and snow plows\*. 1,129

* Including leased lines.	g		
The second secon	AND FISCAL RI	ESULTS.	
Olimanon	ALIAN A A COLLA		
Operations—	1880.	1881.	1882.
D oper attores	1,437,427	1,585,317	1,793,355
Passengers carried*			
Freight (tons) moved	2,140.879	2,737,173	3,109,696
Earnings-	<b>\$</b>	\$8.	\$
	1 010 000	2,048,090	2,493,846
Passenger—Through	1,616,260		
Local	4,203,535	4,614,738	4,980,370
Freight-Through	2.633.127	3.423.499	3.962.105
		12,418,640	12,340,777
Local	10,612,731		
Mail, express and miscellan's.	1,442,460	1,559,133	1,885,659
m + 1	20,508,113	24,094,100	25,662,757
Total gross earnings	20,505,115	24,034,100	20,002,101
Expenses-	*	*	*
Oper, expenses and rentals	12.045,669	13,859,307	16,067,183
	827,940	720,120	1,034,583
Taxes and miscellaneous	027,040	720,120	1,001,000
Total	12 873 609	14,579,427	17,101,766
10000			
Net earnings	7,634,504	9,514,673	8,560,991
P. c. oper, exp.to earn.(excluding taxes and misc. exp.)	58.73	57.52	62.60

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INC	COME ACCOUNT		
Paral de	1880.	1881.	1832.
Receipts-	= 024 = 04	. \$	0.700.001
Net carnings		9,514,673	8,560,991
Interest on sinking funds	254,617	262,500	281,260
Land grant bonds redeemed	200,000	420,000	711,000
Miscellaneous	. 54,855	20,000	20,485
Contract with W., Far. & Co.	. 348,140	592,656	
Total income		19,809,829	9,573,736
Disbursements-	*	\$	\$
Interest on debt		3,508,292	3,443,413
Dividends	. 3,406,530	3,556,530	3,556.530
Dividends per cent	. (6)	(6)	(6)
Total disbursements	7,121,855	7,061,822	6,999,943
Balance, surplus	. 1,370.261	3,745,007	2,573,793
GENERAL BALANCE	AT CLOSE OF E	ACH FISCAL YI	EAR.
	1880.	1881.	1852.
Assets-	*	*	*
Railroad, buildings, &c	. 136.948.681	137,207,564	138,553,155
Equipment		8,065,866	8,224,701
Real estate		1,541,461	1,556,522
Shops and machinery	. 1,758,080	1,834,885	1,951,239
Steamers and ferryboat		767,678	681,988
Stocks and bonds owned		160,128	253,120
Bills and accounts receivable		3,897,296	1,123,144
Materials, fuel, &c		2,792,600	4,091,983
Cash on hand	. 2,237,032	643,255	320,950
Sinking funds	4,202,814	4,816,659	5,811,419
United States accounts	5,499,762	6,746,668	7,915,944
Furniture, tel. inst., &c		155,772	155,772
Total assets	. 166,575.829	168,629,241	170,976,237
Liabilities— Capital stock.	50 05 500	70.07- 700	
		59,275,500	59,275,560
Funded debt (see Supplement		54,917,000	54,199,000
Government bonds		27,855,680	27,855,680
Bills and accounts payable	5,761.818	4,490,481	4,956,757
Hospital fund	. 95,176	103,922	104.123
Trustees land grant mortgage	425,745	612,517	581,771
Sinking fund uninvested	254,914	868,759	916,519
Contract Wells, Fargo & Co	476,860	********	700000
Unclaimed dividends	5,337	7,575	12,188
Profit and loss	. 16.752,799	20,497,807	23,071,599
Total liabilities	. 166,575,829	168,629,241	170,976,237

#### GENERAL INVESTMENT NEWS.

Central of New Jersey.—The committee of income bondholders met President Gowen, of the Reading Company, this week, for the purpose of determining the manner in which the new bonds should be worded. It was agreed that a debenture bond, bearing interest at 6 per cent, and to run twenty-five years, shall be issued by the Jersey Central Co. This new bond is to be convertible, at the option of the holders, after Jan. 1, 1885, into Jersey Central stock, and it will be exchanged for the present income bonds on the basis of 10½ per cent advance on the face value of the incomes. Thus the holder of \$10,000 of income bonds will receive \$11,050 debenture bonds.

—A special meeting of the stockholders of the Central Rail-road Company of New Jersey was held at the company's office in Jersey City. The lease of the company's property to the Philadelphia & Reading Railroad was ratified by a vote of 150,-828 shares to 4,124 shares in opposition. Clarence A. Seward appeared in behalf of the principal dissenting stockholder. A general protest that the proxies were not in proper form was overruled by the inspectors of election. Objection was also offered to many of the proxies as they were about to be voted on. The objections were sustained in a few instances.

—At Trenton, N. J., July 11, in the suit of W. B. Dinsmore to annul the lease of the Central of New Jersey Road to the Philadelphia & Reading, leave was granted to Edward T. Green, of counsel for the plaintiff (and the Pennsylvania RR. Company, to file a stipulation in the United States Circuit Court, providing that the motion for a preliminary injunction should go over without detriment to either party in the suit to the fourth Tuesday of next September. The stipulation was signed by Clarence Seward for the Pennsylvania, and by ex-Chancellor Williamson for the Philadelphia & Reading. The matter of the New York & Long Branch RR. superintendency goes over to the same time.

Chicago Milwaukee & St. Paul.—At the last annual meeting, Mr. J. B. Dumont, for many years connected with the firm of Jesup, Paton & Co., of this city, was elected Second Vice-President of this company. The press dispatches at the time reported the fact erroneously, and this correction is deemed necessary.

Kansas City Fort Scott & Gulf.—On this company's extension to Memphis, the Kansas City Springfield & Memphis line, the gap between the late terminus at Augusta, Mo., and the Iron Mountain crossing at Hoxie has been closed. Track has also been laid from Hoxie southwest 68 miles (25 miles of this was laid last year to Jonesboro), leaving only 17 miles of track to be laid to reach the Mississippi opposite Memphis. Much of this remaining section is heavy work, including several miles of piling; but a large force is employed, and the road will be completed by Sept. 1. The present end of the track is 258 miles from Springfield, Mo., and 459 miles from Kansas City.

Manhattan Elevated.—The World of July 13 says: "The bond given by the Manhattan Railway Company for the vacation of the injunction which restrained it from operating the elevated railroads in accordance with the terms of the modified lease of October 22, 1881, was filed in the Court of Common Pleas yesterday. Its terms are that if the Metropolitan Railroad Company obtains a judgment declaring the modified lease invalid, the Manhattan Company will pay it any sum up to \$292,500, which it may show itself to have been deprived of by

the vacating of the injunction and the enforcement of that lease. The sureties on the bond are Jay Gould, Cyrus W. Field and Russell Sage, each justifying in the sum of \$600,000."

Mobile & Ohio.—The Mobile & Ohio Railroad Company's directors have voted to pay 3 per cent interest on the first preferred debenture bonds of that road, 1½ per cent to be paid Aug. 1 and the remaining 1½ per cent Feb. 1, to registered holders. The transfer books for the August payment will close on July 21.

New York Central & Hudson.—The *Tribune* money article has some interesting remarks as to the income of this road since the last fiscal year, ending Sept. 30, 1882. The weight of the comments depends mainly on the correctness of the figures showing gross and net earnings, and it may fairly be assumed that these would not be published in the *Tribune* without some pretty good authority. The statement is as follows:

The Central & Hudson Railroad Company makes no public statement of its business and transactions other than the annual report for years ending September 30, made under the laws of the State to the State Engineer. But from a trustworthy and not an official source the Tribune is able to give the approximate figures for the two periods of eight months ended May 31, 1882 and 1883. In the subjoined statement the figures set against "interest and rentals" in both periods are two-thirds of the total gain for those items in the report for the year ended Sept. 30, 1882. As the company's debt has increased since May 31, 1882, it is probable that the figures given are too large for the eight months ended May 31, 1882, and too small for the period ended May 31, 1883. But, as they stand, they show for the last eight months a deficit in the surplus applicable to dividends of nearly \$900,000 from the amount required to pay at the rate of 8 per cent per annum. The estimate for the month of June last (full accounts not yet made up) makes the deficit for nine months nearly \$1,100,000. The following is the comparative statement:

Oct. 1 to May 31. Gross earnings		\$1882-83. $$22,579,000$ $15,120,000$	Inc. \$3,456,000 Inc. 1,295,000
Net earnings	\$5,289,000	7,450,000	Inc. \$2,161,000
8 months proportion of in- terest and rental charges.	3,458,416	3,458,416	***********
Surplus for dividends	\$1,830,584	\$3.991.584	Inc. \$2.161.000

New York Lake Erie & Western.—The Stockholder publishes an extract from the Real Estate Record and Builders' Guide of June 30, showing that this railroad company and their Improvement Company recorded last week in Hudson County, N. J., the following mortgages:

Chatt-I mortgages.

The New York Lake Erie & Western Railroad Company to Edward Morgan et al, trustees of the Car Trust Company, of New York, on 2,500 freight cars. \$1,291,533

Same to same—On 2,050 coal cars, 100 butter cars and ten consolidated locomotives. 1,244,000

Same to same—On 1,300 freight ears, 2,300 coal cars, 20 passenger coaches, 250 butter and cheese cars, 200 refrigerator cars, 500 stock cars, 1,000 drop gondola cars. 3,077,000

On the same day, among the deeds recorded in Hudson Co., there was one from H. J. Jewett, acting individually and as trustee of Sarah E. Jewett, conveying the Weehawken property to the Improvement Company for a nominal consideration.

New York West Shore & Buffalo.—This line, from New York to Saratoga, was formally opened July 9. Six heavilyladen trains were sent through—three each way. The cars were crowded, and the trains were enthusiastically received everywhere. Thousands of men are completing the ballasting with 18 inches of gravel and six of broken stone. Some work remains to be done between Kingston and Albany before trains can make schedule time. The buffet cars being built expressly for express train service on the New York West Shore & Buffalo Railway, are so called because they are to be provided with a "buffet" or sideboard, which occupies a space eight feet, by three and a half, and is situated immediately in front of the smoking-room. The front of this cosy inclosure, facing the drawing-room, is plate glass, partly screened by rich drapery. From this elegant sideboard, which, in addition to the necessary fixtures, in miniature contains shelves for a circulating library, will be served to such as may desire it a delicate luncheon, such as a cup of French coffee, tea, a sandwich or a cup of bouillion. This innovation, the conception of which originated with Mr. George M. Pullman during a recent tour in Italy, is not designed to encroach upon the dining-car, the hotel car, or the eating station, which will yet retain their proper places.

Railroad Construction.—The Chicago Railway Age publishes statistics of railway building for the first half of the current year. These show a construction of 2,509 miles of main track on 114 lines in thirty-five States and Territories. During the corresponding period last year 4,990 miles were constructed. The Age estimates the construction for the entire year at 8,000 miles. California leads thus far with 200 miles built in 1883; Montana is next with 196; New York, 193; Pennsylvania, 186; Utah, 156; Idaho 122 and Arizona 120. [The Chronicle has heretofore referred to the decline in railroad building, and sees no reason to alter its opinion that the construction during this year will only be about half that of 1882—say 5,500 miles.]

road Company obtains a judgment declaring the modified lease invalid, the Manhattan Company will pay it any sum up to \$292,500, which it may show itself to have been deprived of by the Atlanta & Charlotte.—The Richmond & Danville Company deposited \$500,000 gold 6s as security for interest and dividend on securities of the Atlanta &

Charlotte Company, but has lately arranged for a surrender of these bonds, which are to be sold and the proceeds applied to the purchase of steel rails for the road. About \$120,000 bonds have been surrendered and 3,000 tons of steel rails have been received.—Boston Herald.

St. Louis & Texas (N. G.)—By the laying of the last rail, July 3, on the St. Louis & Texas Narrow-gauge Railroad at Rob Roy, on the Arkansas River, the entire line was completed, but the bridge at that point will not be finished for a week or two.

—A dispatch from St. Louis, July 7, says: "Messrs. Rust & Coolidge, contractors for building the bridge across the Arkansas River for the Texas & St. Louis Railroad, served notice yesterday on President Paramore, at Pine Bluff, Ark., that they would abandon the bridge unless they were paid \$25,000 cash and were released from a penalty of \$35,000 caused by the noncompletion of contract. Col. Paramore refused their demand, entered suit against them for \$35,000, and attached their machinery. The bridge is within two weeks of completion, and the work will proceed as soon as possible."

Shenandoah Valley.—A traffic contract has recently been made with the Pennsylvania Railroad and Cumberland Valley Railroad for an exchange of business on traffic going to or from points on the Shenandoah Valley road. The Pennsylvania and the Cumberland Valley companies also further agree to lay by 20 per cent of the gross receipts from business with the Shenandoah Valley till October 1, 1885, 15 per cent for five years succeeding that date, and ten per cent for the five years following, for the purchase of the principal of the Shenandoah Valley's general mortgage at the rate of \$200,000 a year, if the bonds can be purchased at par; otherwise the fund for that year lapses. In any year prior to October 1, 1888, this fund may be applied to the purchase of coupons if the earnings are insufficient to pay interest.

South Pennsylvania.—At Philadelphia, July 10, at a meeting of the promoters of the South Pennsylvania Railroad Company, a committee consisting of Dr. Hotstetter, Mr. Twombley, F. B. Gowen, W. K. Vanderbilt and W. C. Whitney, were appointed to take charge of the construction of the line and act as a board of management until such time as a formal organization is effected. The press dispatch says that all the stock has been subscribed, William H. Vanderbilt heading the list with \$5,000,000 and Dr. Hotstetter following with \$2,000,000, and nearly all of the Philadelphia and Reading Board of Management have subscribed \$100,000 each.

Tennesse Funding Bonds.—At Nashville, July 10, Chancellor Merritt refused to grant an injunction against the funding of the State debt, in accordance with the Funding act of the last Legislature. The injunction had been applied for, it is

said, for political or speculative purposes.

Texas & Pacific.—The news agency of Dow, Jones & Coreports: "The Texas Pacific Company has retired \$226,000 income bonds, leaving \$8,682,000 outstanding. The annual interest falling due July 1 was not paid this year, because it had not been earned. The incomes are retired at par, with accrued interest, in payment of lands bought from the Company. By this redemption the holder of ten bonds, at the present market value, pays \$6,200 for \$11,400 worth of land. The land is selling at from \$2 to \$5 per acre. " \* \* \* The Texas Legislature, on the 1st inst., advanced the price of State lands \$2 to \$3 per acre."

Toledo Cincinnati & St. Louis.—At a meeting of the directors of this railroad in Boston, July 10, S. C. Blanchard, R. M. Pomeroy and W. A. Hask-II retired from the board, and the vacancies were filled by the election of the following representatives of the Seney syndicate, which proposes to provide the company with additional capital: C. S. Brice, Samuel Thomas and H. L. Terrell. Contracts were also approved for an elevated road to connect the Cincinnati terminus with Post-

office Square.

Union Pacific.—It is reported that this company has begun work on a railway from Lincoln to Beatrice, Nebraska, to fill a gap of forty miles and soon the building of forty-three miles over another gap between Marysville and Manhattan, Kansas, will be begun. The Union Pacific builds these roads to form an independent north-and-south line from Omaha to the heart of Kansas, and connect its Nebraska and Kansas systems. The line crosses the Central Branch of the Union Pacific at Waterville, 100 miles west of Atchison, and at Garrison, 119 miles west of Leavenworth, it crosses the Kansas Central, another Union Pacific road, while it crosses the St. Joseph & Western, also a Union Pacific road, at Marysville. [See Union Pacific map in the Investors' Supplement of June 30.]

—James McNamee, Esq., referee, has made his report upon the condition and management of the Fidelity & Casualty Co., of New York, to the General Term of the Supreme Court. After a full examination Mr. McNamee reports his conclusions as follows: That the company is legally organized; that it is entirely solvent; that it is intelligently and prudently managed; that its business is conducted according to law; and that, as at present controlled and directed, the security afforded by its fidelity policy or by its guarantee of bonds and undertakings is of a high order of excellence. The company has just declared a dividend of 4 per cent for the half-year, the statement showing a surplus to stockholders of \$51,991, and to policy-holders of \$301,991.

-The St. Paul Minneapolis & Manitoba Railway pays a quarterly dividend of 2 per cent on its stock Aug. 1, at the office of

Messrs. J. S. Kennedy & Co.

# The Commercial Times.

### COMMERCIAL EPITOME.

FRIDAY NIGHT, July 13, 1883.

General trade for the week has been fair, unlooked-for activity having been noticed in some departments. There has been some effort to revive speculation for the rise in staples of agriculture on reports of drought in the Northwest, but they have had little success. The Agricultural Bureau statement of the condition of the crops July 1 was favorably received. The report says that the indications point to a yield of 425 millions bushe's of wheat.

Provision circles are very much unsettled Early in the week there were severe declines in pork and lard at Chicago. The export movement is slow, and speculation, while fairly liberal, has been in the interest of those desiring lower prices. The German Government is pronounced in its antagonism against American lard, and point with emphasis to the recent developments made at the controversy in Chicago, in which it was stated that tallow, terra alba, and other deleterious substitutes formed a co-ordinate part of prime Western lard. To-day a better feeling prevailed and a re-action upward can be noted; August options sold at 8.64@8.83c.; September, 8.72@8.89c.; October, 8 90@8 97c.; November and December, 8 75c.; seller year, 8.55c., closing strong; August, 8.85c.; September, 8.921/2@ 8.95c.; October, 9@9.05c.; seller year, 8.73@8.80c. On the spot prime Western sold at 8.75c.; refined for the Continent at 9.15c.; South American at 9.70c. Pork was again weak with sales of mess on the spot at \$15 25@\$15 50; family at \$17 75@\$18 50. and fancy at \$19. Beef was dull and weak at \$18@\$19 for city extra India mess. Beef Hams were about steady at \$29 for Western. Bacon is quite nominal at &c. Tallow is easy now at 73/4c. for prime; early in the week there was a good export inquiry. Stearine dull at 10@11c. for city and Western. Butter has declined, but cheese later in the week has received a more liberal export interest at 101/4@101/2c. for the best white and colored State factory.

