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50 shares Metropolitan. \$1,000 Mutual Bds., 6s, 1902.**J. P. WINTRINGHAM.****GAS, INSURANCE, BANK STOCKS, &c.**SECURITIES BOUGHT AT THE AUCTION SALES.  
36 PINE STREET, N. Y.**Interest, Dividends, &c.****CANADIAN PACIFIC RAILWAY  
COMPANY.**J. S. KENNEDY & CO., Agents,  
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Notice is hereby given that an Interest Dividend of Two and One-Half Per Cent for the current half year, ending 17th August next, upon the capital stock of the company, will be paid at the office of the company, No. 63 William Street, New York, on and after that date.

The transfer books of the company will be closed on TUESDAY, the 31st day of July inst., at 3 P. M., and re-opened on SATURDAY, the 18th day of August next at 10 A. M.

By order of the board.

C. DRINKWATER,  
Secretary.**THE LAKE SHORE & MICHIGAN  
SOUTHERN RAILWAY CO.**TREASURER'S OFFICE,  
GRAND CENTRAL DEPOT,  
NEW YORK, June 22, 1883.

The Board of Directors of this Company have this day declared a QUARTERLY DIVIDEND OF TWO PER CENT upon its capital stock, payable on WEDNESDAY, the FIRST DAY OF AUGUST NEXT, at this office.

The transfer books will be closed at 3 o'clock P. M. on FRIDAY, the 29th inst., and will be reopened on the morning of Monday, the 6th day of August next.  
F. W. VANDERBILT,  
Acting Treasurer.**OFFICE OF PULLMAN'S PALACE  
CAR COMPANY, CHICAGO, ILL., July 19, 1883.**

DIVIDEND No. 65.

The usual QUARTERLY DIVIDEND OF TWO (2) PER CENT on the capital stock of this company has been declared, payable August 15, to stockholders of record at the close of business August 1, 1883.

Transfer books will close August 1 and re-open August 16, 1883.  
A. S. WELNSHEIMER,  
Secretary.**THE PENSACOLA & ATLANTIC RR.  
COMPANY.**

The coupons due August 1st, 1883, on this Company's \$3,000,000 Mortgage Bonds will be paid at the Hanover National Bank, No. 11 Nassau Street, New York, on and after that date.

M. H. SMITH, President.

**WANTED.—TO BORROW \$40,000**  
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**CAPITAL, \$1,000,000 in U. S. Bonds.****With \$1,000,000 SURPLUS.**

Allows interest on deposits, returnable on demand, or on specified dates.

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FREDERICK P. OLCOTT, Vice-Presidents.

B. B. SHERMAN, Vice-Presidents.

C. H. P. BABCOCK, Secretary.

GEORGE SHERMAN, Assistant Secretary.

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**\$7,200,000****GENERAL MORTGAGE SIX  
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PRINCIPAL PAYABLE DEC. 1, 1932.

Interest Coupons Payable quarterly,  
March, June, Sept. and Dec. 1st.FREE FROM ALL STATE AND UNITED STATES  
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Gold Coin of present standard of  
weight and fineness.***Bonds of \$1,000 each, with Privilege  
of Registration of Principal.**NEW YORK AND PHILADELPHIA, }  
July 14, 1883. }

We offer for sale \$7,200,000 of the above Bonds at par and accrued interest. These Bonds are part of \$10,500,000 issued by THE CHICAGO &amp; WESTERN INDIANA RAILROAD COMPANY, and secured by a mortgage on its entire property, acquired and to be acquired, its franchises and leases. The remaining \$3,300,000 of this issue are reserved to meet outstanding bonds.

The mortgage covers 117 miles of railway track, together with real estate, owned in fee simple, of nearly 400 acres within and adjoining the City of Chicago, upon which are constructed Freight Depots, Yards and Wharves and other necessary terminal facilities for railways.

THE CHICAGO &amp; WESTERN INDIANA RAILROAD COMPANY was organized, and its property acquired, for the purpose of affording to such Railroads as had not already secured them the necessary entrance into the City of Chicago, and adequate terminal facilities for their business in that city. In pursuance of said purpose the Company also acquired the right of way from Dolton and from Hammond, both near the Indiana State line, into the City of Chicago, and has practically completed its Belt Railroad from THE CHICAGO MILWAUKEE &amp; ST. PAUL RAILROAD around the city to South Chicago for transfer purposes. It has also constructed on its main line, upon the bank of the Chicago River, an Elevator having a capacity of 1,500,000 bushels. It has built for the use of its various lessees, freight houses on each of the freight yards leased to them, together with round houses and other buildings necessary for their terminal purposes, and is now acquiring additional property in order to build a large, substantial and commodious passenger depot for the joint use of its lessees, near the centre of the city, and within two blocks of the Board of Trade, Municipal, Custom House, and other Government buildings.

The road bed which it owns in fee simple, from the confines of the city to the terminus therein, is 50 feet in width, thus enabling the Company, where necessary, to place four tracks thereon, and give ample access to its vast property.

The Railway Companies at present using, under perpetual leases, the property of THE CHICAGO &amp; WESTERN INDIANA RAILROAD COMPANY, are

THE CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY,  
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THE CHICAGO &amp; GRAND TRUNK RAILROAD COMPANY.

THE LOUISVILLE NEW ALBANY &amp; CHICAGO RAILROAD COMPANY.

THE CHICAGO & ATLANTIC RAILROAD COMPANY (which latter is the Chicago extension of THE NEW YORK LAKE ERIE & WESTERN RAILROAD COMPANY), and  
THE BELT RAILROAD COMPANY.

The Bonds are to bearer, and will mature December 1st, 1932. Both principal and interest are payable in New York, in American gold coin, free of all State and United States taxes. The coupons are payable quarterly, March, June, September and December 1st.

To provide for the payment of principal and interest, the leases already effected have been deposited with the Trustees of these bonds,

**Financial.**

whereby the lessees pay monthly rentals, aggregating \$762,650 per annum net, and exceed by \$132,650 all interest requirements. After January 1st, 1886, the said lessees have further agreed to pay additional rental to constitute an annual sinking fund sufficient to pay off all of the bonds at 105 and interest before maturity.

The rentals are payable direct to the Trustees by the lessees, and applied by the former to the payment of interest and principal as they mature.

A pamphlet, giving full particulars, may be had at the office of the undersigned.

We recommend these Bonds as a very safe and desirable investment.

DREXEL, MORGAN &amp; CO., New York.

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**Denver City Railway Co.****GOLD SIXES,****DUE 1901.**

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**Sale of City Bonds.**

BE IT RESOLVED, By the City Council of the City of Sioux Falls, that bonds of the City of Sioux Falls, to the amount of Thirty-five Thousand Dollars, to be issued in pursuance of the provisions of S. b. 113, of Section 7, of an act of the legislative Assembly of the Territory of Dakota, entitled "An Act to incorporate the City of Sioux Falls," for the purpose of paying off the indebtedness of the village of Sioux Falls, existing at the time said act took effect (March 3, 1883), including any matured railroad and school bonds of said village; said bonds to be in the sum of \$500 each, to run twenty years and bear interest at the rate of 7 per cent per annum, payable annually, with interest coupons attached, both bonds and coupons payable at the office of the City Treasurer. That the said bonds be signed by the Mayor, countersigned by the City Clerk, and have the corporate seal of the City of Sioux Falls affixed, and that they be sold to the highest bidder, at not less than par. And be it further

RESOLVED, That said bonds be advertised for sale for four successive weeks, once in each week, in one paper, in each of the following cities, viz: Boston, New York and Chicago; papers to be designated by the Mayor.

Attest: J. SCHAEZEL, Jr.  
W. H. HOLT, City Clerk.  
Assessed valuation exceeds \$1,200,000.  
Address bids to W. H. HOLT, City Clerk.**Car Trust Bonds.**

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*Connected by private wires.*PHILADELPHIA, 132 S. Third St., C. F. Fox  
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SARATOGA, N. Y., Grand Union Hotel.

# THE Commercial & Financial Chronicle

AND

HUNT'S MERCHANTS' MAGAZINE,  
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

VOL. 37.

SATURDAY, JULY 21, 1883.

NO. 943.

## CONTENTS.

<b>THE CHRONICLE.</b>	
The Financial Situation.....	61
Immigration and Its Effects ..	63
Union Pacific's Earnings.....	65
<b>THE BANKERS' GAZETTE.</b>	
Money Market, Foreign Ex- change, U.S. Securities, State and Railroad Bonds and Stocks.....	69
Range in Prices at the N. Y. Stock Exchange .....	70
<b>THE COMMERCIAL TIMES.</b>	
Commercial Epitome.....	76
Cotton.....	78
Monetary and Commercial English News.....	65
Commercial and Miscellaneous News.....	67
Quotations of Stocks and Bonds New York Local Securities....	71
Railroad Earnings and Bank Returns.....	72
Investments, and State, City and Corporation Finances..	73
Breadstuffs.....	81
Dry Goods.....	83

## The Chronicle.

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POST OFFICE BOX 958.