Rio coffee has been dull and depressed; fair cargoes close at 9½c. on the spot; options sold more freely to-day at 7:30c. for both July and August, 7:40c. for September, 7:50c. for October, 7:55@ 7:60c. for November, 7:65c. for December, 7:80c. for January and 7:90c. for February. Mild grades have latterly been more active and close steady, with good Cucuta quoted 11@11½c. Tea has shown no material change; green advanced slightly at the auction sale on Wednesday. Spices have been dull and to a large extent nominal. Foreign green fruits have been irregular in price, owing to the poor quality of some of the receipts; dried have been dull and weak. Rice has been firmer at 5½@7½c. for domestic; the supply of domestic here is small and foreign is being purchased for Charleston. Molasses has been quiet at 26c. for 50-degrees test: sales have been made in thirdelphia at 25½@27c., the lower figure being the last obtained. Raw sugar has been dull and easier at 65%c for fair refining, and 7½c. for 96-degrees test Centrifugal; refined at one time weak, closes steadier; crushed 93%c.; powdered 9½ @ 93%c.; granulated 8%c.; standard "A" 83%@8½c.

Kentucky tobacco has been quiet, but a fairly steady tone

Kentucky tobacco has been quiet, but a fairly steady tone prevails; there have been sales of 49 hhds. for export and 173 hhds. for consumption. Lugs were quoted at 5½@6c. and leaf 6½@10½c. Seed leaf has continued in demand, and a more satisfactory feeling prevails. The sales for the week embrace 3,600 cases, including 1,400 cases 1882 crop, Pennsylvania, assorted lots, 11@20c.; 300 cases 1882 crop, do., 8@12c.; 200 cases 1880 crop, do., 9@11½c.; 300 cases 1882 crop, New England, 6@12½c; 100 cases 1881 crop, do., 13@20c.; 300 cases 1882 crop, State private terms; 800 cases 1882 crop, Wisconsin, 10@15c., and 200 cases 1882 crop, Ohio, 7¾c.; also 400 bales Havana, 88@\$1 15, and 300 bales Sumatra, \$1 00@1 50.

Naval stores have been without interesting features; strained to good strained rosins are still quoted at \$1 60@\$1 65, and spirits turpentine is slow at 37@37½c.; the tone, however, is fairly preserved. Refined petroleum, in the absence of export calls, and in sympathy with crude certificates, has declined to 7½c. for 110 test and 7½c. for 70 Abel test; there are large stocks in Europe, and the present prices in their correlative position with crude preclude the exporting of refined at a profit. Crude certificates were materially lower to-day, opening at \$1 08¾, advancing to \$1 09½, declining to \$1 06½, and closing at \$1 08; the sales at the two exchanges were 9,372,000 bbls. Ingot copper remains steady at 15½@15¼c. for Lake, with other brands at 14@14¼c. American and Scotch pig irons are strong and in better demand. All oils are weak and irregular; lard is now 70@75c. for summer make.

Ocean freight room, both berth and charter, is firmer. Not that the movement has warranted the improvement, but the offerings of all tonnage have been quite small. To-day grain was taken to Liverpool by steam at 3%d; bacon, 15s.; cheese, 30 @40s.; flour, 12s. 6d.; cotton, 1%d.; grain to London by steam, 4½d. 60 lbs.; do. to Glasgow by steam, 4½d.; do, to Bristol by steam, 5d.; do. to Bordeaux by steam, 11½c.; do. to Antwerp by steam, quoted 5½d; refined petroleum to Baltic, 3s. 9d; do. to Antwerp. 3s. 1½d.; crude to Havre, 3s. 5d.; do. to Dunkirk, 3s. 7½d.; naphtha to Bremen, 3s. 4½d.; case oil to Trieste,

20c.; de. to Algiers, 18½c.

#### COTTON.

FRIDAY, P. M., July 13, 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 (July 13) the total receipts have reached 11,024 bales, against 11,914 bales last week, 11,497 bales the previous week and 12,395 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,915,986 bales, against 4,639,715 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,276,271 bales.

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total
Galveston	559	256	919	005		010	0.100
	555	230	919	225	_ 229	912	3,100
Indianola, &c.		••••	••••	••••	••••	8	8
New Orleans	651	281	1,536	271	692	696	4,127
Mobile	2	57		26	••••	69	154
Florida						16	· 16
Bavannah	77	136	45	24	227	129	638
Brunsw'k, &c.				• • • •			
Charleston	12	22	4	32	6	17	93
Pt. Royal, &c.						1	1
Wilmington		3	3		1		. 7
Moreh'd C.,&c						10	10
Norfolk	91	47	70	15	96	46	365
West Point,&c						101	101
New York							
Boston	92	23	24			252	331
Baltimore						700	700
Philadelp'a, &c.	142	235		223	427	286	1,313
Totals this week	1,626	1,060	2,601	816	1,678	3,243	11,024

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.

Descints to	188	32-83.	188	31-82.	Slock.		
Receipts to July 13.	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883.	1882.	
Galveston	3,100	831,498	223	426,783	10,743	1,795	
Indianola,&c.	√8	16,926	10	13,737			
New Orleans	4,127	1,657,894	1,054	1,182,989	87,769	35,292	
Mobile	154		728	262,800	1	1,565	
Florida	16	18,439		27,207		*****	
Bavannah	638	809,562	662	727,519	3,345	2,475	
Brunsw'k, &c		5,508		7,026			
Charleston	93	565,512	167	496,915	2,429	1,832	
Pt. Royal, &c.	1	24,601	•••••	24,514			
Wilmington	7	127,214	33	134,880	1,176	686	
M'head C., &c	10	19,467	2	26,573			
Norfolk	365	796,394	630	611,764	20,138	4,356	
West Point,&c	1.01	227,358	1,061	193,544			
New York		137,673	380	159,272	190,143	158,614	
Boston	391	190,137	1,045	the second section will be a second second		6,580	
Baltimore	700	66,970	1,125	23,369	17,760	8,459	
Philadelp'a,&c.	1,313	109,993	1,022	92,594	6,097	7,701	
Total	11,024	5,915,986	8,142	4,639,715	353,674	229,355	

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.	3,108	233	2,189	837	108	316
New Orleans.	4,127	1,054	3,480	3,185	1	1
Mobile	154	728	687	327		
Savannah	638	662	2,663	531	218	
Charl'st'n, &c	94	167		900		483
Wilm'gt'n, &c	17	35	126	93	33	118
Norfolk, &c	466	1,691	2,410	1,309		_
All others	2,420	3,572	5,938	3,509		
Tot. this w'k.	11,024	8,142	18,199	10,691	2,80.	3,782
Since Sept. 1.	5915.986	4639.715	5722 015	1866 805	1130 321	1959 999

Galveston includes Indianola; Charleston includes Port Royal, &c.;

The exports for the week ending this evening reach a total of 25,668 bales, of which 23,459 were to Great Britain, 246 to France and 1,963 to the rest of the Continent, while the stocks as made up this evening are now 353,674 bales. Below are the exports for the week and since September 1, 1882.

Exports	We	ek Endi Export		13.	From Sept. 1, 1882, to July 13, 1883. Exported to—				
from-	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total.	
Galveston New Orleans	12,190		412	12,602	317,598 843,934		,	517,519 1.568,171	
Mobile	•••••	•••••		••••	31,840	٠٠	1,100 100	100	
Savannah Charleston Wilmington					110,312 131,080 53,172	24,775		372.870	
Norfolk†	1,858 6,873		1,301	1,858 8,420	372.728		4,590 28,985 158,110	401,713	
Boston Baltimore	797 675		250	797 925	180,521		443 63 531		
Philadelp'a,&c	1,086 23,459		1,933	25.668			3,356	101,873	
Total 1881-82			8,943		2,309,195			3,474.018	

\* 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.

	Or	or					
JULY 13, AT-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.	
New Orleans Mobile Cnark ston Savannah Galveston Norfolk New York Other ports	6,282 None. None. None. 2,914 None. 3,400 2,500	1,897 None. None. None. None. None.	893 None. None. None. None. 2,200 None.	490 None. 50 150 385 1,827 None.	9,562 None. 50 150 3,299 1,827 5,600 2,500	78,207 7,594 2,379 3,195 7,441 18,311 184,543 29,013	
Total 1883	15,096	1,897	3,093	2,902	22,988	330,686	
Fotal 1882 Total 1881	$3,954 \ 27,026$	4,206 3,768	2,300 5,813	1,037 2,017	11,497 38,624	$\begin{array}{c} 217.858 \\ 271,932 \end{array}$	

The speculation in cotton for future delivery has been fairly active for the week under review, and the fluctuations in prices have been much wider than for some time past. On Saturday a weak opening was followed by a firmer closing, which on Monday developed into a considerable movement for the rise, and the best prices showed an advance of 16@22 points from the lowest figures of Saturday. The improvement was caused by the reports of too much wet weather, and by rumors of the rapid growth of weeds and grass in certain States. Monday closed with the loss of part of the early advance, and Tuesday closed lower under the influence of the Bureau report, the tenor of which had somehow transpired, although the document itself was not published until Wednesday, when it contributed to a further decline. Thursday was buoyant, on a demand to cover contracts, promoted by the opinion that the influences operating to depress prices had been pretty fully "discounted." But to-day there was a fresh decline under weak Manchester advices and the possibility of diplomatic troubles between France and Great Britain. The close, as compared with last Friday, shows but slight changes, except in the decline of a few points for July and August. Cotton on the spot has been more active for home consumption, with a small business for export. Quotations were reduced 18c. on Saturday, advanced 1-16c. on Monday, reduced 18c. on Wednesday and advanced 1-16c. on Thursday. To-day there was a decline of 1-16c. and a dull market, middling uplands closing at 10 1-16c.

The total sales for forward delivery for the week are 521,600 bales. For immediate delivery the total sales foot up this week 3,385 bales, including 743 for export, 2,591 for consumption, 51 for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for

each day o	of the	past w	eek.						
July 7 to	U.	PLANI	08.	NEW	ORLE	CANS.	1 7	TEXA8	3.
July 13.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin's. 18 10 Strict Ord Good Ord Str. G'd Ord Low Midd'g Str. L'w Mid Middling Good Mid Str. G'd Mid Midd'g Fair Fair.	1114	$\begin{array}{c} 7^{1_{4}} \\ 7^{11}_{16} \\ 8^{1_{2}} \\ 9^{3}_{16} \\ 9^{11}_{16} \\ 10 \\ 10^{3}_{16} \\ 10^{13}_{16} \\ 10^{13}_{16} \\ 11^{5}_{16} \\ 12^{1}_{16} \end{array}$	8 <sup>1</sup> 2 9 <sup>3</sup> 16 9 <sup>11</sup> 16 10 10 <sup>3</sup> 16 10 <sup>9</sup> 16 10 <sup>13</sup> 16 11 <sup>5</sup> 16	$\begin{vmatrix} 811 \\ 938 \end{vmatrix}$	9.16 915 <sub>16</sub> 1014 107 <sub>16</sub>	$\begin{array}{c} 83_{4} \\ 97_{16} \\ 915_{16} \\ 10^{1}_{4} \\ 107_{16} \\ 10^{1}_{316} \\ 11^{1}_{16} \\ 11^{9}_{16} \end{array}$	$\begin{array}{c} 811_{16} \\ 93_{8} \\ 97_{8} \\ 103_{16} \\ 103_{8} \end{array}$	97 <sub>16</sub> 915 <sub>16</sub> 101 <sub>4</sub> 107 <sub>16</sub> 1013 <sub>16</sub> 111 <sub>16</sub> 119 <sub>16</sub>	83 <sub>4</sub> 97 <sub>16</sub> 915 <sub>16</sub> 101 <sub>4</sub> 107 <sub>16</sub> 1013 <sub>16</sub> 111 <sub>16</sub>
- william in the contract of t	Wed			Wed		Fri.	Wed	125 <sub>16</sub>	12516 Fri.
Good Mid Str. G'd Mid Midd'g Fair Fair	$\frac{113_{16}}{1115_{16}}$	$   \begin{array}{c c}     103_{1} \\     111_{4} \\     12   \end{array} $	$10^{1}_{16}$ $10^{7}_{16}$ $10^{11}_{16}$ $11^{3}_{16}$	$\begin{array}{c} 95_{16} \\ 913_{16} \\ 10^{18} \\ 105_{16} \\ 1011_{16} \\ 1015_{16} \\ 117_{16} \\ 123_{16} \end{array}$	$\begin{array}{c} 811_{16} \\ 93_{8} \\ 97_{8} \\ 103_{16} \\ 103_{8} \\ 103_{4} \\ 11\\ 11_{2} \\ 12_{14} \\ \end{array}$	$\begin{array}{c} 9^{5}16 \\ 91^{3}16 \\ 10^{18}16 \\ 10^{5}16 \\ 10^{11}16 \\ 10^{15}16 \\ 11^{7}16 \\ 12^{3}16 \\ \end{array}$	$\begin{array}{c} 858 \\ 95_{16} \\ 913_{16} \\ 10^{18} \\ 105_{16} \\ 101_{16} \\ 101_{516} \\ 117_{16} \\ 123_{16} \end{array}$	811 <sub>16</sub> 93 <sub>8</sub> 97 <sub>8</sub> 103 <sub>16</sub> 103 <sub>8</sub> 103 <sub>4</sub> 11 11 1 <sub>9</sub> 12 1 <sub>4</sub>	$7^{13}_{13}_{85_8}$ $9^{5}_{16}_{91316}$ $10^{18}_{105_{16}}$ $10^{5}_{1015_{16}}$ $11^{7}_{16}$ $12^{3}_{16}$
	TAINE	D.		Sat,	Mon	Tues	Wed	Th.	Pri.
Good Ordina Strict Good ( Low Middlin Middling	Ordina:	ry		$\begin{array}{c} 6^{5}8 \\ 7^{7}_{16} \\ 8^{1}8 \\ 9^{1}4 \end{array}$	$\begin{array}{c} 611_{16} \\ 71_{2} \\ 83_{16} \\ 95_{16} \end{array}$	$\begin{array}{c} 611_{16} \\ 7^{1}_{2} \\ 83_{16} \\ 95_{16} \end{array}$	$\begin{bmatrix} 69_{16} \\ 73_8 \\ 81_{16} \\ 93_{16} \end{bmatrix}$	6 <sup>5</sup> 8 7 <sup>7</sup> 16 8 <sup>1</sup> 8 9 <sup>1</sup> 4	$69_{16} \\ 73_{8} \\ 51_{16} \\ 93_{16}$

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

		SALE	S OF S	POT AN	ND TRA	NSIT.	FUTU	RES.
	SPOT MARKET CLOSED.	Export.	Con- sump.		Tran- sit.	Total.	Sales.	Deliv- eries.
Mon . Tues . Wed . Thurs	Dull at <sup>1</sup> 8 dec Quiet at <sup>1</sup> 16 adv. Weak Dull at <sup>1</sup> 8 dec Steady at <sup>1</sup> 16 adv. Dull at <sup>1</sup> 16 dec	100 541 102	55 206 955 20 990 365			747	88,200	100 200 400 100 300 200
	10		2,591	<del></del> 51			521,600	

The daily deliveres given above are actually delivered the day pre-

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.

								_	
ales since Sep. 1.782+ 23,106,400	Total sales this week. Average price, week.	Friday, July 13— Salas, totul Prices paid (range) Closing	Thursday, July 12— Sales, total Prices paid (range) Closing	Wednesd'y, July 11— Sales, total	Tuesday, July 10— Sales, total Prices paid (range) Closing	Monday, July 9— Falo3, total	Saturday, July 7— Sales, total Prices paid (range) Closing	FUTURES.	Market, Prices and
23,106,400	521,600	Lower. 89,300 9.69 #10·15 Steady.	Buoyant. 88,200 9.72@10.25 Dull.	Lower. 81.900 9.69 \$10.27 Steady.	Variable. 72,900 9.75 \$\tilde{\pi}\$10.39 Lower.	Buoyant. 110,000 9.79@10.30 Steady.	Variable. 79,300 9.66@10.27 Firmer.	Total Sales.	Market,
1.896,300	19,900	Aver 10.03 Aver 12.00 3.200 42.10.00 210.06 10.06 210.06 10.06 210.10 - 210	Aver10.08 1.300 10.04@10.13 10.12—10.14	Aver10.02 4,600 10.00@10.05 10.02—10.03		Aver 10·18 4,000 10·15·200·22 10·15-10·16	Aver10.03 4.900 10.00@10.08 10.08——	July.	
3,620,100	245,300 10·18	Aver 10.03 Aver 10.12 3.200 42,200 10.00@10.06 10.06@10.15 10.01—10.02 10.10—	Aver10·19 45,200 10·14 æ10·24 10·22—10·23	Aver10·02 Aver10·11 Aver9·9: 4,600 37,700 12,300 10·00@10·05 10·09@10·13 9·93@ 9·91 10·02—10·03 10·12—10·13 9·97— —	Aver 10.24 37.100 10.19@10.32 10.19 — —	Aver10.27 44,300 10.21 & 10.30 10.24 - 10.25	Variable. Aver10.03 Aver10.12	August.	
422,600	91,300 10.02	Aver 15,7 9.96@1 9.99—	Buoyant. Aver10.08 Aver10.19 Aver10.03 Aver9.83 Aver  88,200 9.72@10.25   10.04@10.13   10.14@10.24   9.99@10.09   9.81@ 9.89   9.72@  Dull.   10.12=10.14   10.22=10.23   10.08=	Aver10.02 Aver10.11 Aver9.95 4,600 37,700 12,300 10.00@10.05 10.09@10.13 9.93@ 9.98 10.02—10.03 10.12—10.13 9.97— —	Aver10.17       Aver10.24       Aver10.09       Aver10.09         10.11 a10.23       37.100       16.200       9.84a         10.10 -10.11       10.19 a10.32       10.03       9.84a	$\begin{array}{c} \text{Aver}10\cdot18 \ \text{Aver}10\cdot27 \ \text{Aver}10\cdot10 \\ 44,000 \ 10\cdot15 \not\equiv 10\cdot22 \ 10\cdot21 \not\equiv 10\cdot30 \ 10\cdot07 \not\equiv 10\cdot15 \\ 10\cdot15 -10\cdot16 \ 10\cdot24 - 10\cdot25 \ 10\cdot10 - \end{array}$	9:95—10:0 0:01@10:0	Seplember.	
459,400	45,900 9.84	9.99 Aver 9.80 0.00 6.400 0.02 9.77 \$\tilde{9}.81 9.80 9.81	Aver . 9.83 13,200 9.81@ 9.89 9.87— 9.88	Aver 9.76 @ 9.78—	Aver : 9.84 @ 9.85—	Aver 9.88 <b>@</b> 9.90—	Aver 9.76 a 9.82	October.	DAILY PI
394,500	29,600 9,75	Aver 9.71 5,100 9.69@ 9.72 9.71— 9.72		Aver . 9.70 5,700 9.69 # 9.7 9.69 — 9.7	9.90 Aver 9.80 9.97 9.75 9.86 9.86 9.76 9.77	9.91 Aver 9.83 300 7,900 9.96 9.79@ 9.87 9.91 9.82— 9.83	Aver 9.70 6,400 9.66 æ 9.73 9.72 — 9.74	November.	PRIOES AND
173,500	19,000	Aver 9.73 6,400 9.71 @ 9.74 9.73 - 9.74	Aver 9.74 a 9.79 —		Aver 9.87 500 - <b>p</b> 9.87 9.78 - 9.79	Aver 9.84 4,000 9.82@ 9.87 9.83— 9.84	Aver 9.7 4,100 9.69 @ 9.7 9.74 — 9.7	December.	SALES OF
144.100	38,400 . 9.85	Aver 9.81 4,800 9.77 @ 9.83 9.80 — 9.82	9.75 Aver 9.87 5.800 9.79 9.83 \alpha 9.90 9.80 9.87 — 9.87	Aver 9.71 Aver 9.80 2,500 8,600 9.70 9.74 9.75 9.82 9.71 9.72 9.80 9.81	Aver 9.89 3,800 9.86% 9.96 9.86 - 9.87	Aver 10, 9.91% 9.92—		January.	FUTURES
33,600	9.400 9.96	Aver 9.92 1,100 9.91@ 9.93 9.91@ 9.93			Aver10.04 900 9.97@10.07 9.97— 9.98	Aver9.94       Aver10.13         10,100       4,000         9.91.20       9.98         10,03       10.03.20         10,100       10.10.20         7,900       10.10.20         10,102       10.10.20         10,103       10.10.20         10,13       10.13.20	Aver 9.80       Aver 9.91       Aver 10.01       Aver 10.11         5,300       1,60       2,400       2,500         9.79\$\vec{\pi}{9}.83       9.89\$\vec{\pi}{9}.99\$\vec{\pi}{9}.99\$\vec{\pi}{0}.00\$\vec{10.11}\$\vec{\pi}{0}\$       -         9.83\$-\vec{\pi}{9}.84       9.93\$-\vec{\pi}{9}.95\$\vec{\pi}{0}.10.03\$-10.05       10.13\$-10.15	February.	FOR EACH
50,300	15,900 10.06		9.95 Aver 100 — — — — — — — — — — — — — — — — — —	Aver. 10.03 1.500 10.02210.04	Aver10.14 600 10.08@10.19 10.03—10.09	Aver10·13 7.900 10·10æ10·19 10·13—10·15	Aver10.01 2,400 9.99.019.04 10.03-10.05	March.	в молтн.
17,800	5,700 10·16	Aver10.01 Aver10.12 3,500 9.98æ10.03 10.12æ10.13 — — 10.03 10.13—10.15	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Aver . 9.90 Aver . 10.03 Aver . 10.12 Aver . 1700 9.89% 7.92 10.02 210.04 10.11 210.12 10.27% 10.09 10.03 - 10.13 - 10.14	9.80 Aver 9.87 Aver 9.89 Aver 10.04 Aver 10.14 Aver 10.25	Aver	Aver 10·11 2,500 10·11@ _ 10·13—10·15	April.	
7,100	1,200	Aver	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Aver10·27 260 10·27 @	Aver10:35 200 10:31@10:39	Aver	Aver 10.27 500 	Мау.	
		Aver :	11	Aver	Aver	Aver	Aver	June.	

\* Includes sales in September, 1882, for September, 500,200; Septem-\*Includes sales in September, 1852, for September, 300,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September, January for January, 2,070,200; September-February for February, 1,300,200; September-March for March, 1,969,400; September-April for April, 1,713,300; September-May for May, 2,726,800; September-Live for Live 2, 922,700 June for June, 2,932,700.

Transferable Orders-Saturday, 10·10c.; Monday, 10·20c.; Tuesday, 10·15c.; Wednesday, 10·05c.; Thursday, 10·15c.; Friday, 10·08c. Short Notices for July-Saturday, 9.98c.; Thursday, 10.04@10.07c.; Friday, 10.02c.

The following exchanges have been made during the week.

\*14 pd. to exch. 4,000 Sept. for Aug. \*11 pd. to exch. 2,000 Jan. for Feb. \*02 pd. to exch. 100 July s. n. 11th

for regular. \*00 pd. to exch. 200 July for Aug. \*02 pd. to exch. 200 July s. n. 12th

for regular. ·10 pd. to exch. 100 July for Aug.

·12 pd. to exch. 200 July s. n. 10th 02 pd. to exch. 100 July s. n. 14th

for regular. 02 pd. to exch. 1,000 Aug. for Sept. no notice till 15th. :07 pd. to.exch. 500 Aug. for n. n. till 20th.

·05 pd. to exch. 500 Aug. for n. n till 15th.

39 pd. to exch. 500 Dec. for Aug. 39 pd. to exch. 500 Dec. for Aug.

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 (July 13), we add the item of exports from the United States, including in it the exports of Friday only.

			-	
3	1883.	1982.	1881.	1880.
Ottober Theorem				
Stock at Liverpoolbales.	995,900	828,000		717,000
Stock at London	52,100	69,500	51,100	60,600
Matal Quant Deltain stock 1	017 100	207 500	977 100	575 COO
Total Great Britain stock 1		897,500	877,100	777,600
Stock at Hamburg	3,400	2,800	5,440	· 2,900
Stock at Bremen	50,600	21.600	36,000	40,700
	35,000	14,500	39,700	16,400
3 ock at Amsterdam				
Stock at Rotterdam	2,300	1,900		3,150
Stock at Antwerp	8,500	600	3,330	1,320
Stock at Havre	134,000	133,000	197,000	73.800
Stock at Margaillag	9.900	1.200	3,700	7,020
Stock at Marseilles			40.000	
Stock at Barcelona	89,000	24,000	40,900	59,100
Stock at Genoa	18,000	11,100	4,000	17,000
Stock at Trieste	12,000	5,700	7,200	7,800
Stock at Illesto	12,000	. 0,100	1,200	7,000
·			21222	
Total continental stocks	361,700	216,400	342,350	229,190
Total European stocks1	102 200	1 113 000	1.210.450	1 006 700
	1,400,000	1,110,000	201,200	000,700
Ladia cotton affoat for Europe.	275,000	323,000	284,000	222,000
Amer'n cotton afloat for Eur'pe	101,000	103,000	167,000	221,00 <b>0</b>
Egypt, Brazil, &c., aft for E'r'pe		20,000	25,000	20,000
	353.674	229,355	310,556	223,028
Stock in United States ports				
Stock in U. S. interior towns	59,633	29,739		66,198
United States exports to-day	2,300	2,000	11,600	5,000
6				
Total visible supply2	000 107	1 990 004	2 072 222	1 764 016
Total visiole supply	,230,407	1,020,004	2,012,000	1,704,010
Of the above, the totals of Ameri				
	O DIES HSO.	THOR HOSOLI	hmons ares	as tomows,
	Can and o	mer desori	рмона яго я	as tollows,
American—				
American— Liverpool stock	742,000	487,000	635,000	473,000
American— Liverpool stock Continental stocks	742,000 228,000	487,000 74,000	635,000 250,000	473,000 138,000
American— Liverpool stock Continental stocks	742,000	487,000 74,000 103,000	635,000 250,000 167,000	473,000 138,000 221,000
American— Liverpool stock Continental stocks American afloat for Europe	742,000 228,000 101,000	487,000 74,000 103,000	635,000 250,000 167,000	473,000 138,000 221,000
American— Liverpool stock	742,000 228,000 101,000 353,674	487,000 74,000 103,000 229,355	635,000 250,000 167,000 310,556	473,000 138,000 221,000 223,028
American— Liverpool stock	742,000 228,000 101,000 353,674 59,633	487,000 74,000 103,000 229,355 29,739	635,000 250,000 167,000 310,556 51,777	473,000 138,000 221,000 223,028 66,198
American— Liverpool stock	742,000 228,000 101,000 353,674	487,000 74,000 103,000 229,355 29,739	635,000 250,000 167,000 310,556	473,000 138,000 221,000 223,028 66,198
American— Liverpool stock	$742,000 \\ 228,000 \\ 101,000 \\ 353,674 \\ 59,633 \\ 2,300$	487,000 74,000 103,000 229,355 29,739 2,000	635,000 250,000 167,000 310,556 51,777 11,600	473,000 138,000 221,000 223,028 66,198 5,000
American— Liverpool stock	$742,000 \\ 228,000 \\ 101,000 \\ 353,674 \\ 59,633 \\ 2,300$	487,000 74,000 103,000 229,355 29,739 2,000	635,000 250,000 167,000 310,556 51,777	473,000 138,000 221,000 223,028 66,198 5,000
American— Liverpool stock. Continental stocks. American afloat for Europe United States stock. United States interior stocks. United States exports to-day Total American.	$742,000 \\ 228,000 \\ 101,000 \\ 353,674 \\ 59,633 \\ 2,300$	487,000 74,000 103,000 229,355 29,739 2,000	635,000 250,000 167,000 310,556 51,777 11,600	473,000 138,000 221,000 223,028 66,198 5,000
American— Liverpool stock	742,000 228,000 101,000 353,674 59,633 2,300	487,000 74,000 103,000 229,355 29,739 2,000	635,000 250,000 167,000 310,556 54,777 11,600 1,428,933	473,000 138,000 221,000 223,028 66,198 5,000 1,126,226
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	742,000 228,000 101,000 353,674 59,633 2,300 1,486,607 253,000	487,000 74,000 103,000 229,355 29,739 2,000 925,094 341,000	635,000 250,000 167,000 310,556 54,777 11,600 1,428,933 191,000	473,000 138,000 221,000 223,028 66,198 5,000 1,126,226 244,000
American— Liverpool stock	742,000 228,000 101,000 353,674 59,633 2,300 1,486,607 253,000 52,100	487,000 74,000 103,000 229,355 29,739 2,000 925,094 341,000 69,500	635,000 250,000 167,000 310,556 54,777 11,600 1,428,933 191,000 51,100	473,000 138,000 221,000 223,028 66,198 5,000 1,126,226 244,000 €0,600
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.	742,000 228,000 101,000 353,674 59,633 2,300 1,486,607 253,000 52,100	487,000 74,000 103,000 229,355 29,739 2,000 925,094 341,000 69,500	635,000 250,000 167,000 310,556 54,777 11,600 1,428,933 191,000	473,000 138,000 221,000 223,028 66,198 5,000 1,126,226 244,000
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	742,000 228,000 101,000 353,674 59,633 2,300 1,486,607 253,000 52,100 133,700	487,000 74,000 103,000 229,355 29,739 2,000 925,094 341,000 69,500 142,400	635,000 250,000 167,000 310,556 54,777 11,600 1,428,933 191,000 51,100 92,350	473,000 138,000 221,000 223,028 66,198 5,000 1,126,226 244,000 60,600 91,190
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.	742,000 228,000 101,000 353,674 59,633 2,300 1,486,607 253,000 52,100 133,700 275,000	487,000 74,000 103,000 229,355 29,739 2,000 925,094 341,000 69,500 142,400 323,000	635,000 250,000 167,000 310,556 54,777 11,600 1,428,933 191,000 51,100 92,350 284,000	473,000 138,000 221,000 223,028 66,198 5,000 1,126,226 244,000 60,600 91,190 222,000
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	742,000 228,000 101,000 353,674 59,633 2,300 1,486,607 253,000 52,100 133,700	487,000 74,000 103,000 229,355 29,739 2,000 925,094 341,000 69,500 142,400	635,000 250,000 167,000 310,556 54,777 11,600 1,428,933 191,000 51,100 92,350 284,000	473,000 138,000 221,000 223,028 66,198 5,000 1,126,226 244,000 60,600 91,190
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.	742,000 228,000 101,000 353,674 59,633 2,300 1,486,607 253,000 52,100 133,700 275,000 38,000	487,000 74,000 103,000 229,355 29,739 2,000 925,094 341,000 69,500 142,400 323,000 20,000	635,000 250,000 167,000 310,556 51,777 11,600 1,428,933 191,000 51,100 92,350 284,000 25,000	473,000 138,000 221,000 223,028 66,198 5,000 1,126,226 244,000 €0,600 91,190 222,000 20,000
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.  Total East India, &c.	742,000 228,000 101,000 353,674 59,633 2,300 1,486,607 253,000 52,100 133,700 275,000 38,000	487,000 74,000 103,000 229,355 29,739 2,000 925,094 341,000 69,500 142,400 323,000	635,000 250,000 167,000 310,556 51,777 11,600 1,428,933 191,000 51,100 92,350 284,000 25,000	473,000 138,000 221,000 223,028 66,198 5,000 1,126,226 244,000 60,600 91,190 222,000 20,000
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.  Total East India, &c.	742,000 228,000 101,000 353,674 59,633 2,300 1,486,607 253,000 52,100 133,700 275,000 38,000	487,000 74,000 103,000 229,355 29,739 2,000 925,094 341,000 69,500 142,400 323,000 20,000 895,900	635,000 250,000 167,000 310,556 54,777 11,600 1,428,933 191,000 92,350 284,000 25,000 643,450	473,000 138,000 221,000 223,028 66,198 5,000 1,126,226 244,000 €0,600 91,190 222,000 20,000 637,790
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.	742,000 228,000 101,000 353,674 59,633 2,300 1,486,607 253,000 52,100 133,700 275,000 38,000	487,000 74,000 103,000 229,355 29,739 2,000 925,094 341,000 69,500 142,400 323,000 20,000 895,900	635,000 250,000 167,000 310,556 51,777 11,600 1,428,933 191,000 51,100 92,350 284,000 25,000	473,000 138,000 221,000 223,028 66,198 5,000 1,126,226 244,000 €0,600 91,190 222,000 20,000 637,790
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.  Total East India, &c. Total American.  1	742,000 228,000 101,000 353,674 59,633 2,300 1,486,607 253,000 133,700 275,000 38,000 751,800 ,486,607	487,000 74,000 103,000 229,355 29,739 2,000 925,094 341,000 69,500 142,400 323,000 20,000 925,094	635,000 250,000 167,000 310,556 54,777 11,600 1,428,933 191,000 92,350 284,000 25,000 643,450 1,428,933	473,000 138,000 221,000 223,028 66,198 5,000 1,126,226 244,000 €0,600 91,190 222,000 20,000 1,126,226
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.  Total East India, &c. Total American.  1 Total visible supply.	742,000 228,000 101,000 353,674 59,633 2,300 1,486,607 253,000 275,000 275,000 38,000 751,800 ,486,607	487,000 74,000 103,000 229,355 29,739 2,000 925,094 341,000 69,500 142,400 20,000 895,900 925,094 1,820,994	635,000 250,000 167,000 310,556 54,777 11,600 1,428,933 191,000 92,350 284,000 25,000 643,450 1,428,933 2,072,383	473,000 138,000 221,000 223,028 66,198 5,000 1,126,226 244,000 60,600 91,190 222,000 20,000 1,126,226 1,764,016
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.  Total East India, &c. Total American.  1	742,000 228,000 101,000 353,674 59,633 2,300 1,486,607 253,000 133,700 275,000 38,000 751,800 ,486,607	487,000 74,000 103,000 229,355 29,739 2,000 925,094 341,000 69,500 142,400 323,000 20,000 925,094	635,000 250,000 167,000 310,556 54,777 11,600 1,428,933 191,000 92,350 284,000 25,000 643,450 1,428,933 2,072,383	473,000 138,000 221,000 223,028 66,198 5,000 1,126,226 244,000 €0,600 91,190 222,000 20,000 1,126,226
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.  Total East India, &c. Total American.  1 Total visible supply.	742,000 228,000 101,000 353,674 59,633 2,300 1,486,607 253,000 133,700 275,000 38,000 751,800 ,486,607 2,238,407 5 <sup>1</sup> 2d.	487,000 74,000 103,000 229,355 29,739 2,000 925,094 341,000 69,500 142,400 323,000 20,000 925,094 1,820,994 6 <sup>15</sup> <sub>16</sub> d.	635,000 250,000 167,000 310,556 54,777 11,600 1,428,933 191,000 92,350 284,000 25,000 643,450 1,428,933 2,072,383 69 jed.	473,000 138,000 221,000 223,028 66,198 5,000 1,126,226 244,000 60,600 91,190 222,000 20,000 1,126,226 1,764.016 678d.