## THE FINANCIAL SITUATION.

This week has shown an improvement in the general situation to this extent at least, that the crop of cereals is now regarded as assured. That is to say, there has been up to this time reason for doubt about wheat, latterly in the extreme Northwest and in the region of the Red River Valley, but recent rains have materially aided in changing the aspect of affairs in that quarter, and the prospect now is very encouraging for an abundant yield. The harvests of winter wheat, of oats and of hay, are in good part ended and the yield of the two latter is unprecedented, while the result of the former proves that early estimates of damage by winter-killing were excessive. So far as corn is concerned, the crop is progressing very satisfactorily, with the promise to-day that in quantity and quality it will compare well with the best ever grown. Moreover, from every part of the country, and not from the West alone, the same report is made of an abundant return to the producer for his year's labor.

With such an outlook as this, it is not surprising that mercantile circles are reporting a change for the better. For instance, the dry goods trade, the quickest and most sensitive to feel any general favoring condition, is showing unmistakable signs of new life, in an early and general opening of the fall demand. Whether unsolved fiscal problems, so frequently referred to in these columns, will

prevent the full growth and development of these first whisperings of the good time so long a-coming, no one of course can foretell. But this much at least is evident, that two good harvests will have accumulated in the country a surplus of wealth, which nothing but want of confidence can prevent showing itself in increased consumption and a renewal of activity. It is possible also that there may be a better foreign demand for our food products than has been anticipated of late, the more recent reports from France and some other portions of the Continent giving a less favorable view of the harvest in those sections. Whether this proves true or not, however, at a fair price our productions will find consumers, our railroads must distribute them, and the desires of the army of producers, enlarged by the good results of their year's work, must in turn be supplied.

Another favorable indication is the increasing weakness in foreign exchange. This we indicated was inevitable, on the failure of the cornering efforts at Chicago. What a complete, unnatural, and therefore temporary stoppage those speculations made in the foreign outflow of grain and provisions the trade figures for May in part indicated. The same fact is now being more fully disclosed by the reports for June, the breadstuffs and provision figures for that month having been issued this week. To illustrate the nature of the embargo the corner produced, we have prepared the following statement of breadstuffs exports for the last three years.

EXPORTS OF BREADSTUFFS FOR JUNE AND FOR TWELVE MONTHS.

	1882-83.		1881-82.		1880-81.	
	June.	12 Months.	June.	12 Months.	June.	12 Months.
<i>Quantities.</i>						
Wheat . .bu.	3,573,875	104,971,133	4,400,341	92,822,732	10,090,608	149,453,771
Flour...bbls.	595,610	9,069,031	441,408	5,734,194	594,013	7,874,962
Tot. in bush.	6,254,120	145,781,773	6,386,678	118,622,105	12,763,667	184,891,100
<i>Values.</i>						
Wh't & flour	\$ 7,546,972	\$ 172,593,539	\$ 8,204,987	\$ 145,850,041	\$ 15,290,102	\$ 211,277,381
Corn & meal.	3,699,714	28,360,843	954,144	29,806,059	5,231,934	51,681,803
Rye .....	271,659	1,657,998	92,842	946,056	60,163	1,885,785
Oats .....	10,389	157,255	10,812	250,514	14,229	167,085
Barley .....	17,211	292,356	7,341	148,726	9,250	549,037
Total value..	11,545,936	202,971,491	9,270,126	177,001,396	20,605,678	285,561,091

From the foregoing it appears that our foreign movement of wheat in June was only  $6\frac{1}{4}$  million bushels, being even a little less than last June, when we had about finished marketing our very short crop, and not one-half the total of the previous June, although the surplus left over is greater this season than it was then. The total value of the export of all the articles covered by the above statement was only about half what it was in June, 1881. Provisions show a somewhat similar result, and, altogether, it is pretty evident that when the total June figures of merchandise imports and exports are made public by the Bureau of Statistics, it will be seen that the trade balance for that month has been an adverse one.

their force with the decline on Thursday. It then appeared that the strike of the telegraph operators did not by any means cut off communication by wire with other cities, in fact that none of the dire events happened which had been predicted, and that stocks paying dividends had a price at which they become a good purchase for investment. So in the afternoon of that day the market steadied, and during yesterday, although there were fluctuations, the undertone was very strong and prices closed firm, at materially higher figures. The fact that thus far harmony, and not discord, had prevailed at the trunk line meeting exerted a strong influence in advancing quotations. The purchases on foreign account the last two days have also helped to steady the market. The following shows relative prices of leading bonds and stocks in London and New York at the opening each day this week.

	July 16.		July 17.		July 18.		July 19.		July 20.	
	Lond'n prices.*	N.Y. prices.								
U.S. 4s.c.	118'82	118¾	118'70	118¾	118'46	118¾	118'46	118¾	118'84	118¾
U.S. 3½s.	102'20	101¼	102'09	101¼	102'09	101¼	102'09	101¼	102'23	101¼
Erie.....	35'57	35¼	34'92	34¾	35'53	35¾	35'41	35¾	35'13	35¾
2d con.	95'84	95	95'25	95¼	95'25	95¼	95'25	95¼	95'16	95¼
Ill. Cent.	132'51	131	131'40	131¾	131'89	131¾	130'18	130	130'05	131¾
N. Y. C.	116'62	116¼	115'77	115¾	115'77	115¾	115'28	114¾	114'31	114¾
Reading	28'23†	55¾	27'96†	55¾	28'33†	56¾	28'33†	56	27'93†	56
Ont. W'n	25'42	25¼	24'91	24¾	25'40	25¼	25'40	24¾	25'01	24¾
St. Paul.	102'43	101¾	102'56	101¾	102'82	102¾	102'82	102¾	102'72	102¾
Exch'ge. cables.	4'89		4'83½		4'83½		4'83½		4'88	

\* Expressed in their New York equivalent.

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

‡ Ex interest.

On Saturday last, money on call was momentarily advanced to 5 per cent, and on Monday to 3, but with these exceptions there has been no feature in the market. The supply continues abundant, with the indications pointing to comparatively prolonged ease, or at least until mercantile requirements and an interior demand upon this centre give more active employment to loanable funds. It is usual at this season to anticipate activity in money by making time loans running well toward the end of the year, but as yet there does not appear to be the customary inquiry, although we may have it later in the month. The domestic exchanges at interior points remain practically unchanged, and at St. Louis and Chicago they favor a movement to this centre. 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.

Week Ending July 20, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$1,408,000	\$484,000	Gain. \$924,000
Gold.....	25,000	.....	Gain. 25,000
Total gold and legal tenders.....	\$1,433,000	\$484,000	Gain. \$949,000

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 \$1,913,508 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total loss to the 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 20, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$1,433,000	\$484,000	Gain. \$949,000
Sub-Treasury operations, net .....	.....	1,913,508	Loss. 1,913,508
Total gold and legal tenders.....	\$1,433,000	\$2,397,508	Loss. \$964,508

The Bank of England return for the week shows a decrease of £87,000 bullion, but the net loss by shipment

to other countries has been only £15,000. The proportion of reserve to liabilities was reduced  $\frac{1}{3}$  of 1 per cent. The Bank of France reports a decrease of 1,450,000 francs gold and of 2,275,000 francs silver, and the Bank of Germany since the last return shows a loss of 495,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	July 19, 1883.		July 20, 1882.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	22,160,035	.....	23,655,108	.....
Bank of France.....	39,706,712	41,437,021	38,867,201	46,232,729
Bank of Germany.....	7,608,012	22,824,038	7,054,250	21,162,750
Total this week.....	69,474,759	64,261,059	69,586,559	67,395,479
Total previous week.....	69,625,767	64,370,825	69,427,357	67,264,435

The Assay Office paid \$185,276 through the Sub-Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
July 13...	\$165,174 87	\$6,000	\$35,000	\$366,000	\$53,000
" 14...	530,665 86	23,000	28,000	416,000	63,000
" 16...	614,681 35	11,000	22,000	500,000	81,000
" 17...	507,117 65	12,000	34,000	381,000	80,000
" 18...	413,443 74	7,000	22,000	329,000	56,000
" 19...	647,714 85	21,000	44,000	493,000	89,000
Total.	\$3,178,799 32	\$80,000	\$185,000	2,485,000	\$427,000

IMMIGRATION AND ITS EFFECTS.

The immigration figures for the fiscal year ended June 30, issued this week by the Bureau of Statistics, conform to the indications given through the monthly reports—that is, they show a large falling off from the total of 1881-2, the heaviest ever made, and even drop below the much smaller total of 1880-1. Compared with 1881-2 the decrease is 189,878 persons and compared with 1880-1 it is 70,317. With these two exceptions, however, this year's aggregate of 599,114 is the largest ever reached, showing that the movement is not small in itself, but merely appears small in comparison with the extraordinary movement of the years immediately preceding.