The imports into Continental ports this 24,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 417,413 bales as compared with the same date of 1882, an increase of 166,024 bales as compared with the corresponding date of 1881 and an increase of 474,391 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:

-				0/00 00 4/05						
Total, all	Total, new towns	Realeigh, N. C Petersburg, Va Louisville, Ky Little Rock, Ark. Brenham, Tex Houston, Tex	Total, old towns. Newberry, S. C.	Augusta, Ga Columbus, Ga Macon, Ga Montgom'ry, Ala Selma, Ala Memphis, Tenn. Nashville, Tenn. Dallas, Tex Jefferson, Tex.' Shreveport, Ia Yicksburg, Miss. Columbus, Miss. Eufaula, Ala Griffin, Ga Atlanta, Ga Kome, Gas Charlotte, N. C St. Louis, Mo Cincinnati, O	Towns.					
6,647	960	125 148 18 38 46 561	5,687	321 321 356 356 356 356 356 356 356 356 356 356	Hec.					
3,558,875	917,203	25,877 25,877 32,175 53,003 34,829 696,777	2,641,672 23,478	Sept.1, 82.  179,266 110,787 57,461 134,097 99,424 507.637 44,734 44,876 24,651 116,503 39,096 44,804 264,804 264,804 264,004 455,604 371,579	Movement to July 13, 1883  Meccipts. Shipm'ts  Since This S.					
12,532	1,277	194 342 363	11,255 16	1400000 (MUCOHI)	Shipm'ts					
68,762	9,129	1,330 4,692 421 201 1,562	59,633	11,717 1,857 1,000 11,717 1,857 1,000 11,717 1,857	Stock					
2,677	359	53 2 41 3 3 6 181	2,318 6 <u>1</u>	116 116 104 104 104 105 106 106 106 106 106 106 106 106 106 106	Mor Rec					
2,810,532	580,390	26,218 26,218 25,334 25,338 24,929 397,549	2,230,142 15,574	8ept.1, 81. 161,656 162,051 96,2051 96,2051 96,2051 96,2051 96,2051 96,2051 126,655 27,755 124,218 124	Movement to July 14, 1882  Receipts. Shipm's  Shipm's  Shipm's					
10,066	1,326	524 524 254 306	8,740 99	0 + 10 0 10 10 10 10 10 10 10 10 10 10 10 1	Shipm's					
35,454	5,715	5.019 5.019 5.019 5.019	29,739 _35	July 14. 2,790 2,1790 2,1790 5,185 6,504 4,019 4,019 4,019 1,000 1	Stock					
*										

\* This year's figures estimated.

The above totals show that the old interior stocks have decreased during the week 5,568 bales, and are to-night 29,894 bales more than at the same period last year. The receipts at

the same towns have been 3,369 bales more than the same week last year, and since September 1 the receipts at all the towns are 748,343 bales more than for the same time in 1881-2.

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

Week ending	CLOSING QUOTATIONS FOR MIDDLING COTTON ON-									
July 13.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.				
Galveston New Orleans. Mobile Savannah Charleston Wilmington. Norfolk Boston Baltimore Philadelphia. Augusta Memphis	91516 91316 958 931 10 958 931 @ 78 1038 10 1058 912	91516 91116 958 958 10 958 934 @ 78 1038 1048 1042 912	91518 91116 958 934 10 958 934 @78 1038 101012 912	978 91116 958 934 10 558 9342078 1038 1012 912	978 558 958 958 10 958 93, @78 1014 10 1052 919	978 958 958 978 10 958 93, 78 1014 10 1012 912 913				
St. Louis Cincinnati Louisville	95 <sub>8</sub> 93 <u>4</u>	93 <u>4</u> 93 <u>4</u>	934 934 958	95 <sub>8</sub> 95 <sub>8</sub>	7: 58 9:34 9:13	33 <sup>7</sup> 33 <sup>7</sup>				

<sup>\*</sup> Based upon new classification.

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

#### RECEIPTS FROM PLANTATIONS.

Week				St'k at Interior Towns.			Rec'pts from Plant'ne		
ending—	1881.	1882.	1883.	1881.	1882.	1883.	1581.	1882.	13:3,
Apr. 27	47,729	33.606	59,244	225 820	157.836	189,826	32 351	11,161	36,02
May 4	45,535	34 4 23	48,761	215,253	143.327	164,383	24,265	19,914	23,33
* 11	49,150	25,881	50,5:5	194,662	127,630	:47,942	28,559	10,184	34,13
" 18	42,415	20,864	43,976	174,819	115,435	133,871	22,562	8,669	29,90
* 25	36,85!	13,981	33,539	117,173	104,018	125,565	9,515	2,564	30,23
une 1	32,642	15,950	30,426	136 470	93,585	114,679	21,639	5,517	19,54
" 8	29,432	15.621	25,456	109,380	83,394	105,926	2,342	5,433	16,70
" 15	28.218	13,658	21,573	98,947	72,408	98,763	15,785	2.672	14,41
" 22	23,476	13,869	12,395	91.230	59,550	88,240	17.759	1.011	1,87
* 29	20,662	9,288	11,497	78,617	50,417	79,509	8,049	155	2.76
fuly 6	19,163	9,586	11,914	72,391	42,843	74,647	12,937	2,012	7.05
" 13	18.199	8.142	11.024	74,003	35,454	68.762		753	5,13

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,968,263 bales; in 1881-82 were 4,629,744 bales; in 1880-81 were 5,757,210 bales.

2. That, although the receipts at the out-ports the past week were 11,024 bales, the actual movement from plantations was only 5,139 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 753 bales and for 1881 they were 19,811 bales.

AMOUNT OF COTTON IN SIGHT JULY 13.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to July 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to July 13 Interior stocks on July 13 in	5,915,986	4,639,715	5,722,015	4,866,895
excess of September 1		*9,971	35,165	55,751
Tot. receipts from plantat'ns Net overland to July 1 Southern consumpt'n to July 1	637,698	4,629,744 464,336 229,000	509,799	568,256
Total in sight July 13	6,923,961	5,323,080	6,462,009	5,657,902

<sup>\*</sup> Decrease from September 1.

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,600,891 bales, as compared with 1880-81 is 461,952 bales and with 1879-80, 1,266,059 bales.

WEATHER REPORTS BY TELEGRAPH.—There has been a continuance of favorable weather at the South during the week. Crop accounts are in general very satisfactory. There are complaints of caterpillars from portions of Alabama, but they are of little importance as yet.

Galveston, Texas.—We have had no rain during the week. and are needing it badly locally and immediately along the coast line, while thirty miles in the interior abundant rains have fallen. The crop of the State at large is very promising. Two bales of new cotton from DeWitt County were received at Houston on Sunday, the 8th inst. The thermometer has ranged from 80 to 91, averaging 85.

Indianola, Texas.—We have had light showers, which were worthless, on two days of the week, the rainfall reaching two hundredths of an inch. The interior has had more rair, which

has greatly benefitted the crops. Average thermometer 84, highest 91, lowest 77.

Dallas, Texas.—We have had good showers on three days of the week, the rainfall reaching fifty-one hundredths of an inch. Crops are very fine. The thermometer has averaged 86, the highest being 100 and the lowest 71.

Brenham, Texas.—It has been showery on one day of the week, the rainfall reaching three hundredths of an inch. Crops are splendid; cotton is opening rapidly. The ther-

mometer has averaged 85.

Palestine, Texas.—We have had showers on two days of the week, the rainfall reaching eighteen hundredths of an inch. Both corn and cotton are very fine. The thermometer

has ranged from 71 to 94, averaging 83.

Huntsville, Texas.—We have had a fine shower on one day of the week, the rainfall reaching sixty-five hundredths of an inch. There never was a better prospect for crops. Average thermometer 84, highest 95, lowest 72.

Weatherford, Texas.—It has been showery on one day of

the week, the rainfall reaching nineteen hundredths of an inch. The crop is developing promisingly, and the plant looks. strong and healthy. The thermometer has averaged 78, ranging from 65 to 90.

Belton, Texas.—We have had delightful showers on three days of the week, and the indications are that they extended over a wide surface. The rainfall reached one inch and eleven hundredths. The corn crop is safe and the cotton plant looks strong and healthy. The thermometer has averaged 83, the highest being 95 and the lowest 71.

Luling, Texas.—We have had a shower on one day of the

week, the rainfall reaching three hundredths of an inch. More rain is desired, but last week's rain has amazingly improved cotton, which now promises fairly. Not more than half a crop of corn will be made in this section. Cotton is opening fast and from De Witt County three new bales have gone forward this week. The thermometer has ranged from 72 to 97, averaging 85.

New Orleans, Louisiana. - It has rained on two days of the week, the rainfall reaching one inch and thirty-five hundredths. The thermometer has averaged 82.

Shreveport, Louisiana.-We have had fair to cloudy weather during the week, the rainfall reaching eighteen hundredths of an inch. The thermometer has ranged from 72 to

Vicksburg, Mississippi.—Telegram not received. Meridian, Mississippi.—Telegram not received.

Columbus, Mississippi.—It has been showery on four days of the week, the rainfall reaching one inch. Rains have been very partial; in the dry sections the plant is small and backward. Average thermometer 82, highest 100 and lowest 63.

Little Rock, Arkansas.—The weather has been fair to clear

and pleasant during the past week, with rain on four days, the rainfall reaching one inch and fifty-three hundredths. The thermometer has averaged 77, ranging from 64 to 91.

Memphis, Tennessee.—It has rained on four days of the week, and the remainder of the week has been pleasant. The rainfall reached fifty-four hundredths of an inch. The thermometer has averaged 79, ranging from 66 to 93.

Nashville, Tennessee.—We have had rain on five days of

the week, the rainfall reaching sixty-two hundredths of an inch. The thermometer has ranged from 61 to 89, averaging

Mobile. Alabama.—It has been showery on two days of the week, the rainfall reaching fifty-seven hundredths of an inch. Accounts from the interior are conflicting. There are complaints that the plant is small and that the fields are grassy. Caterpillars have certainly appeared, though the injury done is as yet limited. Average thermometer 83, highest 97, lowest

Montgomery, Alabama.—We have had rain on two days of the week, the rainfall reaching forty hundredths of an inch. Caterpillars have made their appearance, but only bottom lands are hurt in a few localities. Hot, dry weather will insure a good crop. The thermometer has averaged 80.7.

Selma, Alabama.—It has rained on two days of the week the rainfall reaching sixty-five hundredths of an inch. The crop is developing encouragingly. The thermometer has averaged 79.

Madison, Florida.—Telegram not received.

Macon, Georgia.-It has been showery on two days of the week. The thermometer has ranged from 66 to 93, averaging

Columbus, Georgia.—Telegram not received.

Savannah, Georgia.—The weather has been hot during the week, with rain on one day, the rainfall reaching twenty hundredths of an inch. The thermometer has ranged from 75 to 98, averaging 85.

Augusta, Georgia.—The weather has in general been warm and dry during the week, with light rain on two days, the rainfall reaching ninety-three hundredths of an inch. Accounts are good, and the crop is developing promisingly. Average thermometer 82, highest 97, lowest 72.

Atlanta, Georgia.-It has rained on two days of the week, the rainfall reaching sixteen hundredths of an inch. Average thermometer 78.3, highest 91, lowest 62.

Charleston, South Carolina.—It has rained on four days of the week, the rainfall reaching three inches and thirty-nine hundredths. The thermometer has averaged 83, ranging from

The following statement we have also received by telegraph. showing the height of the rivers at the points named at 3 o'clock July 12, 1883, and July 13, 1882.

	July 1	2, '83.	July 1	3, '82.
	Feet.	Inch.	Feet.	Inch.
New OrleansBelow high-water mark	2	7	2	10
Memphis Above low-water mark.	23	5	30	9
NashvilleAbove low-water mark.		10	7	11
ShreveportAbove low-water mark.		11	10	- 8
VicksburgAbove low-water mark.		7	40	5

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

NEW YORK COTTON EXCHANGE.—The plan of the exterior of the new Exchange adopted by the Building Committee and designed by G. M. Post, Esq., the architect of the new Produce Exchange, has been on exhibition this week. It gives a favorable impression, and promises to be quite an ornament to

the neighborhood.

The plan shows the frontage of the edifice in William Street, between Beaver Street and Hanover Square. It also shows the side in Beaver Street. At the corner of Beaver and William Streets, facing the rounded part of Delmonico's building, the structure is to have a circular tower, terminating in a pointed roof, on which will be raised the flagstaff. In this tower will be the main entrance, besides which there will also be entrances on either side in Beaver Street and Hanover Square, The building will probably be constructed of yellow brick and the lower part of stone. The ground or first floor is intended for offices of other exchanges or large companies; several applications have already been received. The second floor will be given up in its entirety to the Cotton Exchange, and six additional stories are to be arranged for offices of various sizes to be reached by three elevators.

The cost of the building will amount to about \$530,000, and

its erection will be begun at once.

We expect soon to be able to particularize as regards the interior. The above is chiefly intended to give an idea of the elevated part of the edifice.

Four applicants for membership are to be voted on next Monday, July 16, and one new application has been posted.

Visitors to the Exchange since June 29 have been as follows:

R. Lancock, Conkoma Co., Miss.
P. R. Smith, Conkoma Co., Miss.
H. W. Graham, Montgomery, Ala.
Henry Barns, Columbus, Ga.
H. P. Aubrey, Helena, Ark.
C. N. Oliver, Augusta.
C. E. Mollette, N. C.
J. M. Harrison, Columbus, Ga.
H. A. Pasice, Little Rock, Ark.

N. M. Welds, Paris, Texas.
Win. Dill, Henderson, Texas.
Win. Dill, Henderson, Texas. G. A. Wells, Shreveport.
Wm. Gennuell, Liverpool.
W. B. Wise, Paris, Texas.
G. H. Greene, Wilmington, N. C.
G. N. Welds, Paris, Texas.

New Texas Cotton.—Our Galveston correspondent telegraphs us that two bales of new cotton were received at Houston from De Witt County, on Sunday last, July 8.

The first bale was received at Houston last year on July 5, and also came from De Witt County.

Damping of Cotton,—The Liverpool Journal of Commerce of date June 27, under this heading, gave the following:

At the usual monthly meeting of the Liverpool Chamber of Com-

CHAMBER OF COMMERCE, MANCHESTER, CHAMBER OF COMMERCE, MANCHESTER,
June 7th, 1883.

Dear Sir:—At the last quarterly meeting of this Chamber a speaker drew attention to the "practice of damping of cotton in Liverpool, and that out of 500 lbs. which had been tested, there was a loss of 50 lbs., or 10 per cent from this cause." He added that dampness in samples disappeared through exposure, but if spinners would take the trouble to put their hand into the bulk it would be easy to detect. As the subject will have to be dealt with by the directors, I am instructed to communicate with your Chamber to obtain such information as may be at your disposal, and I am to suggest that the Cotton Brokers' Association of your city should be invited to state their views on the point which has been reity should be invited to state their views on the point which has been raised in the interest of consumers in this district. The President advises me that the inquiry would more properly be addressed to the Chamber in Liverpool than to the Cotton Brokers, which is a trading association. Yours, very faithfully,

THOMAS BROWNING, Secretary. This letter was addressed to the Secretary of the Liverpool Caamber, and was, in due course, brought under the consideration of the Cotton Trade section, the chairman of which forwarded the following to the President of the Chamber for transmission to Manchester: "In references the consideration of the Chamber for transmission to Manchester: "In references to the consideration of the Chamber for transmission to Manchester: "In references to the consideration of the Chamber for transmission to Manchester: "In references to the consideration of the Cotton transmission to Manchester: "In references to the consideration of the Cotton transmission to the consideration of the consideration of the cotton transmission to the consideration of the consideration ence to the letter received by this Chamber from the Manchester Chamber of Commerce, referring to the damping of cotton in Liverpool, the committee of this section being composed of members of the Cotton Association do not consider it necessary to confer with the latter body. The committee of the cotton trade section desire to state that they have not heard of any case or rumor of damping of cotton in Liverpool for many years past, but will be glad to investigate any case which may be put before them.

EUROPEAN COTTON CONSUMPTION TO JULY 1.—The cable brings us to-day Mr. Ellison's cotton figures brought down to July 1. The revised totals for last year have also been received, and we give them for comparison. The takings by spinners, in actual bales and pounds, have been as follows.

From Oct. 1 to July 1.	Great Britain.	Continent.	Total.
For 1882-3. Takings by spinnersbales Average weight of bales Takings in pounds	443	424	5,587,000 433 2,419,770,000
For 1881-2. Takings by spinnersbales Average weight of bales Takings in pounds	432		5,132,870 427 2,190,791,580

According to the above, the average weight of the deliveries in Great Britain is 443 pounds per bale to July 1, against 344,000 bales of 400 lbs, each,

432 pounds per bale during the same time last season. The Continental deliveries average 424 pounds, against 421 pounds last year, and for the whole of Europe the deliveries average 433 pounds per bale, against 427 pounds during the same period last season. In the following table we give the stock held by the mills, their takings and their consumption, each month since October 1, all reduced to bales of 400 pounds each for this season and last season. It is a very convenient and useful summary.

f	Oct. 1 to July 1.		1882-3	•		1881-2.	•
1	Bales of 400 lbs. each. 000s omitted.	Great Britain.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Total.
,	Spinners' stock Oct 1.  Takings in October	82. 233,	139, 149,	221, 382,	25, 336,	240, 133,	265, 469,
1	Total supply	315,	288,	603,	361,	373,	734,
	Consump. Oct., 4 wks.	283,	252.	510,	280,	240,	520,
•	3pinners' stock Nov. 1	27,	36,	63,	81,	133,	214,
	Fakings in November.	387,	320,	707,	438,	362,	800,
	Total supply Consump. Nov., 5 wks.	414, 300,	356, 315,	770, 675,	519, 350,	495, 300,	1,014,
	Spinners' stock Dec. 1	51,	41,	95,	169,	195,	364,
	Takings in December.	301,	397,	698,	263,	253,	516,
	Total supply	355,	438,	792,	432,	448,	880,
	Consump. Dec., 4 wks.	183,	252,	540,	280,	210,	520,
	Spinners' stock Jan. 1	.67,	156,	253,	152,	208,	360,
	Takings in January	380,	312,	731,	261,	253,	514,
	Total supply	456,	528,	981,	413,	2461,	874,
	Consump. Jan., 4 wks.	288,	252,	540,	280,	240,	520,
,	Spinners' stock Feb. 1	168,	276,	111,	133,	221,	354,
	Takings in February	441,	398,	812,	361,	302,	663,
	Total supply	612,	674,	1,286,	491,	∍523,	1,017,
	Consump. Feb., 5 wks.	360,	315,	675,	350,	300,	650,
	Spinners' stock Mar. 1	252;	359,	611,	144,	223,	367,
	Takings in March	286,	265,	551,	310,	277,	617,
	Total supply	533,	624,	1,162,	451,	500,	984,
	Consump.Mar., 4 wks.	288,	252,	540,	250,	240,	520,
	Spinners' stock Apr. 1	250,	-372,	622,	204,	260,	464,
	Takings in April	336,	351,	687,	261,	270,	531.
	Total supply	586,	723,	1,309,	465,	530,	995,
	Consump.April, 4 wks	258,	252,	540,	281,	210,	524,
	Spifners' stock May 1	298,	471,	769,	781,	290,	471,
	Takings in May	348,	469,	817,	348,	379,	727,
•	Total supply	646,	940,	1,586,	529,	669,	1,198,
	Consump. May, 5 wks	360,	315,	675,	355,	300,	655,
	Spinners' stock June 1	286,	625,	911,	174,	369,	543,
	-Takings in June	242,	393,	635,	323,	316,	639,
***	Total supply Consump. June, 4 wks	528, 288,	1,018, 256,	1,546, 514,	197, 284,	685, 240,	1,182, 524,
	Spinners' stock July 1	240.	762,	1,002,	213,	4.15,	€58,
	A			th look		manala	d hee

A more striking comparison with last year is reached by bringing together the above totals and adding the average weekly consumption up to the present time for the two seasons

Oct. 1 to July 1.		1882-3.		7	1831-2.	_
Bales of 400 lbs, each. 000s omitted.	Great Britain	Conti- nent.	Total.	Great Britain	Conti- nent.	Total.
Spinners' stock Oct. 1. Takings to July 1	82, 2,966,	139, 3,084,	221, 6,050,	25, 2,931,	240, 2,545,	265, 5,476,
Supply Consumpt'n 39 weeks	3,048, 2,808,	3,223, 2,461,	6,271, 5,269,	2,956, 2,743,	2,785, 2,340,	5,741, 5,083,
Spinners' stock July 1	240,	762,	1,002,	213,	445,	658,
Weekly Consumption. 00s omitted.						
In October In November	$72,0 \\ 72,0$	63,0	135,0 135,0	70.0	60,0 60,0	130,0
In December	72,0	63,0	135,0	70,0	60,0	130,0
In January In February	72,0 $72,0$	63,0	135,0 135,0	70,0	60,0	130,0 130,0
In March	72,0	63,0	135,0	70,0	60,0	130,0 131,0
In AprilIn May	$72.0 \\ 72.0$	63,0 63,0	135,0 135,0	71,0	60,0 60,0	131,0
In June	72,0	63,0	135,0	71,0	60,0	131,0

The foregoing shows that the weekly consumption in Europe is 135,000 bales of 400 pounds each, against 131,000 bales of the same weight at the corresponding time last year.

But the special point to be noted is that spinners' stocks, both in Great Britain and on the Continent, are large, particularly the latter. The combined increase over a year ago is now

WEATHER RECORD FOR JUNE.—Below we give the rainfall and thermometer record for the month of June and previous months of this year and the two preceding years. The figures are from the records of the Signal Service Bureau, except at points where they have no station, and at those points they are from the records kept by our own agents.

records kep	ot by	our	on, a	age:	nts.	nose	pon	its t	ney	are :	rom	tne	3
		Marc	h.	1	Apri	71.		May			June		-
Rainfall.	1883	. 1882	. 1881	1883	. 1882	. 1881.	1883.	1882.	1881.	1883.	1882	1881	-
VIRGINIA. Norfolk.—	9.0	;	9:66	0.70	9.00	1	1.00	2.00	1.40	0.50	0.10		
Rainfall, in. Days of rain N. CAR'LINA	. 11	14	3.00 14	9.76	3.2:	3 4.06	9	5.87 14	17	6.25 13	3.13	37	1
Wilmington— Rainfall, in.	. 5.78	7.09			2.5	3.47	4.79		2.11	10:84	2.96	3.4	3
Days of rain Weldon.— Rainfall, in.		2.88	11	6.79	4.2	. 13 5 3.06	1.80	6.00	9	6.73	1:39	12	
Days of r in Kitty Hawk—	12	6	ช	S	8	7	7	10	6	10	4	9	
Rainfall, in. Days of rain Charlotte—		6.49	4·24 9	8.78 15	19	11	7.76 15	2.22	0.80 14	::::	4.99 10	5.00	1
Rainfall, in. Days of rain  Portsmouth		2·88 10	3.77 10	6.05	5.98 13	3.61	1.39 8	3·22 15	2·26 5	5.45 11	1.98 9	1:35	5
Rainfall, in. Days of rain		6·35	6 57	13·16 15	5.57 17	4.76	10.57 9	0.58 8	2·13	11.09 14	#	4.95	5
Murphy Rainfall, in. Days of rain		6.40	5.5° 17	9.45	5:30	4.20	1.50 5	4·02 13	2.20	6·15	5.05 12	6.35	5
Wilson— Rainfall, in Days of rain.	3.64	3.42	1	4·59 14	4·52		0.60 7	5·46 10		8:33	1:71		1
Mul.Cape Fear- Rainfall, in	4.88	13.37		7.37	13.60		6.00	3.08	• • • • •	11.25	6:63		
Days of rain.  8. CAROLINA Charleston—		7	••••	7	10	••••	8	7	••••	12	6	••••	
Rainfall, in Days of rain.		5.69 9	4·11 12	3·47 12	2.72 8	3·33 14	8:62 10	1.83	0.48 5	2.88 10	9·12 15	1·47 10	
Spartanburg— Rainfall, in Days of rain.				5 <sup>.</sup> 55 11	••••				••••	2.89			
GEORGIA.			••••		••••	••••	•••	•	•••		, <b></b>	••••	į
Kainfall, in Days of rain. Atlanta.—	3.17	8.80 12	7:54 11	6·29 13	4.77	4.71 15	2.47	3.70	1·35	5.85 15	4·12 12	$\frac{2.11}{12}$	
Rainfall, in Days of rain.	4.39	3.68	10:55 11	7.77	2.112	$\begin{bmatrix} 3.71 \\ 9 \end{bmatrix}$	1.23	2·54 5	1.15	2·34 7	1.55 8	2·36 5	
Savannah.— Rainfall, in Days of rain.	3:31	4·19 10	3.79	3.92	2.94 12	3:32 12	5.55	1.60	0.83	5.93 15	7·95	0.91	1
Columbus.— Rainfall, in Days of rain.	4·15	9:31	10.31	. 1	4.59	7.65	3·50	2.43	3.37	5.20	5:22	5.97	
Macon.— Rainfall, in .	4.76	5.50	7.16	5.17	5.00		1.47	2.94	1.00	9 4.85	4.02	8 2.97	
Rome.— Rainfall, in	2.45	2.45	7.70	5.72	3.62	3 35	1.20	2.75	1 4.47	2.48	165	10 3.05	-
Days of rain Forsyth,— Rainfall, in	1.10	10.46	4	8 9·59	8 4.38	ō	3.67	5 3·02	7	8	6	้อ	
Days of rain.	11	9	11	9	11	11	6	9	0·91 5	4.61 10	5.98 13	$\begin{array}{c} 4.07 \\ 11 \end{array}$	
Jackson ville.— Rainfall, in	3.84 10	0.89	2.89	4.48	5.23	4.57	3.16	2.20	2.61	7:05	5.14	2:82	'
Days of rain.  Cedar Keys.— Rainful, in	 5	2.60	3.86	10 4·12	3.00	3.45	1.97	13	2.25	19	9:56	6 1.69	
ALABAMA. Montgomery.—	ō	6	10	11	10	5	7	10	5	••••	14	в	
Rainfall, in Days of rain.	3.61 15	6.82	5·45 13	8.16	5.03 11	4.52	2.62	2·94 10	1.41	5.02	3.98	3.04	1
Mobile. – Rainfall, in. Days of rain.	4.21	5.13	16·41 12	7·25	9.92	9.21	8.51	6.78	1.11	9·43 19	2·40 15	4.85 11	1
Greene Spr'gs- Rainfall, in	3.56		10.00	5.13	8:18	5.03		2.01	1.96	4.10	2.45	.3:87	1
LOUISIANA. New Orleans.—		1	7	7	8 ,	4	5	4	5	7	3	5	1
Rainfall, in Days of rain. Shreveport.—	5.01	0.93	2.75 1 11	15 15	4.83 12	3.92	5·41 10	6.83	3.50	••••	2·71	$\frac{2.84}{13}$	٠
Rainfall, in Days of rain.	5.85 11	3·16 10	1.80	4.45	5.44 13	2.81	1:40	4·59 11	8.63 13	5.70	0.65	0.38	
MISSISSIPPI. Fayette.— Rainfall, in	3.70	5.60	5:00		6:50	4.00	!	- 22	0.00	1	1		0
Days of rain.	6	7	5.20	••••	9	4·20 5		7.20	3.80 8		3	1:30	
Rainfall, in Days of rain. Vicksburg,—	3.09	5·46 10	9	6.67	11	3·73 6	3.97 5	::	12 12	2.60 6	1.77	3.83	1
Rainfall, in Days of rain.	3.13	7·41 11	3.23	6.99	5.44	1.48	2·16	8:30	4.39	4.96 16	0.40	1.94 4	1
Rainfall, in Days of rain.	1.65 1	1.60	3.40	9.05	8.75	2.73	3·15 5	8.95	4.75	7.70	3.45	4.38°	1
ARKANSAS. Little Rock.—	4:00	0.13	2.00	0.40	7.00	1.10	201				ļ	,	0
Rainfall, in Days of rain. Mount Ida—	7	13	10	10	5.63 10	1.48	3.94 1	13	4·69 17	3.00	1.79	6·17 10	
Rainfall, in Days of rain.	3.10	2:55	1.85	8 6.50	2·05	5·45	1	2·45 1 13	0·15 13	1:30 5	2·90 7	8.30	N
TENNESSEE. Nashrille.— Rainfall, in	3.94	9:36	2.79	9-10	3.55	5.12	4.79	7.34	3.67	3.79	2:51	3.70	
Days of rain.  Memphis.—  Rainfall, in	15 4·43	15	18	15	13 3:56	18	11	19	16	17	15	16	S
Days of rain.	12	20	17	17	13	5.74	$\frac{13}{13}$	9.14	2·80 19	15	4·15 12	2.83	1
Days of rain.  Austin—	3.10	8.15	3.00	8.10	3.80	13	5·10 7	9.80	9.30	4·50 9	1.55 8	5.00 10	F
Rainfall, in Days of rain.	4.42	8·90 10	2.62	8.80	4·81 12	4.12	3·91 · ·	8.40	1.91	6'82 10	2.40	7:00 S	C
TEXAS.  Galveston.— Rainfall, in	4.93	1.58	1.47	1.90	0.60		2.6.1		-				
Days of rain.	11	15	11	16	14	12	10	3.75	3·50 13	11	3·16 4	0.03	V
Rainfall, in Days of rain.  Palestine*—	5:38	12 5:30	0.50	1·99 . 12	1·26 8	3.55 E	3·59 9	8·58 :		1·73 13	77	2	В
Rainfall, in Days of rain.	5.85 12	2.37	2.70	3·53 : 11	3·42 14	3.73	2·85	7:56 1: 14	1·33 (	3:33 (	5		
Rainfall, in. 11 Days of rain.	13·13 5	4.81	2·44   1	2·54 ;	2·94	2·75 :	₹07 1: 5		1	1		0.63	L
San Antonio— i Rainfall, in Days of rain.	5:3)	4.24			1	3.25	2.79 (	3.79 4	.70		)·11		
Denison— . Rainfall, in	3.21	1.03	1.65		2.60	3· <u>3</u> 1	9 + 4	1.64 8	8.03	1	3	1	M
The figures of 1	881 ar	e for (	7 Corsic	ana.	† Stat	tion d	1	10	21-1	'	6	0	٠

The figures of 1881 are for Corsicana. † Station discontinued. ‡ Station closed.

								. L	· OII			
Rainfall.		Marc		]	Apr			Мау			Jane.	-
Jacksboro.—		- i			1	-	. 1883.				1882.	1881.
Rainfall, in Days of rain. Henrictta.—	6	7	7	6	4	5	8	11	3·53 14	• • • • • • • • • • • • • • • • • • • •	2.08 7	0.01
Rainfall, in Days of rain. Fort Elliot—	6	10	4	4.	0.8	6	+	2.73	3.00	::::	. S	1
Rainf II, in Days of rain.	3	7	7	0.82	6	7		15	12	1.66 7	5	0.10
Thermometer.	,	March . 1882.		1883.	April 1882		. 1883.	May. 1882.	- A		June. 1882.	1881.
VIRGINIA. Norfolk.— Highest	76:0	75.0	73.0	80.0	80.	0 89:0	89.0	88.5	09:0	95 3	96.0	99.0
Average N. CAR'LINA	30.0	35.0	29.0	37.0	34	0 280	44.0	45.0	49.0	58.2	56.0	58.0
Wilmington.— Highest Lowest	72.5								93.0		93.2	
Average Weldon.— Highest	50.8	46.0	521	61.3	59.0	57.8	69.0	68 5	54.0 70.6 96.0		58.0 76.9 99.5	59.0 78.4 99.0
Average Kitty Hawk—	22 0 43·5	32.0	27.0	35.0	34.0	0 32.0	44.0	48.0	53·0 70·7	57:0 76:6	59.0 59.0	62.0 76.9
Lowest Average	73.0 27.0 44.3	32 5	30.0	36.0	37	5 29.0	47.0	44.0	90.0 51.0 63.7	••••	95·5 57·0 73·0	94.0 56.0 72.7
Charlotte— Highest Lowest	74·0	30.5	58.0	82.0 34.0	83.0	85.0	85.5		94·6 51·0	93.6	96·5 61·4	97·0 55·0
Average  Portsmouth— Highest	46·6 68·0	70 0	67.0	74.0	74.0	74.0	80.0	65.3	71·1 87·0	77·2 87·0	77.4	78·7
Average  Murphy— Highest	33.0 48.2	52.6	49.5	57.6		3 53.4	66.7	50°0 66°4	51.0 68.2	76.3 76.3	+	59 0 75 4
Lowest Average	72.6 25.0 43.3	32.0	30.0	84.0 57.0		51.0	36.0	80.0 37.0 60.0	87:0 50:0 60:5	85.0 57.0 71.5	\$9.0 50.0 73.0	52.0 71.1
Highest Lowest Average	77.0 28.0 47.3	35.0		85·5 37·7 59·3	86.0 37.0 59.1		86.0 57.0 69.0	88·5 50·0 66·2	••••	92:0 64:0 76:8	95.0 61.0 77.2	
Mid. Cape Fear- Highest Lowest	78·0 28·0	80.0		84:0 35:0			86.0	86.0	••••	86.0 90.0	98·0 61·0	• • • •
Average S. CAROLINA Charleston.—	48.5		••••	60.8	61.8		71.0	69.9		77.1	77 2	••••
Highest Lowest Average		85.0 40.0 62.0		81.5 45.0 64.0	46.0	\$1.6 32.0 60.3	91.6 45.0 70.8	51.5	91.0 56.0 73.1	80°3 64°6 99°0		93.5 64.0 81.8
Spartanburg— Highest Lowest	74·0 27·0			82.0		1	86.0	::::		96°0. 54°0		
Average GEORGIA. Augusta,—	46.7			60.0	•	1	68.7	••••		75.0	••••	••••
Highest Lowest Average	79·0 32·3 53·8	89·3 37·3 60·9	77.0 33.0 53.0	87.0 41.7 64.5	87:0 45:0 66:6	31.0	91.0 43.0 70.5	90·0 45·0 69·7	98·2 58·3 75·1	64·3 79·0	97.0 57.0 78.6	
Atlanta.— Highest Lowest	74·0 27·0	80.0	71.0	85.0 35.0	84·0 48·0	82.0		88·0 45·0	93.0	91.0 54.0	93.0	96.0
Average Sarannah.— Highest	80·0	57·6 87·0	47·0 76·0	61·2 84·0	64·4 87·0	55.1	66.5 94.0	91.0	71·5 93·5	76.0 97.0	76·2 96·5	99.0
Average Columbus.—	40.0 57.1	41.0 63.7	36·0 56·7	49.0 67.7	49°0 68°0	63.3 33.0		50.0 72.8	57·5 74·2	81·2	20.3 65.9	82.0 82.0
Highest Lowest Average	75.0 30.0 57.0	51.0 55.0	37.0 51.0	96.0 45.0 63.0	:	85.0 49.0 65.0	91.0 44.0 72.0	50.0 50.0 73.8	90.0 64.0 80.0	96:0 72:0 81:0	82.0 69.0 82.0	100:0  70:0  85:0
Macon.— Highest Lowest Average	80.0 30.0 55.0	88.0 36.0 62.0	74.0 30.0 54.0	\$5.0 86.0	88.0 43.0	27.0	86.0 40.0 69.0	86:0 48:0	92:0 56:0	65.0	93.0 58.0	97:0 62:0
Rome.— Highest Lowest	76.0 29.0	82.0	69.6	84.0 37.0	68.0 43.0		86.0	86.0 45.0	91·0 52·0	78.0 94.0 56.0	78.0 95.0 52.0	96.0 56.0
Average Forsyth.— Highest	50.0 78.0	57.0	48.9 76.0	62·0	86.0			67·0 88·0	72.2 99.0	97.0	72·0 97·0 1	78°6
Lowest Average FLORIDA.	55·3	39·0 61·7	52·7 52·7	40°0 66°0	48.0 67.7	63.0 30.0	45.0 70.8	50.0 70.0	62·0 75·5	69.0 79.6	65.0 78.7	70.0 81.9
Jacksonville Highest Lowest	79·0. 40·0	88.0 47.0	80·6	\$8.0 52.0	85.6 56.6		89°5 54°0	89°5 54°0				99.0
Average Cedar Keys.— Highest	74.0	66·7	60·0 74·0	70·1 86·0	70.9 85:0	67·4 84·0	73.9 <sub>1</sub> 87.01			80.9	81.1	83.3 83.3
Lowest Average	45.0	47.0 67.3	40.0 58.8	55.0 72.6	80.0 73.4		50·0 75·1	54.0	66.0 76.5		68.0	65.0 82.4
Montgomery.— Highest Lowest	78·6 35·0	86:3 42:0	76·0 34·0	88·0 40·8	85.6 47.6	89:6					97:6 1 60:8	05:5- ·
Average Mobile.— Highest	54·8 80·5	62·2 82·0		90·0 65·9	89.0	90.0	70.6 96.5	70:4 91:5	76 2 94·0;	79 <sup>2</sup> 3	79.6 00.0	82'9; 99'8
Average  Greene Spr?ys.—	39·5 57·7	47.0 65.1	38·0 57·3	47.0 68.8	49.0 70.3	65.6 35.0	47:3 72:9	50·4 72·6	58·5 76·9 <sub>;</sub>	70·0 81·3	66·5 81·3	64·0 83·0
Lowest Average	79.0 30.0 53.5	83.0 41.0 60.8	31.0	82:0 45:0 64:2	80.0 45.0 65.4	88.0 30:0 62:4	46.0	49.0	56.0	85:0	80.0	96:0 60:0 79-5
					86.0	84.0		1				97.0
Average		66.5	59.9	51.0 71.4	56.0 72.2	38.0 65.8	743	74.4	77 0		51.1	71.3 83.0
Lowest		41.0	32.0	92·0 46 0 66·6	47.0	91.0 32.0 61.4	49.0		92.0 -8	63.71	9.0	
			50.0		83.0	86.0						99 <b>.0</b>
Average Columbus.—	37·0 53·6	63·6	54·1 33·0	:	46.0 66.3	38 0 61 4		50.0 68.2	73·8	?	50:0 ( 77:4	81.7
Highest Lowest Average		79·0 33·0 62·0			89·0 43·0 67·0	••••			5		5.0	••••
Lowest	35.0	43.0	36.0	14.3	86:0 47:0	31.0	47.0	25.0° (	35.0 €	54.51		9.0
Brookhaven- Highest	78.0	82.0	79.0	32.0	80°3 46°0		86.0 8	88:0 8	88.0 8	2.0	20 9	61.5 60.0
Average					51.0							9.0
Lowest	30.0	38.0	54.0 4	11.0	85.0 41.0	23.0	46.0, 4	18:0	2.0	10 5	3.0 (	4.0 3.0 8.0
Mount Ida.— Highest	76.0	84.0	30.0	4.0		88.0	8	86.0 8	88.0 9	1.0 9	3.0	8·0 4·0
Avorago.	55.0	29.0	24.0	32.0	34.0	24.0: 60.5	٠٠, ٥٠	35.0 2	0:0 5 0:0 5	5.0	2.0 2 5.0 6	5.0 7.2