The truth is, the addition of almost 600,000 to our population in this way in a single year is a wonderful increase. It was scarcely to be expected that the exceptional totals of 1881 and 1882 would be maintained. They were the outgrowth of the marvellous prosperity that we enjoyed from the date of the resumption of specie payments up to the time of our crop disaster in 1881. The poor harvests during those years in Europe also contributed to swell the movement. With the failure of our crops, however, and the other adverse circumstances that followed—such as the check to railroad expansion and the consequent diminution in the consumption of many of our manufactured articles—the United States presented a less inviting field for immigrants intending to better their condition, and many no doubt were deterred who otherwise would have come. Besides, at the same time, the agricultural out-turn in Europe considerably improved, which also helped to lessen the current, and under the circumstances it is perhaps surprising that the movement should have been so large as it has proved to be. Without, however, going into further details, we give the following table showing the immigration each fiscal year since 1850. Up to 1856, no distinction it appears was made between immigrants and other passengers,

but from that time on, separate records of each class have been kept, and in the table below the total arrivals each year are stated, in addition to the arrivals of immigrants.

## IMMIGRATION MOVEMENT FOR THIRTY-THREE YEARS.

Periods.	Alien passengers arrived.	Immigrants arrived.	Periods.	Alien passengers arrived.	Immigrants arrived.
Year end. Dec. 31.			Year end. June 30.		
1851.....	379,466	.....	1867.....	303,014	295,967
1852.....	371,603	.....	1868.....	288,088	282,189
1853.....	368,645	.....	1869.....	363,074	352,768
1854.....	427,833	.....	1870.....	402,920	387,203
1855.....	200,877	.....	1871.....	342,609	321,350
1856.....	200,036	195,857	1872.....	422,978	404,806
1857.....	250,882	246,945	1873.....	473,141	459,813
1858.....	122,872	119,501	1874.....	327,949	313,339
1859.....	121,075	118,616	1875.....	244,632	227,499
1860.....	153,418	150,237	1876.....	189,991	169,986
1861.....	91,822	89,724	1877.....	165,019	141,857
1862.....	91,826	89,007	1878.....	157,776	138,469
1863.....	176,214	174,524	1879.....	197,954	177,826
1864.....	193,416	193,195	1880.....	484,196	457,257
1865.....	248,111	247,453	1881.....	695,161	669,431
Jan. 1 to June 30.			1882.....	816,272	788,992
1866.....	167,757	166,112	1883.....	640,101	59,114

In an article early in the current year, we alluded to the various influences that were at work retarding or encouraging the movement during the period covered by this table, and need not, therefore, stop to repeat them now. But one point brought out by these figures can not be too constantly borne in mind and that is that during the last four years the flow of population this way has been on a scale never before equalled. During those years we have added to our number by immigration no less than 2,514,794 persons, while in the preceding nine years the total was no more than 2,354,934 persons. This shows strikingly the difference between the present and former periods. Two and a half millions addition—most of it a very desirable addition—to the nation's wealth producers by immigration alone in four years, is an extremely large force at work, contributing to stimulate activity in every department of trade and business. The agricultural districts feel the influence in a wider area devoted to farming; manufacturers in the increased consumption under the wants of this additional population; railroads in the enlarged traffic in marketing productions and distributing supplies. At present, for well understood reasons, business is dull and stagnant, and all enterprise dormant, but this new element exists to exert its whole energy later on, for it cannot be expected to be fully felt in the first or even second year of its arrival. It is a power that has a geometrically progressive influence.

Another important suggestion in connection with the large immigration of late years, is its effect upon the estimates of our increase in population. The last census showed that between 1870 and 1880 our number was augmented 11,594,495, or 30 per cent, being at the rate of 3 per cent increment each year. It is consequently assumed that the same ratio of gain still holds good. But during the whole of that interval of ten years immigration contributed no more than 2,812,191, while in the three years that have elapsed since the taking of the census the arrivals of immigrants have reached the large aggregate of 2,057,537, or an average of 685,845 per year, against the average of only 281,219 for the decennial period. The 2,812,191 immigrants that came here between 1870 and 1880 constituted 24.25 per cent of the 11,594,495 total increase in population during that time. Now the proportion is much larger—probably more than one-third of the total increase. It is clear that so long as the present heavy movement continues, the estimates of our population, based on the much smaller immigration of 1870-80, must be considerably enlarged, and to show the part that immigration has borne in swelling the aggregate in the past, we have prepared the following useful and interesting table of the changes during the last fifty years.

## RELATION OF IMMIGRATION TO POPULATION.

Years.	Population Each Tenth Year.	Increase Each Ten Years.		Per cent Increase Each Ten Years		
		Total Increase.	Of which by Immigration.	Total Percentage Increase.	Of which by Immigration.	Leaving Incr. by Reproduction
1840....	17,069,453	4,203,433	599,125	32.67	4.05	28.03
1850....	23,191,876	6,122,423	1,653,275	35.87	9.68	26.19
1860....	31,443,321	8,251,445	2,639,556	35.58	11.38	24.20
1870....	38,558,371	7,115,050	2,281,142	22.63	7.25	15.38
1880....	50,152,866	11,594,495	2,812,191	30.67	7.29	22.78

The last column in this table, taken in conjunction with the known addition by immigration, enables us to determine pretty closely the present total annual increase in population. We find that the increase by reproduction between 1870 and 1880 was 22.78 per cent. In all the preceding periods, excepting only 1860-70 when our numbers were decimated by war, the proportion was larger; and with the growing importance of the foreign element in the population, and their greater fecundity, it is probable that 25 per cent is none too high for the present decade. On this assumption the annual increase in this way would be 2½ per cent—equivalent to an addition each year of about 1¼ millions. Adding on the 685,845 received on the average by immigration during the last three years, and we get a total yearly increase in population of 1,935,845, or about 3.86 per cent. Accordingly, if these figures be correct, our population now amounts to but little less than 56 millions. The bearing of this upon trade and business generally we have already alluded to.

As to the nationality of the immigrants, Germany still has a large preponderance, having now for some years furnished nearly one-third the arrivals. England comes next, and Ireland occupies third position. As to the Dominion of Canada, which nominally has a total somewhat larger than Ireland, it is difficult to say just how many persons counted under that head are really Canadians and come from the Dominion, since the total comprises not only Canadians, but immigrants from Europe, who come by steamer to Montreal and thence reach the lake ports of the United States by rail. Italy, which from the number of fruit vendors that occupy our streets, one would suppose was sending us an increasing supply, is down for only 31,715, or a trifle less than in the fiscal year immediately preceding. The following table shows the distribution of the immigration movement among all the principal nationalities in the last two years. It should be said that the totals here given are somewhat smaller than those for the same years above, because presumably the latter include the movement at every port of the country, while the former include only the movement at the ten leading ports given in the table further below, which ten ports, however, embrace within a small percentage of the entire movement.

## COUNTRIES FROM WHICH IMMIGRANTS ARRIVED.

Name.	1883.	1882.	Decrease.
England and Wales.....	79,852	83,697	3,845
Ireland.....	63,720	76,252	12,532
Scotland.....	19,612	18,763	849
Austria.....	10,517	20,089	9,572
Germany.....	191,343	249,161	57,818
Italy.....	31,715	32,066	351
Norway.....	21,849	28,466	6,617
Sweden.....	34,596	64,276	29,680
Dominion of Canada.....	61,971	93,029	31,058
All other countries.....	73,849	104,623	30,774
Total.....	592,324	770,422	178,098

\* Increase.

The uniformity here shown in the decrease from last year—every country with one exception recording a smaller total—confirms the theory that the diminution is not due to any local causes peculiar to particular coun-

tries, but to general causes applicable to all alike and having their origin in less favorable trade conditions in the United States and more favorable ones abroad.

Some interest attaches to the relative importance of the different cities as points of debarkation for the immigrants, and we therefore give the number of immigrants landed at each of the ten leading ports where immigrants usually arrive in any considerable numbers. It is scarcely necessary to say that New York retains its great prominence, receiving about two-thirds of the entire movement. Huron last year came next, but this year yields second place to Boston, probably because of the large falling off in the movement from the "Dominion of Canada." After Huron, Baltimore has the largest total, and then follows Philadelphia. But the total of each and all of these is small alongside that of New York. Below are the details in full.

CUSTOMS DISTRICTS WHERE IMMIGRANTS LANDED.

Name.	Year Ended June 30.		Decrease.
	1883.	1882.	
Baltimore .....	35,690	41,739	6,049
Boston .....	48,188	58,188	10,000
Detroit .....	17,109	20,494	3,385
Huron .....	45,393	71,424	26,031
Minnesota .....	1,182	1,164	*18
New Orleans .....	1,707	3,142	1,435
New York .....	406,697	502,171	95,474
Passamaquoddy .....	3,360	3,148	*212
Philadelphia .....	24,807	36,284	11,477
San Francisco .....	8,191	32,668	24,477
Total .....	592,324	770,422	178,098

\* Increase.

UNION PACIFIC'S EARNINGS.

The following, from the Boston Post, needs, perhaps, explanation, as it is a kind of criticism which is not infrequently made.

"The COMMERCIAL AND FINANCIAL CHRONICLE, a recognized standard authority on railroad earnings, in its tables for the first five months of 1883, makes the following exhibit in the case of Union Pacific's gross earnings.