Fatation closed,

·		March			April			May.			<b>J</b> une	
Thermometer.	1883.	1882.	1881.	1883.	1882.	1881.	1883.	1882.	1881	1883.	1882.	1881.
TENNESSEE-		,	}	-	1							1
Nashville			1								_	
Highest	71.7	81.7			84.1	84.0		87.4		95.4	95.8	
Lowest	25.	35.2			36.2	26 0	45.4	41.5	21.0		49.8	
Average	46.5	54.8	47.0	60.5	61.6	57.8	66.3	68.4	70:7	76.1	76.6	78.7
Memphis.—	~	-0.0		0.2.0	() 2.0	07.0	0~.0	00.0		07.0	0	100.0
Highest	74.0				85.0	87:0	87.0	80.0	55.0			100.0
Lowest	29.0	35.0			41 0		41.0 68.4	49.0		57.0	55.0	
Average	49.3	57:4	50.5	63.4	63.3	60 0	00 4	67.1	24.1	100	10.1	81.2
Ashwood.—	70.0	80.0	72.0	86.0	88.0	85.0	89.0	88.0	90.0	94.0	97 0	96.0
Highest	25.0				36.0		40.0	42.0	25.0		70.0	
Average	472	55.0			65.0			66.0	71.0		83.5	
Austin.—	~	00 0	000	01.2	000	000	010	.00 0	•••	•••	000	
Highest	63.0	76.0	70.0	90.0	86.0	83.0	86 0	84.0	91.0	85.0	94.0	94.0
Lowest	53.0		20.0	36.0	30.0	24.0	42.0		54.0	64.0	53.0	461.0
Average	44.4	53.0	45.1	58.3	61.8	55.9	66.0	65.9	723	72.1	75.6	77:0
TEXAS.												
Galveston.→					14					×		
Highest	78.0	79.0	72.0	84.0	82.5	82.0	85.0	87.0	89.0	91.0	91.5	94.0
Lowest	42.0	44.0		59.0		47.0	61.0		64.0	68.5	70.0	73.0
Average	62.4	67.8	61.5	70.6	72.5	68.1	75.6	75.2	77.3	82.9	81.3	85.0
ndianola	-				· 1							
Highest	77.8	81.1	76.0	85.7	88.9	85.0	91.0	80.0	93.5	94.9	83.0	95.6
Lowest	41:3	33.11	47.0		48.6	40.0	623	80.0	64.5	69.1	68.7	70.8
Average	64.0	67.7	638	71.3	73.1	69.8	76 2	75.8	77.7	85.1	81.1	82.0
Pal-stine.*		1						!	- 1			
Highest	79.0	810	80.0	87.5	88.5		80.0		.03.0	62.0		104.0
Lowest	34.0	34'0	37.0	44.0	43.2		51.5	20.0	61.0	64.0		- 62.0
Average	57.7	64.2	58.3	60.0	23.0	62.9	72.8	69.2	76.3	28.4		86.5
Very Ulm.	CO.0	00.0	02.0	00.7	01.0	0110	00.5	01:01	00.0	98.5	00.0	10:1.0
Highest	85.0	89 0 35 0	88:0	90.5	91:0	91.0	93.5	91.0	93.0	63.0		105.0
Lowest	35.0		40.0	48 5 60 8	49.0 71.2	37·0 69 0	73.6	$\frac{58.0}{73.4}$	62.0	80.7	$80.3 \\ 81.0$	69.0
Average	62.4	66.4	02.4	60.0	11 2	09 0	130	19 4	10 1	00 1	80 3	84.9
an Antonio-	89.0	88.0	86.0	91.0	93.0	SS 0	102.0	94.0	93.0	!	102.0	100:0
Lowest	36.0	33.0		43.0	41.0	36.0	48.0	58.0	55.4		65.0	
Average	62.4	61.4	63.4		52.0	69.4	71.2	73.5	76.4		0.0	86.5
Denison-	0~ 1	011			0.0	00.1		.00	.0 1	••••		
Highest	77.1	85.0	80.0	.	91.0	98.0		87.0	93.0		102.5	101.9
Lowest	27.2	32 0	25.0	+	40.0	27.0	+ 1	46.0	65.0		57.0	65.0
Average	52.5	60.0	53.5	1 1	65.3	64 6	1	67.9	73.7		79.5	84.4
Tarksboro-				. 1	. 1			1		į		
Highest	77.0	86.0	84.0	95.0	63.0		105.0	92.0	95.0		109.0	
Lowest	54.0	27.0	31.0	38.0	44.0	31.0	48.0	43.0	57.0			63.0
Average	25.3	58.5	54.8	64.0	68.8	64.8)	71.2	688	73.0		80.6	85.7
Henrietta-		00.0	2.0	*	00.0	04.0	1	07.0	00.0	1	104.6	100.0
Highest	78.0	83.0	84.0	4	90.0	94.0	4	97:0	90.0		104.0	
Lewest	55.0	54.0	30.0	T	34.0	30:0	+	44.0	58:0	• • • •	57.0	64.0
Average	50.0	57.3	52.1		63.8	61.7		68.3	72.1	••••	80.9	84.5
Fort Elliot—	~	95.0	00.0	80.0	92.0	90.0	88.0	80.0	85.0	96.0	00.0	100.0
Highest	78.0	85.0	35.0	28.0	34.0	20.0	39.0	38.0	45.0	48.0	41:0	100.0
Lowest	17.0	18.0 49.8	24.0 55.2	55.8				59.1		71.5	72.5	25.0
Average	A4 (	411 9	00 %	00 01	00 2	00 0)	00 01	00 1	00 1	110	120	

- \* The figures of 1881 are for Corsicana.
- + Station discontinued.

# Station closed.

The following remarks accompany the months' weather reports for June, 1883:

Weldon, N. C.—Crops are generally in fair condition.

Charlotte, N. C.—First cotton bloom brought to the city on June 28.

Murphy, N. C.—From June 3d to 30th rain mere showers.

Wilson, N. C.—The month of June was very unfavorable for crops of all kinds. Excessive rainfail in June following the drought of May, brought cotton and grass up together; the outlook in this vicinity is not

Middle Cape Fear, N. C .- We had quite a severe storm on June 2; the wind blew down a great deal of corn and some timber. On the 19th, while it was raining and hailing, the mercury fell twenty-four degrees in three-quarters of an hours. Crops have been much injured by bugs and worms, but the weather has now turned hot and we hope it will stop them. Rainfall of June 2 (5.75 inches) flooded everything for a day or two

day or two.

Augusta, Ga —First cotton bloom (from Burke County, Ga.) shown in Augusta Cotton Exchange Rooms June 28.

Macon, Ga. -Since the month came in the weather has been favorable; the rains, scattered along at intervals, have been very beneficial; the cotton plant has grown well and is blooming. The clear fields have been

a great help to the plant in growing, and the outlook now is for a fair crop in this section, and with favorable seasons I look for improvement.

Greene Springs, Ala.—Corn and cotton are doing well; the late rains has put cotton in grass, but planters are fast getting rid of it. Blooms abundant and some bolls on July 1. No appearance of cotton worm in this section.

Brookharen, Miss.—The cotton crop since my May report has become very grassy. The rains have set the farmers back very much; re-scraping has had to be done and some have not finished scraping the first time. Cotton blooms June 18.

Mount Ida, Ark.—Very dry month; corn suffering for rain; cotton looking well but small for the season, having been delayed by cold, wet weather in April and May.

Manathic Trans—Cotton blooms were received by the Cotton Eyebange.

Memphis, Tenn -Cotton blooms were received by the Cotton Exchange the last three years on the following dates: 1881, June 13. from Courtland, Panola Co., Miss.; 1882. June 16, from Stonewall Landing, Mississippi Co., Miss.; 1883, June 14, from Badbargain Plantation, Bolivar Co., Miss., and June 27 from Bartlett, Shelby Co., Tenn.

Ashwood, Tenn.-Cotton somewhat backward, but of good color, and

ooking well. Good prospects for corn.

Indianola, Texas—Some portions of June cool—temperature of air as looking well. Much complaint of drought in some sections of Western Texas. Stockmen and farmers have been compelled to drive their stock some distance from usual watering places for water.

THE AGRICULTURAL DEPARTMENT'S JULY REPORT.—The following statement, showing the condition of cotton, was issued by the Department of Agriculture, July 10.

The July report of the Department of Agriculture indicates very general improvement in the condition of cotton. Rains were general up to the 15th or 20th of June, and local showers have been frequent since. There has been an excess of moisture, interfering with cultivation and promoting the growth of grass. Clean fields are found only in favored districts and on lands of prompt and pushing cultivators.

Since June 20 growth has been rapid. In grassy districts the plants

are still small but healthy, and making great progress with recent cul-

The only complaint of drought comes from Central and Southwestern Texas, from the Colorado to the Gaudaloupe. A few counties in South Carolina and Georgia report a present need of rain.

Recent distribution of moisture has been quite unequal. Adams County, Mississippi, has had showers daily for five weeks, and Pike County for six to eight weeks.

The general average of condition has advanced from 86 to 90. Last July there was an improvement of three points, from 89 to 92. Returns of July since 1870 have indicated higher condition than in June except in 1871, 1873 and 1879.

The spring weather was too variable in temperature and moisture, as it usually has been in former years, for the highest condition of the plant. The only retrograde is reported for Arkansas, where a loss of three points is made from excessive rains, cool nights and injuries from chinch bags, red ants and rust. There is a promise of improvement A gain of 10 points has been made in the Northern zone, North Carolina and Tennessee. 7 in Georgia, 6 in South Carolina, 4 in Texas, 3 in Mississippi, 2 in Virginia and 1 in Florida. Alabama and Louisiana stand as in June.

The July State averages are as follows: Virginia, 83; North Carolina, 91; South Carolina, 91; Georgia, 93; Florida, 95; Alabama, 87; Mississippi, 89; Louisiana, 91; Texas, 93; Arkansas, 84; Tennessee, 88.

Worms have wrought little injury as yet. The caterpillar has appeared at a few points from South Carolina to Texas. In Butler, Alabama, a second brood of worms appeared June 20. The boll worm is at work in Denton County, Texas.

Denton County, Texas.

Picking will commence in Southwest Texas about the 20th of July.

The June and July condition figures, compared with the June and July figures for previous years, are as follows:

States.	18	1883.		1882.		1881.		1880.		1879.	
sittles.	June.	July.									
No. Car	81	91	82	90	96	94	92	101	98	104	
So. Car	85	91	92	98	88	93	104	99	94	81	
Georgia	86	93	89	92	92	98	98	97	93	86	
Florida	94	95	97	92	100	99	90	92	95	91	
Alabama	87	87	95	93	102	102	96	93	96	96	
Mississippi	86	89	88	87	94	94	96	99	99	92	
Louisiana.	91	91	90	96	90	96	97	\$ 36	95	93	
Texas	89	93	93	97	89	89	106	111	94	90	
Arkansas	87	84	85	90	90	92	100	104	100	103	
Tennessee.	78	. 88	80	78	93	105	99	103	94	101	
Average	86	90	89	92	93	95	99	100	96	93	

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

CONDITION OF COTTON.—The following from our exchanges indicates the condition of cotton at latest mail dates.

Louisiana.—Correspondents of the N. O. Times-Democrat report to that paper under date of July 6 as follows:

Bastrop, Morehouse Parish.—"A heavy general rain, which was much needed, fell last night. If no unforeseen accident occurs, a large cotton crop will be made. The stand is in excellent condition."

Coushatta, Red River Parish.—"Local rains throughout the parish have been frequent lately. The hill farmers have had no rain since May, and their corn crops are considerably damaged. No complaint is made anywhere in the parish of the cotton crop."

Natchitoches, Natchitoches Parish.—"Crops are still in good condition. Every day this week showers, just heavy enough to keep every-

tion. Every day this week showers, just heavy enough to keep everything in the vegetable line growing, have fallen. Cotton generally is very clean and fruiting finely. The prospects at present are better than last year.'

Opelousas, St. Landry Parish.—"The condition and prospects of the corn and cotton crops are very fair. Corn is about made, and the yield will be much in excess of last year. It is too early to estimate the outcome of cotton, but prospects for good crops are favorable."

Shreveport, Caddo Parish.—"Heavy rains have fallen recently, which assures plenty of corn. Cotton is late, but the condition throughout the parish compares favorably with last year."

Trenton, Ouachita Parish.—"Heavy rains have fallen in this parish, though in some localities want of it is being felt. Corn is about made:

though in some localities want of it is being felt. Corn is about made; there will be plenty for home consumption. Cotton is growing finely and is free of grass. There is some talk of worms,"

Vermillionville, La Fayette Parish.—"Although the weather has been showery, the outlook for corn and cotton is good."

Arkansas.—The correspondent of the Memphis Avalanche at Fort Smith, Sebastian County, writes under date of July 5:

"The reports from good farmers from nearly every section of our territory justify the following statement: Early corn is above the average. Cotton is small b t growing rapidly. Crops generally clear of grass and in good fix. \* \* We are having local showers now, but it has been dry for two weeks. A reage in corn and cotton one-third greater than last year. No fertilizers used in this section, save a little barnyard manure now and then. The land does not wash-has a good subsoil, and responds generously to kind treatment."

Texas.—The Galveston News of July 7 gave extensive tails with regard to the crop in Texas, which it epitomized et 4torially as follows:

"The News presents to its readers this morning accurate crop reports received by wire from various points throughout the cotton belt of this State. From a careful analysis of these reports, it will be seen that the situation as regards crop prospects has not materially changed from a month ago. On June 9, in summing up conclusions formed from its telegraphic crop reports of June 8, the News said:

"A general perusal of these telegrams shows prospects in Texas seldom equaled, probably never surpassed."

"The News can reiterate this assertion after a perusal of yesterday's reports. Harvesting in the northern portions of the State is well over, and the yield of wheat, oats and other cereals has been very good. The core crop may now be virtually considered made, the rains which have fallen generally throughout the State during the past two weeks having put the finishing touches upon what has been a most auspicious season. In a few localities the yield has been somewhat decreased by drouth, but these exceptions are very rare. The acreage shows a marked increase over last year, and the yield is remarkable heavy. The cotton crop is in fine condition, except in a few scattering localities. Worms are feared at some points, but have so far only made their appearance in one county—Washington. Summing up the News reports, it may be asserted that up to the present time the State has never seen a more auspicious crop season, and should no unforeseen calamity intervene, the coming fall will find the farmers in a better situation than for many years. It naturally follows that the commercial world will feel the stimulus of this success, and at this early day it may be safely assume that the present year will be a most prosperous one for the State P

TENNESSEE.—The report of the Commissioner of Agricultu issued on July 2 gives the condition of cotton for the month c June as compared with June, 1882, as 93 in East Tennessee, in Middle Tennessee and 93 in West Tennessee, the average for the State being 91, which is the same as for May.

JUTE BUTTS, BAGGING, &c. -There has been a good demand for bagging since our last report, and the market is firm in tone. The inquiry continues of a jobbing nature, but orders are gradually increasing and the stock is being worked off. Holders are not anxious to do any shading on the lots moving, and we quote 9½c. for 1½ lbs., 9¾c. for 1¾ lbs., 10½c. for 2 lbs. and 11½c. for a standard grade. Butts have not shown any change during the week, and only a moderate amount of business has been transacted. Some lots have been p'aced in a jobbing way, about 1,200 bales being taken at 1½@2c. for paper grades and 2½@2¾c. for bagging qualities, with these figures asked at the close.

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 July 12.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipme	nls this	s week.	Shipm	ents sinc	Receipts.		
Year	Great Brit'n.	Conti- nent.	Total.	Great Britain	Conti- nent.	Total.	This Week.	Since Jan. 1
1883 1882 1881 1880	1,000	18,000	19,000	252.000	752,000 559,000 501,000 447,000		$15,000 \\ 12,000$	1,515,000 1,548,000 1,099,000 1,023,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 11,000 bales, and an increase in shipments of 5,000 bales, and the shipments since January 1 show a decrease of 82,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipme	nts for th	e week.	Shipmer	ıts since Jan	uary 1.
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta— 1883 1882 Madras—	400 1,300	200	400 1,500	73,400 100,800	10,800 31,700	84,200 132,500
1883 1882 All others—	2,300		2,300	$\frac{4,700}{32,000}$	1,000 2,000	$5,700 \\ 31,000$
1883 1882	700		700	7,500 30,000	2,000 <b>1</b> 5,500	$9,500 \\ 45,500$
Total all— 1883 1882	400 4,300	200	400 4,500	85,600 162,800	13,800 49,200	92,400 212,000

The above totals for the week show that the movement from the ports other than Bombay is 4,100 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments	18	883.	18	882.	1881.		
to all Europe from—	This week.	Singe Jan. 1.	This week.	Since Jan. 1.	This week,	Since Jun. 1.	
BombayAll other ports.	12,000 400	1,173,000 99,400	17,000 4,500	1,255,000 212,000	19,000 1,700	753,000 173,200	
Total	12,400	1,272,400	21.500	1.467.000	20.700	098 900	

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, July 12.	1882-83.		188	81-82.	1880-81.		
Receipts (cantars*)— This week Since Sept. 1	2,2	54,000	2,831,720		2	1,500 ,770,500	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since	
Exports (bales)— To Liverpool To Continent	2,000 1,000	236,000 87,000		245,900 176,271	•••••	243,000 152,308	
Total Europe	3,000	323,000		122,171	·	395,308	

<sup>\*</sup> A cantar is 98 lbs.

This statement shows that the receipts for the week ending July 12 were —— cantars and the shipments to all Europe were 3,000 bales.

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

			, 1	883.			]			1882	<b>:</b> .		
	32s c	Cop. 84 lbs. shirtings.			Cott'n Mid. Upl'is	32s Cop.		84 lbs. Shirtings.				Cott' Mid. Uple	
June 1 " 8 " 15 " 22 " 29 July 6	\$\frac{11}{8}\$\frac{1}{4}\$ @ \tag{8}\$\frac{11}{16}\$\cdots \\ \tag{8}\$\frac{1}{16}\$\cdots \\ \tag{8}\$\frac{1}{8}\$\tag{6}\$\tag{8}\$\tag{5}\$\tag{8}\$\tag{6}\$\tag{8}\$\tag{5}\$\tag{8}\$\tag{6}\$\tag{8}\$\tag{5}\$\tag{6}\$\tag{6}\$\tag{6}\$\tag{7}\$\tag{6}\$\tag{7}\$\tag{6}\$\tag{7}\$7	916 912 914 918 918 914 914	5 10 5 9 5 9 5 9 5 9 5 9 5 9	8. @77 @77 @77 @77 @77 @77 @77	d 412 412 3 112 112 3 3 112	51516	938 938 938 912 912 958 9916	d. 210 210 210 210 210 <sup>1</sup> 8 210 <sup>1</sup> 4 210 <sup>1</sup> 4 210 <sup>1</sup> 4 210 <sup>1</sup> 4	6666	6 7	771 771 78 78 78 771	012 013 015	634 634 678 678

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	· 4	Year	· Beginnin	g Septemb	er 1.	
Receipts.	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,848	98.491
October	930,584	853,195	968,318			<b>578,533</b>
Novemb'r			1,006,501	942,272		822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900.119
January .	752,827	487,727	571,701	647,140		
February.	595,598	291,992	572,725	447,918		,
March	482,772	257,099	476,582	261,913		,
April	284,519	147,595	284,216			
May	185,523	113,573	190,054			
June	. 78,504	68,679	131,871	88,455		42,142
Totalyear	5,891,216	4,620,487	5,681,281	4,837,328	4,421,749	4,238,246
Perc'tage o	f tot. port					1,
receipts .	June 30	97.88	96.72	96.71	99.42	97.52

This statement shows that up to June 30 the receipts at the ports this year were 1,273,729 bales more than in 1881-82 and 212,935 bales more than at the same time in 1880-81. By adding to the above totals to June 30 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1			***********		-
	1882-83	1881-92.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Jn.30	5,894,216	4,620,487	5,681,281	1,837,328	4,421,749	1,238,246
July 1	s.	2,405	3,402			
" 2		s.	2,701	2,902	271	970
" 3	2,287	1,733	. S.	1,521	1,548	
" 4	1,719	1,236	1,763	s.	629	
" 5	606	464	2,855	2,624	414	
" 6	2,949	1,395	4,003	1,530	S.	840
" 7	1,626	2,353	3,880	1,764		
" 8	B.	1,168	3,961	2,068		930
" 9	1,060	а.	3,036	4,563	563	1.013
" 10	2,601	586	S.	2,232	322	POWER AND THE PERSON
" 11	816	1,006	2,731	S.	287	
" 12	1,678	863	.3,222	1,874	399	
" 13	3,243	695	2,761	983	8.	346
		1,631,381	5,715,596	4,861,293	4,427,971	4,248,897
	e of total	* *				
port rec'i	ote July 13	98.18	97.30	97.19	99.56	97.77

This statement shows that the receipts since Sept. 1 up to to-night are now 1,281,605 bales more than they were to the same day of the month in 1882 and 200,390 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 July 13 in each of the years named.

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

Receipts	New	York.	Bo	ston.	Philad	lelphia.	Bált	imore.
from—	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept.1.	This week.	Since Sept. 1
N. Orl'ans	4,150	286,711		11,919				
Texas	2,048	203,957		22,045				
Savannah	136	220,142	285	75,722	28	17,318	170	93,302
Mobile				7,652				10,002
Florida	. 12	9.578					•••••	
8. Car'lina	357	171,536		2,646	3	10,641	•••••	24,859
N.Car'lina	20			_,,,		20,011	11	
Virginia	229	229,292		89,236	1.775	61,239		121,046
North. pts		1881	707	138,214	2	01,200	U	200
Tenn., &c.		137.673	549	188,785	909	91,840		66,424
Foreign	390						••••	00,424
This year.	7,312	*	1,541	536,219	2,715	:	190	323,820
Last year.	3,236	1	4,053	414,218	702	5	5.378	230,749

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 8,420 bales, against 7,997 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

		Week e	Total	Same period		
Exported to—	June 21.	June   28.	July 5.	July 12.	since Sept. 1.	previ'us year.
LiverpoolOther British ports	7,627	6.645 500	5,966 1,000	6,573 300	502,905 6,676	
TOTAL TO GREAT BRITAIN	7,627	7,145	6,966	6,873	509,581	128,029
HavreOther French ports	304	19		246	29,242 100	37,218
TOTAL FRENCH.	304	19		246	29,342	37,218
Bremen and Hanover Hamburg Other ports.	399 1,896 340	150 719 30	200 750 81	150 600 3.0	34.876	53,391 23,893 16,115
TOTAL TO NORTH. EUROPE	3,045	899	1,031	1,050	148,552	93,389
Spain, Op'rto, Gibralt'r,&c				100 151	3,497 6,061	6,138 3,056
TOTAL SPAIN, &c				251	9,558	9,194
GRAND TOTAL	10,976	8.053	7,997	8,120	697,033	567,830

Shipping News.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 16,720 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:

	otal bales.
NEW YORK-To Liverpool, per steamers Abyssinia, 570.	
Bessel, 1.044City of Berlin, 791City of Paris, 1,7-	15
Nevada , 580The Queen, 1,843	6,573
To Hull, per steamer Sorrento, (additional) 300	300
To Havre, per steamer France, 246.	246
To Bremen, per steamer Elbe, 150.	150
To Hamburg, per steamer Lessing, 600.	600
To Antwerp, per steamer Rhynland, 56.	. 50
To Copenhagen, per steamer Heimdal, 250 To Barcelona, per steamer Britannia, 100	250
To Genoa, per steamer Vincenzo Florio, 151	151
NEW ORLEANS-To Liverpool, per bark Luigia S., 712	712
To Havre, per steamer Marseille, 1,266.	1,266
To Antwerp, per steamer Marseille, 80.	80
NORFOLK-To Liverpool, per steamer American, 450	450
Baltimore—To Bremen, per steamer Nuraburg, 272	272
BOSTON-To Liverpool, per steamers Bayarian, 552 Parthi	:1
797Norseman, 702	2.051
10 London, per steamer Brantford City, 3	3
PHILADELPHIA—To Liverpool, per steamers British Crown, 2.40	00
Indiana, 1,000	3,400
SAN FRANCISCO—To Liverpool, per ship Gatherer, 66 (foreign)	66
Total	16.720
_	

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

		1.000000	11 I	sremen	Antwer	<i>)</i> ) .		
	Liver-	and		Ham-	& Coper	. Burce	. 5	. 6
		Hull.	Harre.			lon t.		Total.
New York	-6,573	300	246	750.	500	100	151	8,420
N. Orleans.	712		1,266		80			2,058
Norfolk								450
Baltimore				272				272
Boston	2,051	3						2.054
Philadelp'a								3,400
San Fran.	. 66							66
				-				
Total	13,252	303	1,512	1,022	390	100	151	16,720

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

New Orleans—For Liverpool—July 6—Steamer Mediator, 3,573...
July 7—Steamer Nantes, 5,343...July 10—Steamer Legislator, 3,369.

NORFOLK—For Liverpool—July 7—Bark Consiglio, 1,858.

BOSTON—For Liverpool—July 6—Steamer Samaria, 797...July 10—Steamer Iberian, 597...July 10—Steamer Iberian, 675.

BALTIMORE-For Liverpool-July 10-Steamer Hibernian, 675. PHILADELPHIA-For Liverpool-July 6-Steamer Ohio, 1,000.

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

NANTES, steamer (Fr.), from New Orleans for Liverpool, grounded July 9, in the South Pass, on a mud lump, below New Orleans, but was hauled off A. M. of the 10th, and would proceed.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	964@732	964 2 732	964 @733	964 2 739	964 & 732	964 2732
Do saild.	9c.1 @ 1364	961@1304	964 @ 1364	904 @ 1364	961 @ 1384	984 @ 1344
Havre, steam c.	33*	39+	38*	39*	36*	38*
Do sailc.						
Bremen, steamc.	1532*	1532*	1532*	1532*	1532*	1532*
Do sailc.						
Hamburg, steam.d.	316@14	316 @ 14*	316@14	3167014*	316 @ 14'	3187 14
Do saild.						
Amst'd'm, steam.c.	1 <sub>2</sub> .	12	12	12	12	12
Do saild.						
Baltic, steamd.		900 2516*	930 @ 516	920 7510*	900 2518*	930 2518
Do sailc.		0		52 - 10	02 - 10	02
Barcelona, steam.c.	1116*	1113*	1116*	1113*	1116*	1116*
Genoa, steamd.		58*	58	58*	58*	58*

<sup>\*</sup> Compressed.

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

	1		•	
Pa	June 22	June 29	July 6	July 13.
sales of the weekbales.	38,000	40 00	47,000	47,000
Of which exporters took	2,400	1,890		
Of which speculators took			1,050	_,_,
Actual export	$\frac{29,030}{3,700}$	$\frac{29,500}{3,600}$		35,500
Forwarded.	11,000			10,000
Total stock -Estimated	982,000		1.007.000	995,000
Of which American—Estim'd				742,000
Total import of the week	43.500			43,500
Of which American	33,500	31,000	54,000	
Amount afloatOf which American	261,000 111,000	239,000 100,000		196,0 <b>00</b> 50,0 <b>00</b>

The tone of the Liverpool market for spots and futures each day of the week ending July 13, and the daily closing prices of spot cotton, have been as follows.

Spot.	Salurday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, { 12:30 P.M }	Very flat.	Mod. inq. freely supplied.	Mod. inq. freely supplied.	Dull.	Easier.	Dull and easier.
did Upl'ds Mia.Orl'ns	51 <sub>2</sub> 55 <sub>8</sub>	$\frac{51_{9}}{55_{8}}$	51 <sub>2</sub> 55 <sub>8</sub>	51 <u>a</u> 558	51 <sub>2</sub> 55 <sub>8</sub>	$\frac{51_2}{55_8}$
Sales Spec.&exp.	3,000 500	1,000	1,000	8,000	1,000	7,000 500
Futures. Market,   2:30 P.M.	Quiet.	Steady.	Steady.	Flat.	Dull.	Weak.
Market, }	Easy.	Easier.	Quiet.	Weak.	Barely steady	Weak.

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

The prices are given in pence and 61ths, thus: 5 62 means 5 62-61d. and 6 03 means 6 3-64d.

15	's	at., .	July	7.	M	Mon., July 9.				Túes., July 10.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.	
	d.	d.	d.	d.	d.	d.	a.	d.	d.	d.	d.	d.	
July				·	5 32	5 32	5 31	5-31					
July-Aug	5 30	53)	5 30	5 30	5 31	5 31	5 31	5 31	5 33	5 33	5 33	5 33	
AugSept	5 34	531	5 34	5 34	5 35	533	5 35	5 36	5 38	5.33	5 37	5 38	
SeptOct	5 35	5 35	5 34	5 34	5 36	5 37	533	5 33	5 38	5 38	5 37	5 33	
OctNov	5 83	5 33	5.33	532					5 34	5 35	5 34	5 34	
NovDec	5 33	5.32	5 31	5 31	5 32	5 33	5 32	100 000 00 1	5 33	5 34	5 33	5 93	
DecJan	5 32	5 32	5 32	5.82	5 23	5 33	5 33	533	5 34	534	5 34	5 34	
JanFeb	5 33	5 33	5 33	5.33	5 33	5 34	5 33	5 33	5 35	5 35	5 35	5 35	
FebMarch	5 35	5 35			1			5 35	••••				
			,		, ,								

	Wed	ines.,	Jul	y 11.	Thi	Thurs., July 12.				Fri., July 13.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Qpen	High	Low.	Clos.	
	d.	d.	d.	d.	a.	d.	d.	d.	d.	a.	d.	d.	
July	5 31	531	5 30	5 30	528	5 28	5 28	528					
July-Aug	5 31	5 31	5 29	5 29 .	5 28	5 28	5 29	5 2.1.	5 29	5 29	5 27	5 27	
AugSept	5 35	5 35	5 32	5 32	5 82	534	5 32	531	5 85	5 35	5 30	5 30	
SeptOct	5 36	5 35	533	532	5 32	531	5 32	531	5 85	5 35	5 31	531	
OctNov	5 33	5 33	53)	5 30	5,30	5 30	5 80	5 00	5 32	5 32	5 28	5 28	
NovDec	5 32	5 32	5 30	5 30	5 30	5 30	5 30	5 50	5 39	5 30	5 28	5 28	
DecJan	5 32	5 32	5 30	5 80	5 30	5 30	5 30	5 30	5 30	5 30	5 29	5 20	
JanFeb	5 32	5 32	5 31	5 31	5 30	1	5 36	5 30	5 31	531	5 29	5 29	
FebMare	531	5 34		5 34					532	5 32	5 31	5 31	
MarApr	5 35	5 35		5 35	۹	4		1					
•,													
												,	
				1						1		,	

#### BREADSTUFFS.

FRIDAY, P. M., July 13, 1883.

Flour is in fair demand for export, but only the lower grades are wanted. These are in only fair supply and are comparatively steady. The higher grades sell very slowly, and, though holders are reluctant to make further concessions, some sales during the week have been reported at low prices. The foreign demand is mainly from the West Indies and South America, the European markets being in an unfavorable state. To-day the market here was quiet as a rule, and most grades were to a great extent nominal in value.

Wheat has sold but moderately for export, especially on British orders, that market being reported as well supplied, while the Continental markets, though in a more favorable position, are not purchasing at all largely. Spring wheat has sold more freely, and No. 2 has brought \$1 08. Small lots of new wheat have arrived, but no very important receipts are expected before the 1st proximo. The speculation has been fairly active, but the fluctuations, though frequent, have not been very marked; to-day the quotations are a fraction above those of a week ago. The Government report respecting the condition of the crop is given further below. Some advance in prices followed its publication, but this was only momentary, and latterly the tendency of the market has been downward. Reports from all parts of Dakota received yesterday showed a slight improvement; the same was reported from the Red River Valley, while the advices from Central and Southern Minnesota, Wisconsin, Iowa and Nebraska and most of the winter wheat sections are more favorable than they have been. To-day the market was ½c. to 1c. lower; No. 2 red sold at \$1 13@\$1 13% for August, \$1 15½@\$1 16 for September, \$1 17%@\$1 18 for October and \$1 19½@\$1 19¾ for November. The standard of No. 2 red, it is said, is being quietly reduced.

Indian corn has sold very well for export, and there has been besides a liberal speculation. Prices are higher than a week ago, but towards the close the posting of four loads as damaged by the heat had a more or less depressing effect. There has been less corn on the market than last week, however, and the receipts at Chicago have decreased. The crop advices are in the main favorable, and some increase in the yield compared with that of last year is expected. To-day the market was less active on the spot and, though options opened slightly higher, the advance was quickly lost, and a decline of ½c. to 1½c. followed the posting of the heated corn; No. 2 mixed sold at  $58\frac{1}{60}$ 59½c. for July, 61661½c. for August, 62662¼c. for September and 63½c. for October.

Rye has been quiet and lower. Oats have been fairly active at some advance, due partly to a small supply of white, and partly to fears that a corner on July will be attempted both here and at the West. To-day the market was lower; mixed are in good supply; No. 2 mixed sold at 40%@41%c. for July, 38@38%c. for August and 36@36%c. for September.