	Decrease.	Increase.
January .....	\$231,000 00	\$.....
February .....	168,430 00	.....
March .....	.....	108,168 00
April .....	162,773 00	.....
May .....	125,947 93	.....
Total .....	\$688,150 93	\$108,168 00

"According to the FINANCIAL CHRONICLE'S statements, which come officially from the Union Pacific office, the road shows a decrease of \$579,982 93 in the gross earnings for the first five months of 1883, and not \$188,944 14 as set forth in the company's official statement given above, a difference of \$391,038 79. There is evidently something crooked in either the one statement or the other. Both purport to be official, and yet there is a difference of nearly \$400,000. Perhaps the Union Pacific officials can enlighten us on this subject, or possibly the editor of the FINANCIAL CHRONICLE. At any rate, an answer is in order."

The above figures, with the exception of those for May (which to our knowledge were never published in the CHRONICLE), are taken from our monthly statements of earnings, issued near the eighth of each month. They are the telegraphic estimated earnings as furnished to us soon after the close of the month, and are not intended to show more than a close approximation to the actual result. They are preliminary to the corrected returns, which are never ready until a month after the close of the period to which they refer, and sometimes not until five weeks after the period covered by them. Almost all companies find corrections necessary in their estimated figures, when the accounts for the month are fully written up; and it is one of the difficulties attending the work of compiling railroad earnings to obtain and note these corrections, and thus keep the current totals—that is, the totals from the 1st of January up to the close of the month last reported—reasonably accurate. In the case of many of the smaller roads, the differences do not usually amount to much, but with a road like the Union Pacific, having a large and complicated system of mileage and accounts, it is easy to see that the preliminary result might vary \$100,000 either way from the final and actual result. In fact, it does so vary, and since this is well understood now, there would seem no reason for complaint, provided only the company makes public its actual figures as regularly as it furnishes the approximate figures. This the Union Pacific now does, and we incorporate the corrections as fast as made.

The Boston Post's mistake is, in making an aggregation of estimates, all of which have been superseded by the corrected returns.

It so happens that this year the final result almost in every case makes a more favorable showing than the preliminary figures did, the company probably being desirous of erring, if at all, on the safe side. Thus, instead of the decrease of \$231,000, given above, for January, the actual figures showed a loss of only \$199,485; those of February a loss of \$92,413, instead of \$168,430 by the estimated figures; in March the increase proved to be only \$96,812, against \$108,168 as given, but in April there was an increase of \$66,235, instead of a decrease of \$162,773 as first stated. The large difference in the latter month led the company to withhold the estimated figures for May, but the actual figures were furnished us last week, according to which there was a decrease in that month of \$60,092. If the editor of the Boston Post will use the actual figures of increase or decrease as here repeated, he will find that the decrease for the five months is just \$188,943, as reported by the company, and as given in the statement of gross and net earnings published in the CHRONICLE last Saturday, on page 38, second column, where the gross earnings for the five months of this year are stated at \$11,082,823, against \$11,271,771 last year. Further, he will find that by adding on the estimated decrease for June, \$130,000, the total decrease for the first half of the current year amounts to \$318,943, as given on the same page of the CHRONICLE, in the first column. It may be well to state, too, that these corrections are not all incorporated for the first time in our totals. In giving the earnings for the first quarter of the year, early in April, we included corrections for January; in giving them for the four months, in May, we included corrections for January, February and March. In the CHRONICLE of June 9 we gave the actual figures for the first four months of the year, and in last Saturday's CHRONICLE our total for the half year embraced corrected earnings for five out of the six months.

Monetary & Commercial English News

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

EXCHANGE AT LONDON—July 7.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12.5 1/2 @ 12.5 5/8	July 7	Short.	12.17
Amsterdam	Short.	12.2 1/2 @ 12.3 1/4	.....	.....	.....
Hamburg	3 mos.	20.69 @ 20.73	July 7	Short.	20.51
Frankfort	"	20.69 @ 20.73	July 7	"	20.50
Berlin	"	20.69 @ 20.73	July 7	"	20.50
Vienna	"	12.12 1/2 @ 12.15	July 7	"	12.0
Antwerp	"	25.53 3/4 @ 25.58 3/4	.....	.....	.....
Paris	Checks	25.27 1/2 @ 25.32 1/2	July 7	Checks	25.27 1/2
Paris	3 mos.	25.48 3/4 @ 25.53 3/4	July 7	3 mos.	25.28 1/2
Marseilles	"	25.48 3/4 @ 25.53 3/4	July 7	"	25.28
Genoa	"	25.53 3/4 @ 25.58 3/4	July 7	Short.	25.25
Madrid	"	46 3/16 @ 46 5/16	July 7	.....	47.30
Lisbon	"	51 13/16 @ 51 15/16	.....	.....	.....
Alexandria	.....	.....	July 4	3 mos.	97.00
New York	.....	.....	July 7	Short.	4.84 1/2
Bombay	60 d'ys	1s. 7 1/2 d.	July 7	tel.trsf.	1s. 7 1/2 d.
Calcutta	"	1s. 7 1/2 d.	July 7	tel.trsf.	1s. 7 1/2 d.
Hong Kong	.....	.....	July 7	4 mos.	3s. 8d.
Shanghai	.....	.....	July 7	"	5s. 0 1/2 d.

[From our own correspondent.]

LONDON, Saturday, July 7, 1883.

The money market, during the past week, has been much controlled by the requirements of the community incidental to the close of the half-year, and by the distribution of the interest due on the public funds. There has, however, been no material change in the rates of discount, or in the charge for interest for short loans; but there have been some important transfers of money, which, however, can be expected to exercise only a temporary influence. There is still a complaint that mercantile bills are very scarce, and, judging from the great quietness which prevails, not only in commercial, but also in financial, circles, there is little if any reason for anticipating an increase in it. Important failures have obviously a depressing effect, and not even the continuance of favorable weather for the crops has apparently any stimulating influence. The supply of money is not abundant, but at the present time it is adequate to the wants of the community, and the tendency of the quotations is in favor of ease. It is contended by many that any improvement in the demand for loans or discount accommodation would speedily acquaint us with the fact that money is by no means in abundant supply. No doubt that would be so, but there must be a large return of confidence in most circles of business before money will become scarce because of any considerable increase in the commercial demand.

This week's Bank return shows important alterations, the proportion of reserve to liabilities, which, in the previous

week was 41.30 per cent, being now only 35.10 per cent. At this period last year, owing to some unusually heavy demands upon the establishment, the proportion declined to 35 per cent. Next week's return will show the effect of the payment of the national dividends to the public, and a change equally great may be anticipated, though of an opposite character. At this period last year the total of "other securities" was £26,643,377 but it is now restricted to £25,656,496. The reserve of notes and coin is £11,343,565, against £12,877,673; and the supply of bullion, £22,266,535, against £24,092,598.

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

London	Bank Rate.	Open Market Rates.						Interest Allowed for Deposits by		
		Bank Bills.			Trade Bills.			Joint Stock Banks.	Disc't H'ces	
		Three Months	Four Months	Six Months	Three Months	Four Months	Six Months			At Call.
June 1	4	3 1/2 @ 3 3/4	3 3/4 @ -	3 3/4 @ 3 3/4	3 3/4 @ 4 1/4	4 @ 4 1/4	4 @ 4 1/4	3	3	3 1/4 - 3 1/2
" 8	4	3 1/2 @ -	3 1/2 @ 3 3/4	3 3/4 @ 3 3/4	3 3/4 @ 4	4 @ 4 1/4	4 @ 4 1/4	3	3	3 1/4 - 3 1/2
" 15	4	3 3/4 @ 3 3/4	3 3/4 @ -	3 3/4 @ 3 3/4	3 3/4 @ 4	4 @ 4 1/4	4 @ 4 1/4	3	3	3 1/4 - 3 1/2
" 22	4	3 3/4 @ 3 3/4	3 3/4 @ -	3 3/4 @ 3 3/4	3 3/4 @ 4	4 @ 4 1/4	4 @ 4 1/4	3	3	3 1/4 - 3 1/2
" 29	4	3 3/4 @ 3 3/4	3 3/4 @ -	3 3/4 @ 3 3/4	3 3/4 @ 4	4 @ 4 1/4	4 @ 4 1/4	3	3	3 1/4 - 3 1/2
July 6	4	3 1/2 @ 3 3/4	3 3/4 @ -	3 3/4 @ 3 3/4	3 3/4 @ 4	4 @ 4 1/4	4 @ 4 1/4	3	3	3 1/4 - 3 1/2

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

	1883.	1882.	1881.	1880.
Circulation .....	26,666,970	26,964,925	27,547,970	27,604,205
Public deposits .....	8,860,966	8,971,474	6,479,995	6,094,531
Other deposits .....	23,209,441	27,577,803	27,440,383	26,538,494
Government securities .....	12,973,684	15,050,990	15,789,339	15,537,901
Other securities .....	25,656,496	26,643,377	21,108,985	18,700,241
Res'v'e of notes & coin .....	11,343,565	12,877,673	15,126,432	16,508,117
Coin and bullion in both departments .....	22,266,535	24,092,598	26,924,402	29,112,322
Proport'n of reserve to liabilities .....	35.10	35	41.4	50.4
Bank rate .....	4 p.c.	3 p.c.	2 1/2 p.c.	2 1/2 p.c.
Consols .....	100 1/4	99 7/8 x d.	101 1/8	98 1/2
Eng. wheat, av. price .....	42s. 3d.	46s. 11d.	45s. 4d.	44s. 7d.
Mid. Upland cotton .....	5 1/16 d.	6 3/4 d.	6 1/8 d.	6 1/4 d.
No. 40 Mule twist .....	9 7/8 d.	10 3/4 d.	10 1/4 d.	11 1/4 d.
Clearing-house return .....	153,399,000	177,860,000	133,651,000	119,514,000

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:

Rates of Interest at	July 5.		June 28.		June 21.		June 14.	
	Bank Rate.	Open Market						
Paris .....	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
Berlin .....	4	3 1/4	4	3 1/4	4	3 1/4	4	3
Frankfort .....	-	3 1/4	-	3 1/4	-	3 1/4	-	3
Hamburg .....	-	3 1/4	-	3 1/4	-	3 1/4	-	2 1/4
Amsterdam .....	3 1/2	3 1/4	3 1/2	3 1/4	3 1/2	3 1/4	3 1/2	3 1/4
Brussels .....	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3
Madrid .....	5	4 1/2	5	4 1/2	5	4 1/2	5	4 1/2
Vienna .....	4	3 1/4	4	3 1/4	4	3 1/4	4	3 1/4
St. Petersburg .....	6	5 1/4	6	5 1/4	6	5 1/4	6	5 1/4

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

Gold.—A few small orders for India have absorbed all the bars that have come to hand during the week, but there has been no demand for coin of any description, and all arrivals from Germany and Holland have been sent to the Bank, the total so disposed of being £152,000. The Guadiana has brought £15,740 from Buenos Ayres. The Medway has taken £4,000 to the West Indies. The Shannon has taken £37,900 to India. Total, £41,900.

Silver.—A revival in the demand for the East, and also for the mint, has not only kept our market firm, but the price has improved 1/16d. per oz., bars having been sold yesterday at 50 1/4d. The arrivals have not been very important; they comprise £50,000 from New York and £39,000 from the River Plate. The Peninsular & Oriental steamers Shannon and Assam have taken £62,000 to India.

Mexican Dollars.—The amounts to hand during the week are valued at about £20,000 from New York; the market is firm at the quotation given below. The Peninsular & Oriental steamer takes £27,040 to China and the Straits. In sympathy with silver rates improved to 49 1/4d., at which figure the coin by the Royal Mail steamer was sold. £220,650 value, in dollars, were sent to China and the Straits this month. Lowest price, 48 3/4d. per oz.; highest, 49 3/4d. per oz.; average, 49 1/16d. per oz., or 42.65d. per dollar.

The quotations for bullion are reported as below:

	Price of Gold.				Price of Silver.	
	July 5.		June 28.		July 5.	June 28.
	s.	d.	s.	d.	d.	d.
Bar gold, fine .....	77	9	77	9	50 1/2	50 7-16
Bar gold, contain'g 20 dwts. silver .....	77	10 1/2	77	10 1/2	50 1/2	50 13-16
Span. doubloons .....	73	10	73	10	51 1/2	54 7-16
S. Am. doubloons .....	73	8 1/2	73	8 1/2	49 3-16	49 3-16
U. S. gold coin .....	76	3 1/2	76	3 1/2	.....	.....
Ger. gold coin .....	.....	.....	.....	.....	.....	.....

The movements in bullion in June, and during the six months ended June 30, between this country and all countries, and between this country and the United States, were as follows:

GOLD.	All Countries.			United States.		
	1881.	1882.	1883.	1881.	1882.	1883.
Imports in June .....	940,492	1,585,854	955,028	900,200	910	910
Imports in 6 mos. ....	5,651,789	8,998,214	3,063,344	14,714	4,479,294	2,102
Exports in June .....	371,276	973,072	378,121	.....	.....	.....
Exports in 6 mos. ....	6,344,885	5,755,503	3,294,445	4,287,505	33,269	459,786
SILVER.						
Imports in June .....	581,498	929,441	680,133	181,309	198,721	82,560
Imports in 6 mos. ....	3,716,715	4,387,224	4,625,979	1,419,110	1,088,152	1,309,821
Exports in June .....	569,752	882,080	876,347	688	.....	.....
Exports in 6 mos. ....	4,176,488	4,437,132	4,569,932	18,578	23,020	48,650

The Melbourne Harbor Trust Commissioners invite tenders to a loan of £250,000, for the purpose of improving the port of Melbourne. The net revenue of the Trust, which in 1878 was £86,746, reached in 1882 £110,848. The debentures will bear 5 per cent interest per annum, and the minimum price at which tenders will be accepted is 101 per cent, which, allowing for accrued interest, is equivalent to par.

The directors of the North Brazilian Sugar Factories invite subscriptions to £300,000 in 7 per cent preferred shares. These shares will get £21,000 per annum, part of the proceeds of a guarantee of £56,362, given for twenty years by the Imperial Government to the company, and in addition the right to participate in all profits after the ordinary capital has also received 7 per cent.

Messrs. C. de Murrieta & Co. are authorized by the Santa Fe Land Company to receive subscriptions for its share capital, amounting to £875,000, in shares of £10 each. The property consists of about 4,336,000 English acres.

Prospectuses have also been issued of the Estates Investment and Villa-Farm Company, limited, with a capital of £200,000 in £10 shares; and of the National Sanitary Corporation, limited, which is applying for £18,000 "A" or preference shares of £5 each.

The failure has been announced this week of Messrs. Hepburn & Sons, tanners and leather merchants, of Bermondsey and Dartford, Kent. The total liabilities are about £250,000, of which £100,000 consist of trade debts, the balance being claims on the part of the family, who hold mortgages on the properties. The firm was established in 1765.

Mr. Richard Seyd has this week issued his half-yearly statement of failures in the United Kingdom. There are some favorable features in it, the suspensions in the retail trades having been much fewer than in the corresponding period in the four previous years. Amongst the wholesale houses, especially in Manchester, the failures have been more numerous; but the total number of suspensions—wholesale as well as retail—shows a slight falling off. The wholesale houses have evidently been compelled to part with their goods at a considerable sacrifice, and hence the retail trade has derived much benefit. In Manchester, during the six months, there were 48 wholesale failures, compared with 52 in the whole of 1882. In the leather trade the suspensions have also been numerous, having been during the half-year 41 against 45 in the whole of 1882. There has, however, been a decided abatement of trouble as far as the farming community is concerned, and as we are looking forward to larger crops, our inland trade during the next season is expected to improve considerably.

The following is a brief summary of the failures which have taken place during the past six months:

First half of	Wholesale.	Retail.	Total.
1879 .....	1,553	7,437	8,990
1880 .....	732	5,730	6,462
1881 .....	690	5,580	6,270
1882 .....	620	5,271	5,891
1883 .....	734	4,964	5,698

The June return of the Cleveland Iron Masters' Association shows the following as the month's makes of pig iron, namely, 152,000 tons of Cleveland iron and 73,000 tons of other kinds—a total of 225,000 tons, or 11,000 tons less than in May. There are 117 furnaces blowing, 84 of which are making Cleveland pig iron. The stocks decreased 12,700 tons in June.

Business on the Stock Exchange during the week has been of the most meagre description. The tendency has been adverse, chiefly from the want of public support, but in the department of American securities rather more animation has been apparent. The joint stock banks have been declaring their dividends, and they are mostly lower than for the first half of last year; and there is also reason for believing that the railway companies will not be in the position to declare dividends equal to those of a year ago.

The weather during the week, though a little unsettled, has been favorable for the crops, and a considerable quantity of hay has been stacked, for the most part in good condition. The crop is not a heavy one, but the rains which have been falling during the last few weeks have helped the pastures to a

very appreciable extent, and there is no apprehension of a scarcity of grass during the summer months. Most crops promise to yield satisfactory results.

The Board of Trade returns issued to-day are rather more favorable than had been anticipated. Some adverse movement was looked forward to, but there is not much change to notice compared with last year. The following are the leading particulars:

	1881.	1882.	1883.
Imports in June	30,865,882	31,572,322	36,740,030
Imports in 6 months	198,813,636	206,818,515	217,185,442
Exports in June	18,804,997	20,118,250	20,034,942
Exports in 6 months	109,308,475	118,278,530	116,966,905

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

AVERAGE PRICES FOR THE SEASON (per qr.).