The following are closing quotations:

#### FLOUR.

No. 2 spring \$\frac{1}{2}\$ bbl. \$\frac{1}{2}\$ 40\pi 300 No. 2 winter \qquad 275\pi 350 Superfine \qquad 325\pi 390 Spring wheat extras 400\pi 525 do bakers' \qquad 475\pi 625 Nis. & Minn. rye mix 475\pi 550	Patents, winter \$5 50@ 7 25 City shipping extras. 5 25@ 5 85 Southern bakers and family brands 5 30@ 6 50 South'n ship'g extras. 4 20@ 5 10 Rye flour, superfine 3 30@ 3 80
Minn. clear and stra't 4 00 @ 6 25   Winter shipp'g extras. 3 90 @ 4 25   Patents, spring 6 00 @ 7 25   GRA	
Wheat— Spring, per bush. Spring No. 2	Corn— Yellow Southern. White Western  Rye—Western State & Canada Oats—Mixed White  No. 2 mixed  No. 2 white  Barley nominal.  66 @ 67 67 @ 67 <sup>1</sup> <sub>2</sub> 62 <sup>1</sup> <sub>2</sub> @ 65 39 @ 45 41 <sup>1</sup> <sub>2</sub> % 51 41 @ 41 <sup>1</sup> <sub>2</sub> 46 @ 46 <sup>1</sup> <sub>4</sub>

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 July 7 and since Aug. 1 for each of the last three years:

Receipts at-	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56lbs	Bush.32 lbs	Bush.48lbs	Bush.56 lbs
Chicago	42,070	114,793	1,162,669	457,091	9,217	52,012
Milwaukee	61,655	\$6,621	118,050	66,332	8,885	6,350
Toledo	1,080	93,144	128,877	5,573		3,333
Detroit	495	26,990	6,754	3,156	1,067	•••••
Cleveland	1,296	24,350	10,300	21,500		
St. Louis	19,376	68,407	131,165	86,958	3,600	2,7.0
Peoria	1,265	1,400	47,500	84,450	3,000	5,500
Duluth	20,000	31,857		•••••		
Tot. wk. '83	147,218	445,595	1,605,315	725,060	25,760	€9,915
Same wk. '82	104,774	\$43,580	539,518	466,339	23,856	7.852
Same wk. '81	175,938	1,044,166	3,595,829	596,934	15,287	6,611
SinceAug.1-	į	i		1	. 1	,,,,,
1882	8,923,741	72,991,215	60,958,476	50,616,843	15,496,076	4,850,998
·1881	7,388,548	41,663,750	103,389,577	35,651,724	12,088,453	3,793,409
1880	8,326,523	78,575,114	121,712,779	45.014.415	11,826,912	3,315,759

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to July 7, 1883, inclusive, for four years, show as follows:

Flourbbls.	1882-83. 4,644,755	1881-82. 3,714,622	1880-81. 4,590,486	1879-80 2,828,113
Wheatbush.	$\frac{15,383,797}{54,219,112}$	$\frac{13,013,687}{39,446,727}$	26,691,057 52,167,357	28,212,560 66,929,529
Cate Sar'ey	23.194.720 $4.566,369$ $2.018,210$	15,611,685 $2,095,493$ $1,370,081$	17,893,195 $2,019,270$ $1,067,189$	$12,630,560 \\ 1,624,213 \\ 1,032,085$
Total grain	99 389 903	71 537 673	99 538 068	110 428 955

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

•	1883. Week	1882. Week	1881. Week	1880. Week
Flourbbls.	July 7. 52,954	July 8. 41,742	$\substack{July 9 \\ 120,651}$	July 10. 93,061
Wheat. Oash. Corn. Barley. Rye.	97,354 300,245 572,223 16,693 13,580	$268,917 \\ 106,443 \\ 422,699 \\ 4,907 \\ 12,235$	$\begin{array}{r} 413.856 \\ 1,272.804 \\ 499.372 \\ 10,883 \\ 6,548 \end{array}$	235,265 892,348 437,561 11,509 29,221
Total	,900,095	815,201	2,203,463	1,605,899

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

Week Flour, ending bols.	Wheat, bush.	Corn,	Oats, bush.	Barley, bush.	Rye, bush.
July 7145,303	517,248	1,992,540	785,423		57,684
June 30103,476		1.841.953	706,649		174,883
June 23146,479	649,319	2,243,034	857,293		151,413
June 16134,730	440,018	3,101,983	1,273,537	19,701	146,251
Tot., 4 w529.983	2,310,673	9,179,510	3,622,907	98,042	530,236

4 w'ks 82..483,768 3,034,301 5,415,869 2,343,991 66,357 139,820 The receipts of flour and grain at the seaboard ports for the week ended July 7 follow:

G G	Flour,	Wheat,	Corn,	Oats,	Barley,	Rye.
A +	obls.	bush.	bush.	bush.	bush.	bush
New York	83,893	159,146	826,775	487,776	15,250 11	2,500
Boston	43,639		100,970	36,630		
Portland	625		8,350	1,000		
Montreal		145,282	49,783	5,208	19,534	
Philadelphia		12,300	14,100	96,050		
Baltimore	12.571	89,900	90,292	22.486		1,000
New Orleans	7,940	1,200	64,690	18,010		

Total week... 177.50.) 407.528 1.154,960 667,210 34,784 113,500 Cor. week '82... 158,858 838.270 565,703 549.719 14,196 50,160 The total receipts at the same ports for the period from Dec. 25, 1882, to July 7, 1883, compare as follows for four

years:	1882-83.	1881-92.	1880-81.	1879-90.
Flourbbls.		5,635,293	6,831,832	4,697.857
Wneat bush.		19.0)3,900	44,435,182	45.141,564
Corn	14,155,392	$\begin{array}{c} 19.712.938 \\ 13.078,433 \end{array}$	56,856,547 14,351,689	80,155,846 $12,708.500$
Barley		2,279,333 $899,267$	2,021,983 881,024	1,585,817 $807,290$
Total grain	92,219,017	54,973,901	118,549,425	140,398,917

The exports from the several seaboard ports for week ending July 7, 1883, are shown in the annexed statement:

					9 1	
Exports from-	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	42,872	391,410	515.580	1.718	85,752	2.249
Boston	39,912		135,046			_,
Portland.			200,020			•••••
Montreal.	11.718	24,057	129.941			5,390
Philadel	7.169	64.410	49.932	•	••••	0,000
Baltim're	409	357,832	59.369		*****	•••••
N.Orl'ns .	70		96.313			•••••
Total w'k.	102,150	837,709	986,181	1,718	85,752	8,639
8'me time				,		.,
1882	72,782	771,338	58.030	4.272	23,714	129.458

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

	Flo	ur.	Wh	eat.	Co	rn.
Exports for week to—	1883. Week, July 7.	1882. Week, July 8.	1883. Week. July 7.	1882. Week, July 8.	1883. Week, July 7.	1882. Weck, July 8.
Un.King.	Bbls. 60,460	Bbls. 41,161	Bush. 501,027	Bush. 688,023	Bush. 636.711	Bush. 39,017
Contin'nt S.& C.Am W. Indies	3,033 $1.976$ $9.949$	3,555 3,200	336,682	79,215 100	$314,345 \\ 25,343$	200
Brit. Col's Oth.c'nt's	25,149 1,583	$\begin{array}{c} 8,848 \\ 13,474 \\ 544 \end{array}$		4,000	8,992 790	$\begin{array}{c} 17,683 \\ 25 \\ 1105 \end{array}$
Total	102,150	70,782	837,709	771,338	986,131	58,030

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

	Flo	ur.	Wh	eat.	Co	rn.
Exports since Sept. 1, to—	1882-83. Sept. 1 to July 7.	1881-82. Sept. 1 to July 8.	1882-83. Sept. 1 to July 7.	1881-82. Sept. 1 to July 8.	1882-83. Sept. 1 to July 7.	1881-82. Sept. 1 to July 8.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	5,377,897	2,891,421	34,466,507	27,765,382	31,345,340	19,602,235
Continent	409,769	201,591	26,283,650	11,931,575	6,723,537	4,380,967
S. & C. Am	579,009	615,077	120,560	7,967	417,377	430,312
West Indies.	772,787	598,211	72,664	39,679	259,034	665,902
Brit. Col'nies	514,865	477,785	16,113	60	89,959	123,668
Oth. countr's	38,331	29,664	227,408	242,934	141,356	80,588
Total	7,722,658	4,613,749	61,186,900	39 987,597	39,076,626	25.2-3.672

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, July 7, 1883, was as follows:

		Wheat.	Corn.	Oats.	Barley.	Rye,
	In store $at$ —	bush.	bush.	bush.	bush.	bush.
1	New York	3,957,094		1,008,911	548	252,902
	Do. afloat (est.)	462,000				71.300
4	Albany	2.277			540	821
1	Bunalo	787.736			6.275	26.032
(	Chicago	5.995.003			20,410	641,247
1	uliwaukee	1.870.974			198,680	49,536
_ 1	Juluth	411.985				
1	Coledo	886,031				19,001
- 1	Detroit	732.041				13,001
	Oswego	41,000			46,000	108,000
8	st. Louis	476,195			10,660	66,081
(	Cincinnati	91,078			4,651	67,945
I	Boston	4,256			2.144	568
3	Coronto			1,000	29.177	116
1	Montreal	295,753			34,515	
F	Philadelphia	207,668				74,511
I	Peoria	2,752			2,872	00.70
I	ndianapolis	185.500			2,012	96,735
I	Caneas City	91 279		4,135	210	14,000
I	Baltimore	603,272			210	14,438
Ī	Down Mississippi.	000,212	167,000	2,983	•••••	••••
	n rail	130,146		768,495	30,117	07.071
Ò	on lake	739,146	2,300,772	252,477		27,374
	On canal	445,030	1,402,313	215,658	11.500	44,104
•		110,000	2,202,010	210,000	11,500	137,898
τ	ot. July 7.283.	18.598.493	12 336 529	3 700 127	200 000 1	710 000

Tot. July 7,'83. 18,598,493 12,336 529 3.709,137
Tot. June 30, '33. 19,418,915 13,035,981 4,005,007
Tot. July 8,'82. 9,621,412 6,388,650 1,675,628
Tot. July 9,'81. 15,619,976 15,528,581 7,465,147
Tot. July 10'80. 10,979,880 17,240,688 2,279,775
156,213 129,582

AGRICULTURAL BUREAU REPORT.—The Agricultural Department at Washington issued on the 10th instant its July report on the condition of the cereal crops of the country. Below we give it in full:

There has been some improvement in winter wheat in Connecticut, New York, Virginia, South Carolina, Texas, Ohio, Michigan, Indiana, Illinois, Missouri, Kansas and California, which advances the general average of condition from 75 to 79. The spring wheat average has advanced from 98 to 100. The indications of July point to a winter wheat crop of fully 300,000,000 bushels and a product of about 125,000,000 bushels of spring wheat.

A cablegram from the London agent of the Department of Agriculture received to-day says: "Weather of first ten days of July hot and forcing. Wheat estimates increasing generally throughout Europe."

The area of the corn crop has been increased about 2,500,000 acres, making the aggregate 68,000,000 acres. There has been some extension of area in nearly every State. The proportion of increase is large in the Northwest and in the Southwest. On the coast from Virginia to the Mississippi the advance has been small. In some places the reduction of price from enlargement of supply last year had a discouraging effect.

There has been too much rain in the great Western maize districts and failure of stands from planting poor seed, making the crop late and growth small; but improvement has of late been rapid. Taking all the States together the average for corn is 88, against 85 last July, 90 in 1881 and 100 in 1880.

The averages of the principal States are as follows: New York, 84; Pennsylvania, 89; Ohio, 83; Michigan, 73; Indiana, 90; Illinois, 82 Iowa, 80; Missouri, 82; Kansas, 98; Nebraska, 87; Dakota, 78. In the South averages range from 90 in Tennessee to 103 in Louisiana.

MISCELLANEOUS.

The prospect for oats is nearly as good as in July of last year, the average being 99 against 103.

The condition of barley is represented by 97. Last July, 96. The average in New York is 103; in Pennsylvania, 91; Wisconsin, 102; California, 90.

There has been an increase of about 5 per cent in the area planted in northern potatoes. They are reported in high condition, averaging 101. The area of tobacco appears to have been diminished 7 per cent; condition, 95.

#### THE DRY GOODS TRADE.

FRIDAY, P. M., July 13, 1883

The past week has developed a moderately increased movement in both domestic and foreign dry goods from first hands, and the Bobing trade-though quiet-was fully up to the average of former years at a like period. The bulk of the business transacted by agents representing domestic manufacturers was in goods adapted to the coming season, but there was also a fair demand for certain summer fabrics, indicative of very light stocks in the hands of distributers. Foreign goods ruled quiet as regards new business, but importers continued to make liberal deliveries of certain fabrics (upon which the duty has been changed by the new tariff) in execution of former orders. The event of the week was a peremptory auction sale of white blankets, the production of the Willowdale Manufacturing Co. The sale was largely attended, and over 900 cases were disposed of at low prices, the greater part of the offering having been secured by a large jobbing house in this city.

Domestic Cotton Goods.—The exports of domestic cottons for the week were 2,250 packages, including 917 to China, 637 to Great Britain, 178 to United States of Colombia, 171 to Brazil, 138 to Hayti, 73 to Argentine Republic, &c. There was a steady call for brown and bleached goods at first hands, but few large transactions were reported, and wide sheetings, corset jeans and satteens were in moderate request. Cotton flannels continued in good demand, and prices for leading makes have been made on a somewhat lower basis than last year. Colored cottons were lightly dealt in, but there was more inquiry for Marseilles and crochet quilts than is usually witnessed at this time of year. Prices of staple cotton goods remain fairly steady, except upon the lower qualities, which favor the buyer. Print cloths were in moderate demand, and while 64x64s were a trifle easier at 35%c, less ½ per cent, 56x60s continued firm at 31/8c, because of the meagre supply on hand. Prints were fairly active, especially dark fancy prints, in which there was a pretty good movement, as the result of sales to buyers on the spot and on account of orders placed with traveling salesmen.

Domestic Woolen Goods.—The demand for woolen goods has been irregular, and upon the whole moderate. Clothing woolens, as cassimeres, worsted coatings and overcoatings were mostly quiet, but a fair business was done in cloakings and Jersey cloths. Repellents were more active, but prices are low and in the main unsatisfactory to manufacturers. In Kentucky jeans there was only a moderate movement, but stocks have been so greatly reduced of late that prices are a trifle firmer. Satinets were in some request, but by no means active. Plain and twilled flannels were distributed more freely, and there was a fair inquiry for both white and colored blankets. Worsted dress goods ruled quiet, as agents are not yet fully prepared to show new fall styles; but there was a fair business in allwool suitings, cashmeres, matelasse flannels, sackings, &c. Hosiery and knit underwear were in more active demand by package buyers, and large aggregate sales were reported by agents.

Foreign Dry Goods were quite in demand, but liberal deliveries of certain fabrics were made by importers on account of former orders. Velvets and velvet ribbons continue in good request and prices are firm at the late advance. Dress goods and men's-wear woolens were freely shipped by importers in execution of back orders.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending July 12, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

ENTERED FOR CONSUMPTION FOR THE	OR CON	SUMPTION	FOR THE V	WEEK AND SINCE JANUARY 1, 1883	NCE JAI	NUARY 1, 1	883 AND 1882	882.
	July	Week Ending July 13, 1882.	Since Jan	n 1, 1882.	July	Week Ending July 12, 1883.	Since Ju	Since Jun. 1, 1883.
,	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of-		¥.		<b>4</b>		4.		<i>f</i> .
W001	1,381	593,983	25,987	11.309,741	1,534	553.033	23.471	0.842.126
Cotton	1,412		43,706	14,372.118	922	195,349	42,836	13.857.161
Oli K.	1,072	663,971	28.703	19,339,118	1,021	572,918	19,299	11.796.71:
Vicalland	1,50%		46.315	7,99:,823	810	165,158	46,18	7,254,56
anscenameous	208	166,111	63,649	5,019,962	516	89,764	58.290	3,932,45
Total	6.325	6.325 2.083.790	208,360	58,033,062	4.803	1.576,222	190,081	46.683.06
1	THUR	WITHDRAWN FROM	WAREHOU	WAREHOUSE AND THROWN INTO THE	INI NMC		MARKET.	
Manufactures of-			)	3	-	-		
Cotton	101	197,076	100	3,445,058	939	374,209	15,849	6.573.221
8ilk	199	113,565	4.116	3.029.821	1.323	722,702	7.756	5 141 704
Flax	000	51,185	12,809	2,176,410	231	62, 93	14.203	2 425 844
miscellaneous	,00°	21,611	76,008	1,406,591	1,126	37,454	86,553	1,582,179
Total	1,627	459.567	108,506	12,230.656	4,127	1,300,708	137,729	19.711.858
ent dioreonsumpt.	0,323	2,033,790	203,360	58,033,062	4,803	1,576,222	190,081	46,683,060
fotal on market	7,952	7,952 2,543 357	316,866	70.263,718		8,930 2,876.930	327,810	66,424.918
and the same of the same and th	Œ	NTERED FO	R WAREH	ENTERED FOR WAREHOUSE DURING	SAME	PERIOD.	,	
Manufactures of—	•		)				-	
WOOL	416	168.592	9,853	3,971,011	747	245,139	17.069	6,794,240
Billy	2 C	110.930	2000 2000 2000 2000 2000 2000 2000 200	2,360,832	1300	59,758	11,739	3.30(,83)
Flor	: 1	100,000	4,/13	5.120./31	531	320,790	9.527	5,958.670
Viscollanceus	000	100,100	11,700	2,191,77	3000	86,944	11.081	2,067,81
ильсепапеоив	16	34,198	62,756	1,313,287	79	12,078	90,672	1,941,07
Total Ent'd for consumpt.	0,325 6,325	498,227	97.459 208.360	13,047,628 58,033,062	2,095	724.709	140,088	20,063,635
Total at the pert	7.903	2.582.017	305.819	71.080 690	1	6 808 9 300 031	220 160	202 212 22
				-1000		TOOO OO	000,1007	1700,011,000

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### Western Bankers.

#### The First National Bank.

GRAND RAPIDS, MICH., Feb. 24, 1883. The First National Bank, of Grand Rapids, located at Grand Rapids, in the State of Michigan, is closing up its affairs, its corporate existence, having expired on February 24, 1883. All note holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.

HARVEY J. HOLLISTER, Cashier.

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Capital Limit, - - - - \$1,500,000 Capital Paid in, - - - -

Referring to the foregoing the officers and directors of the OLD NATIONAL BANK OF GRAND RAPIDS, beg leave to announce that on Monday, February 26 inst., they will continue the business of banking in all its branches, at the same place of business, as successor of the First National Bank of Grand Rapids.

As substantially the same management will continue in the new organization, with equal capita (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution.

S. L. WITHEY. President.

S. L. WITHEY. President. H. J. HOLLISTER, Cashier.

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