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat	41 8	45 9	43 2	46 5
Barley	33 0	31 7	32 7	35 5
Oats	21 5	21 5	24 0	23 1

SALES.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat	2,303,533	1,764,634	1,520,706	1,236,620
Barley	1,941,129	1,632,371	1,179,397	1,378,629
Oats	271,107	215,436	164,768	148,145

Converting the supplies of wheat from quarters into cwt., the totals for the whole kingdom since the commencement of the present and past three seasons are as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Wheat	40,014,600	30,630,400	26,358,910	21,434,750

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

IMPORTS.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat	56,891,104	50,138,560	48,617,848	49,533,370
Barley	14,721,211	11,791,317	10,145,315	11,757,379
Oats	12,982,474	9,115,268	8,660,827	12,322,675
Peas	1,876,679	1,855,061	2,120,902	1,818,530
Beans	2,588,561	1,626,617	2,145,150	2,384,074
Indian corn	18,951,370	19,310,563	26,698,596	24,782,586
Flour	14,543,408	8,339,369	10,903,030	8,829,862

SUPPLIES OF WHEAT AVAILABLE FOR CONSUMPTION—44 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat	56,891,104	50,138,560	48,617,848	49,533,370
Imports of flour	14,543,408	8,339,369	10,903,030	8,829,862
Sales of home-grown produce	40,014,600	30,630,400	26,358,910	21,434,750
Total	111,449,112	89,108,329	85,879,788	79,797,982

Av'ge price of English wheat for season qrs. 41s. 8d. 45s. 9d. 43s. 2d. 46s. 5d.

Visible supply of wheat in the U. S. bush 20,200,000 10,600,000 16,400,000 14,000,000

Supply of wheat and flour afloat to U. K. qrs. 1,907,000 2,114,000 2,173,000

The following return shows the extent of the imports of wheat and flour into the United Kingdom during the first ten months of the season—viz., from September to June inclusive, compared with the corresponding period in the three previous seasons:

WHEAT.

From—	1882-83.	1881-82.	1880-81.	1879-80.
Russia	8,956,758	6,624,275	1,287,413	4,149,885
United States	29,776,656	25,598,140	31,516,681	30,602,932
Brit. N. America	2,197,653	1,937,939	2,443,722	3,280,140
Germany	2,911,604	2,826,528	544,731	2,266,695
France	11,467	5,210	3,195	6,143
Chili	1,552,958	1,042,628	1,040,862	1,445,276
Turkey	1,478,265	243,984	332,148	2,260
Egypt	654,169	246,416	1,009,156	1,963,150
British India	5,897,760	8,540,922	4,323,611	1,862,440
Australia	1,149,639	1,615,658	3,166,500	2,031,695
Other countries	706,045	81,944	81,443	
Total	55,292,954	48,763,644	45,751,399	47,610,616

FLOUR.

	1882-83.	1881-82.	1880-81.	1879-80.
Germany	1,853,943	1,400,054	945,075	780,985
France	145,185	216,261	208,799	235,355
United States	9,728,801	5,232,047	7,313,406	5,944,519
Brit. N. America	252,930	212,032	347,511	307,211
Other countries	2,309,345	1,919,003	1,858,190	1,453,129
Total	14,290,204	8,979,402	10,673,281	8,721,179

Annexed is a return showing the estimated value of the imports of cereal produce into the United Kingdom during the first ten months of the season—viz., from September to June, inclusive, compared with three previous seasons:

	1882-83.	1881-82.	1880-81.	1879-80.
Wheat	£27,905,580	£27,487,426	£24,165,711	£27,819,817
Barley	5,322,187	4,571,151	4,150,258	5,302,398
Oats	4,251,261	3,022,121	2,995,535	4,237,580
Peas	742,535	714,366	855,462	723,864
Beans	1,003,227	581,178	843,905	947,673
Indian corn	6,919,521	6,207,414	8,634,202	7,434,045
Flour	11,208,295	7,503,250	8,558,371	7,296,965
Total	£57,252,606	£50,086,906	£50,203,444	£53,812,342

The increase, compared with last season, is obviously still due to the heavy receipts of flour and of most descriptions of feeding stuffs, and especially of barley, oats and beans.

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 20:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.	507 <sup>1</sup> / <sub>16</sub>	503 <sup>3</sup> / <sub>8</sub>	503 <sup>3</sup> / <sub>8</sub>	505 <sup>1</sup> / <sub>16</sub>	505 <sup>1</sup> / <sub>16</sub>	505 <sup>1</sup> / <sub>16</sub>
Consols for money	99 <sup>5</sup> / <sub>8</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>5</sup> / <sub>8</sub>	99 <sup>5</sup> / <sub>8</sub>
Consols for account	99 <sup>7</sup> / <sub>8</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>1</sup> / <sub>16</sub>	99 <sup>7</sup> / <sub>8</sub>	99 <sup>7</sup> / <sub>8</sub>	99 <sup>7</sup> / <sub>8</sub>
Fr'ch rentes (in Paris) fr.		78 <sup>6</sup> / <sub>5</sub>	78 <sup>7</sup> / <sub>5</sub>	78 <sup>8</sup> / <sub>5</sub>	78 <sup>7</sup> / <sub>12</sub>	78 <sup>9</sup> / <sub>5</sub>
U. S. 5s ext'n'd into 3 <sup>1</sup> / <sub>2</sub> s	104 <sup>1</sup> / <sub>2</sub>	104 <sup>1</sup> / <sub>2</sub>	104 <sup>1</sup> / <sub>2</sub>	104 <sup>1</sup> / <sub>2</sub>	104 <sup>1</sup> / <sub>2</sub>	104 <sup>1</sup> / <sub>2</sub>
U. S. 4 <sup>1</sup> / <sub>2</sub> s of 1891	115 <sup>1</sup> / <sub>2</sub>	115 <sup>1</sup> / <sub>2</sub>	115 <sup>1</sup> / <sub>2</sub>	115 <sup>1</sup> / <sub>2</sub>	115 <sup>1</sup> / <sub>2</sub>	115 <sup>1</sup> / <sub>2</sub>
U. S. 4s of 1907	121 <sup>1</sup> / <sub>2</sub>	121 <sup>1</sup> / <sub>2</sub>	121 <sup>1</sup> / <sub>2</sub>	121 <sup>1</sup> / <sub>2</sub>	121 <sup>1</sup> / <sub>2</sub>	121 <sup>1</sup> / <sub>2</sub>
Chic. Mil. & St. Paul	106 <sup>3</sup> / <sub>4</sub>	105 <sup>1</sup> / <sub>4</sub>	104 <sup>1</sup> / <sub>2</sub>	105 <sup>1</sup> / <sub>2</sub>	104 <sup>1</sup> / <sub>2</sub>	105
Erie, common stock	36 <sup>7</sup> / <sub>8</sub>	36 <sup>1</sup> / <sub>8</sub>	36	36 <sup>1</sup> / <sub>2</sub>	35 <sup>3</sup> / <sub>4</sub>	36 <sup>1</sup> / <sub>4</sub>
Illinois Central	135	135	134 <sup>1</sup> / <sub>2</sub>	135	132 <sup>1</sup> / <sub>2</sub>	133 <sup>3</sup> / <sub>4</sub>
N. Y. Ontario & West'n.	26 <sup>1</sup> / <sub>4</sub>	26	25 <sup>3</sup> / <sub>4</sub>	26	25 <sup>1</sup> / <sub>2</sub>	25 <sup>5</sup> / <sub>8</sub>
Pennsylvania	60 <sup>1</sup> / <sub>2</sub>	59 <sup>3</sup> / <sub>4</sub>	59 <sup>3</sup> / <sub>4</sub>	58 <sup>5</sup> / <sub>8</sub>	59 <sup>5</sup> / <sub>8</sub>	59 <sup>1</sup> / <sub>4</sub>
Philadelphia & Reading	29 <sup>3</sup> / <sub>8</sub>	28 <sup>3</sup> / <sub>4</sub>	28 <sup>3</sup> / <sub>4</sub>	29 <sup>1</sup> / <sub>2</sub>	28 <sup>1</sup> / <sub>2</sub>	28 <sup>3</sup> / <sub>4</sub>
New York Central	119 <sup>3</sup> / <sub>4</sub>	119	118 <sup>3</sup> / <sub>4</sub>	118 <sup>3</sup> / <sub>4</sub>	117	117 <sup>1</sup> / <sub>4</sub>

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State) 100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh.	8 6	8 6	8 7	8 7	8 7	8 7
Spring, No. 2, n.	9 0	9 0	9 0	9 0	9 0	9 0
Winter, West, n.	8 10 <sup>1</sup> / <sub>2</sub>	8 10 <sup>1</sup> / <sub>2</sub>	8 11	8 11	8 11	8 11
Cal., No. 1	9 2	9 2	9 2	9 2	9 2	9 3
Cal., No. 2	8 10	8 10	8 10	8 10	8 10	9 1
Corn, mix., West, n.	5 2	5 2	5 2	5 3	5 3	5 3
Pork, West, mess. 1/2 bbl.	76 0	75 0	75 0	75 0	75 0	75 0
Bacon, long clear, new	39 0	39 0	39 0	39 0	39 6	40 0
Beef, pr. mess, new 1/2 cwt.	32 0	31 0	30 0	30 0	28 0	28 0
Lard, prime West 1/2 cwt.	47 0	47 0	47 0	48 6	48 6	48 6
Cheese, Am. finest new	51 0	51 0	51 0	51 0	51 0	52 0

Commercial and Miscellaneous News

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

- 3,001—The First National Bank of Stevens' Point, Wis. Capital, \$50,000. A. E. Bosworth, President; A. E. Morse, Cashier.
  - 3,002—The Strong City National Bank, Strong City, Kansas. Capital, \$50,000. Stephen F. Jones, President; Edward A. Hildebrand, Cashier.
  - 3,003—The First National Bank of Biggsville, Ill. Capital, \$50,000. H. M. Whiteman, President; J. E. Barnes, Cashier.
  - 3,004—The Tipp National Bank of Tippecanoe City, Ohio. Capital, \$60,000. Samuel Sullivan, Pres't; Ahijah W. Miles, Cashier.
  - 3,005—The First National Bank of Carthage, Mo. Capital, \$100,000. Wm. E. Brinkerhoff, President; Victor A. Wallace, Cashier.
  - 3,006—The First National Bank of Livingston, Montana Ter. Capital, \$50,000. Crawford Livingston, Pres't; Fred. Ward, Cashier.
- CORRECTIONS.—The Capital National Bank of Bismarck, Dak., instead of The Capital National Bank of Bismarck, Dak.

FOREIGN TRADE OF NEW YORK—MONTHLY STATEMENT.—In addition to the foregoing tables, made up from weekly returns, we give the following figures for the full months, also issued by our New York Custom House. The first statement covers the total imports of merchandise.

IMPORTS INTO NEW YORK.

Months.	1883.			1882.		
	Dry Goods.	General Merchandise.	Total.	Dry Goods.	General Merchandise.	Total.
January	13,945,312	27,915,300	41,260,612	12,393,440	29,545,834	41,879,274
February	13,730,717	26,749,010	40,479,727	16,804,077	25,336,583	41,990,660
March	12,328,374	20,854,387	42,182,761	11,597,878	34,281,634	45,879,512
April	7,948,036	29,142,898	37,090,934	9,874,527	33,520,451	43,394,978
May	7,426,303	29,213,457	36,639,760	7,733,005	37,649,218	45,382,223
June	6,963,886	36,114,695	43,078,581	8,267,202	32,115,454	40,382,656
Total	61,742,628	178,989,247	240,731,875	66,402,929	192,499,174	258,902,103

EXPORTS FROM NEW YORK.

Months.	Total Merchandise.		At New York.	
	1883.	1882.	1883.	1882.
January	28,891,932	27,848,940	12,574,838	13,387,516
February	23,426,369	25,735,057	12,191,603	13,585,053
March	32,094,694	25,572,484	12,438,301	13,999,139
April	28,101,404	25,794,331	9,194,388	11,906,105
May	27,237,663	25,395,470	8,148,818	11,061,898
June	27,857,611	27,459,233	13,624,534	11,438,930
Total	172,809,664	157,745,515	68,172,477	78,288,686

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in dry goods and an increase in general merchandise. The total imports were \$9,362,915, against \$9,764,387 the preceding week and \$8,932,916 two weeks previous. The exports for the week ended July 17 amounted to \$6,039,319, against \$5,730,758 last week and \$6,241,130 two weeks previous. The following are the imports at New York for the week ending (for dry goods) July 12 and for the week ending (for general merchandise) July 13; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	\$2,797,189	\$2,955,759	\$2,582,017	\$2,300,931
Gen'l mer'chise	7,191,200	6,320,962	7,570,451	7,061,984
Total	\$9,988,389	\$9,276,721	\$10,152,471	\$9,362,915
Since Jan. 1.				
Dry goods	\$63,966,237	\$57,499,360	\$71,080,650	\$66,746,692
Gen'l mer'chise	206,396,506	173,599,283	200,378,439	182,666,766
Total 28 weeks	\$275,362,743	\$231,098,643	\$271,959,129	\$249,413,458

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 17, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week...	\$8,915,703	\$7,369,931	\$6,728,132	\$6,039,319
Prev. reported..	207,236,817	193,875,831	166,580,114	182,728,582
Total 28 weeks	\$216,152,520	\$206,245,712	\$173,308,246	\$188,767,901

The following table shows the exports and imports of specie at the port of New York for the week ending July 14, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain .....	.....	\$9,300	\$.....	\$1,955,779
France .....	.....	.....	.....	104,220
Germany .....	.....	.....	.....	2,066,007
West Indies .....	.....	20,030	8,202	551,638
Mexico .....	.....	.....	.....	75,135
South America .....	6,689	108,914	2,950	136,643
All other countries .....	500	87,735	.....	18,236
Total 1883 .....	\$7,189	\$226,079	\$11,152	\$4,907,709
Total 1882 .....	10,000	29,347,169	10,456	618,157
Total 1881 .....	15,900	285,933	65,114	28,298,968
<b>Silver.</b>				
Great Britain .....	\$253,700	\$6,921,434	\$.....	\$.....
France .....	19,580	392,974	.....	31
Germany .....	.....	.....	.....	246,230
West Indies .....	.....	39,041	23,185	219,751
Mexico .....	.....	.....	119,019	1,669,905
South America .....	.....	3,220	.....	90,034
All other countries .....	.....	3,744	.....	5,538
Total 1883 .....	\$273,280	\$7,360,463	\$142,204	\$2,231,489
Total 1882 .....	245,000	6,251,968	4,611	1,398,845
Total 1881 .....	138,100	6,066,525	72,404	1,675,123

Of the above imports for the week in 1883, \$2,950 were American gold coin and \$1,241 American silver coin. Of the exports during the same time \$2,500 were American gold coin.

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

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
July 14..	\$ 990,857 76	1,004,953 81	\$ 115,649,611 97	\$ 7,939,578 92
" 16..	1,371,234 15	1,658,882 88	115,455,732 07	7,845,826 09
" 17..	1,229,818 41	1,093,968 95	115,779,980 75	7,659,470 87
" 18..	847,227 13	681,436 74	115,909,857 99	7,693,884 02
" 19..	1,214,745 86	887,514 25	116,239,950 00	7,691,023 62
" 20..	1,807,372 07	1,637,559 69	116,426,032 36	7,674,762 64
Total .....	7,461,815 38	*6,964,307 32	.....	.....

\* Above payments include \$415,000 gold certificates taken out of cash.

**Denver & New Orleans.**—A telegram from Denver, July 14, said: "The Denver & New Orleans Railroad Company to-day closed a contract with a strong syndicate of railroad and business men, who will operate the road for a year in spite of the writ against it."

**Detroit Mackinac & Marquette.**—The object of the increase in the capital stock to \$10,000,000 is to extend the road into the mining regions from Marquette and to build a branch to Sault Ste. Marie.

**New York Lackawanna & Western.**—One of the officers of this railroad stated that only a small portion of the \$5,000,000 construction mortgage bonds will be issued at present. The proceeds of the bonds to be placed on the market will be applied to the purchase of additional equipment and to the newly-acquired terminal property at Buffalo. These \$5,000,000 2d mortgage bonds are forty-year 5 per cents, and are guaranteed by the Delaware Lackawanna & Western Company.

**Richmond & Danville.**—At a meeting of the directors of the Richmond & Danville Railroad Company, in New York, a resolution was passed in favor of increasing the capital stock of the company from \$5,000,000 to \$7,000,000. A meeting of the stockholders to vote on the proposition will be held at Richmond in September. The new stock will be offered to the stockholders at a price which will be fixed at the meeting, and which will be sufficient to cancel the present floating debt with the proceeds. It is said at the company's office that if the stockholders will not subscribe to the new stock the creditors will accept it in satisfaction of the floating debt, which is reported to be about \$900,000.

**Somerset (Me.)**—At a meeting held July 11, the stockholders of this company voted to surrender possession of the property to the bondholders so soon as they should be prepared to receive it. The bondholders at the same time took the necessary action to form a corporation, and will take possession as soon as the necessary legal formalities can be completed. The road extends from West Waterville, Me., to Anson, 25 miles; the bonded debt is \$450,000, and no interest has been paid upon it for several years.

**Southern Pacific—Texas & Pacific Land Grant.**—The Southern Pacific Railroad seeks to obtain from the U. S. Government the lands in New Mexico and Arizona which were

originally granted to the Texas & Pacific. The New York Times comments upon the matter editorially as follows:

"Not one acre of the Texas Pacific Company's land grant in New Mexico and Arizona has been earned by any company. The company received a liberal grant from the State of Texas, and also a conditional grant from the United States of 25,000 acres per mile in the two Territories; but it failed to earn any part of the Territorial grant, not because its road in the Territories was not built within the specified time, but because it has never turned a spadeful of earth or put down a single rail outside of the State of Texas. Another road—the Southern Pacific—has been built by another company through the Territories without any assistance from the Government. On Nov. 26, 1881, C. P. Huntington, representing the Central Pacific and Southern Pacific, and Jay Gould, representing the Texas Pacific, entered into an agreement by which Mr. Gould undertook to transfer to the Southern Pacific the land grant in the Territories, a grant to which he had no title. A deed purporting to convey this vast property, rich in mineral and agricultural wealth, to the Southern Pacific was signed on Jan. 18, 1882. From the day when the agreement was made, those who represent the interests of the Southern Pacific and Central Pacific have been trying, by hook and by crook, to induce Congress or the Interior Department to recognize and approve the so-called 'transfer.' Congress refused to do anything in that direction. On March 20, 1883, the President of the Southern Pacific forwarded a letter to President Arthur, demanding that the Government should issue to the company patents for this vast tract of land. As soon as it became known that Mr. Crocker had made this application protests in the name of the people were filed by prominent members of Congress.

"The forfeited land grant of the Texas Pacific Company belongs to the people of the United States, and it should be opened to settlers. No railroad company has earned an acre of it, and no railroad company ought to receive a foot of it. The history of the legislation by which the grant was conditionally obtained, and of the work that has been done by those who are seeking to take it from the public domain, is known to many persons in this country. The case is so plain that the Department cannot fail to decide, if it decide honestly, that the applicants have no right to the land."

**Texas Trunk.**—The stockholders of the Texas Trunk Railroad Company held a meeting at Dallas, Tex., recently, for the purpose of perfecting the organization of the new company, and the following directors were elected: M. E. Dickson, Boston; J. W. White, Nashua, N. H.; D. R. Sortwell, Boston; Charles Stepath, New York; S. J. Adams, J. E. Schneider, R. V. Tompkins, A. Sanger, L. A. Pires, Dallas. Captain S. J. Adams was elected President, and J. W. White Vice-President. The Executive Committee was authorized to raise money to build the road at once as far as Athens, or as far as the company deems proper for the present. Total number of shares represented was 4,804; capital stock, \$5,000,000.

—There has been filed in the District Court for Dallas County a suit against D. R. Sortwell *et al.* by J. P. Simpson, in which the latter complains on his own behalf and on the behalf of other stockholders, that D. R. Sortwell, J. G. Graves, John F. Ely and W. W. Simonds conspired together to bankrupt the former company by such means that the road might be forced to be sold at public auction, and thereby pass into the hands of the bondholders. Plaintiffs claim of defendants \$500,000 damages and cost of suit.

**Union Pacific.**—The Oregon Short Line has a total of 444 miles constructed, leaving about 136 miles to be built.

**Vicksburg & Meridian.**—This railroad, now belonging to the Alabama New Orleans Texas & Pacific Junction system, makes a report for the year ending March 31, 1883, from which the following is taken:

	1881-2.	1882-3.
Gross earnings .....	\$509,671	\$435,851
Operating expenses and taxes .....	336,253	354,527
Net earnings .....	\$173,418	\$141,324
Interest on first mortgage bonds .....	.....	\$60,000
Interest on second mortgage bonds .....	.....	33,000
Interest on advances .....	.....	752
Surplus revenue in 1882-3 .....	.....	\$93,752
The expenditures for reconstruction and betterments during the year were .....	.....	\$212,694
Re-construction fund on hand on April 1, 1882 .....	\$166,157	.....
Add net revenue for year .....	47,572	\$213,729

The General Manager confidently anticipates that the opening through to Shreveport of the Vicksburg Shreveport & Pacific Railroad, with which good progress is now being made, will throw a large amount of new business over the Vicksburg & Meridian RR.

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

Shares.	Bonds.
40 Peru Steel Co. .... 2	\$500 Peru Steel Co. 7s. .... 81
30 Stuyvesant Safe Deposit. 103½	\$3,500 The Gallon (O.) Water Works 6s, gold, due 1912. 25
20 Globe Fire Ins. Co. .... 110½	\$10,000 Jersey City 7s, Imp., reg., due 1906. .... 103¼ & int.
50 North River Bank. .... 117½	\$1,000 Jersey City 7s, Imp., reg., due 1894. .... 105½ & int.
25 Kings County Ins. Co. .... 201	\$6,000 Jersey City 7s, Imp., reg., due 1892. .... 102¼ & int.
10 Continental Ins. Co. .... 249	\$10,000 Morris & Essex RR. 2d mort. 7s, due 1891. .... 116
30 Merchants' Ins. Co. .... 100	
20 Central Park, North & E. River RR. Co. .... 147	

# The Bankers' Gazette.

## DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
<b>Railroads.</b>			
Central Pacific.....	\$3	Aug. 1	July 17 to Aug. 2
Illinois Central.....	4	Sept. 1	Aug. 12 to .....
Staten Island.....	\$1	Aug. 1	July 27 to July 31
Terre Haute & Indianapolis.....	1	Aug. 1	.....
<b>Insurance.</b>			
Exchange Fire.....	3½	Aug. 1	July 26 to July 31
Howard.....	3	July 23	.....
Williamsburg City Fire.....	10	On dem.	.....
<b>Miscellaneous.</b>			
Pullman Palace Car (quar.).....	2	Aug. 15	Aug. 2 to Aug. 15

NEW YORK, FRIDAY, JULY 20, 1883-5 P. M.

**The Money Market and Financial Situation.**—The point of most general interest in the commercial and financial situation in the past week is the continued improvement in the crop prospects. A number of reports about great damage to the wheat crop in the extreme Northwest have been proven by careful inquiry to have been greatly exaggerated, for the double purpose of sustaining the price of wheat and depressing the price of stocks of railways in that part of the country. There is now a reasonable prospect of a crop of wheat of good average proportions. The corn crop is also making excellent progress, and, in view of the increase of 2,500,000 acres in the area planted this year, the expectation is that with average weather for the next month and an average yield per acre, the crop will exceed that of 1879-80, which was the largest ever raised, being 1,754,000,000 bushels.

Dry goods and other jobbers who have traveling salesmen on the road throughout the West are receiving encouraging reports, and say that the only thing to be feared is that the large crops will make extremely low prices before the close of the year, though in the meantime the supply of old corn is becoming scarce, and may raise prices for that grain for home consumption in the interregnum between the two crops. Dry goods dealers hold the opinion that prices for their goods are down to the minimum, and are making preparations for a large fall trade. The iron trade shows some improvement in the demand, especially for structural iron, though prices for all varieties are still too low to admit of any profit.

As affecting values on our exchanges, a factor of some importance in the general situation has been the apprehensions, entertained by many, of some undefined trouble that might result from the magnitude of the amounts of new securities which have come upon the market in the last few months. The progress of a number of great enterprises undertaken years ago, and now being rapidly pushed to their completion in 1883, has temporarily made an increase of railway mileage and securities beyond the proportionate increase of population and business, though everything seems to indicate that this tendency will shortly disappear.

In view of the fact that no call for the redemption of United States bonds has yet been issued, it has been assumed by many that the accumulation of specie by the Treasury would aggravate the usual autumn stringency in the money market, but thus far borrowers have found no difficulty in securing all the accommodation needed. Rates for mercantile discounts have continued unchanged at 4½@5 per cent for 60 days and 5@5½ for 4 months' paper on first-class double names and at 5 per cent and 6 for single names.

The last statement of the New York banks showed an increase of \$4,978,500 in deposits, of which nearly three quarters was in specie and legal tenders, thus increasing the total reserve from \$87,231,200 to \$90,249,600, which compares with \$90,960,900 held on the corresponding date of last year. The surplus reserve, however, was \$8,517,925 on July 15, 1883, as against \$10,559,950 on the corresponding date of last year.

The European Bank reports for the week show that the Bank of England lost £87,000 of bullion in the week to Wednesday night, and that there was a reduction of the percentage of the Bank's reserve from 42 5-16 per cent of its liabilities to 41 7-16 per cent. The Bank of France in the same time lost 1,450,000 francs in gold and 2,275,000 francs in silver. The Bank of Germany also showed a small loss, though its losses of specie in the several preceding weeks had been very large. The late mail advices from London indicate an impression there that there will be an autumn movement of specie thence to the United States.

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

	1883. July 14.	Differences from previous week.	1882. July 15.	1881. July 16.
Loans and dis.	\$329,839,300	Inc. \$1,186,100	\$324,806,200	\$348,744,400
Specie.....	64,817,200	Inc. 2,017,700	65,929,300	81,946,900
Circulation...	15,527,200	Dec. 85,100	18,206,300	19,181,300
Net deposits...	327,326,700	Inc. 4,978,500	321,603,800	351,199,500
Legal tenders.	25,532,400	Inc. 1,100,700	25,031,600	17,058,700
Legal reserve.	\$81,831,675	Inc. \$1,244,625	\$80,400,950	\$87,799,875
Reserve held.	90,349,600	Inc. 3,118,400	90,960,900	99,005,600
Surplus.....	\$8,517,925	Inc. \$1,873,775	\$10,559,950	\$11,205,725

**Foreign Exchange.**—In view of the forward drawing against cotton, provisions and breadstuffs, which seems likely to increase, the market for sterling has been drooping. On Tuesday and again on Friday there was a reduction of ½ cent on the £ in the posted rates and as much on actual rates for all classes of bankers' bills, while the rates for commercial bills were reduced more. All Continental bills were also lower this week. On Friday the rates for actual business on sterling were as follows: Sixty-day bills 4 83@4 83¼, demand 4 86½@4 87, cables 4 87¼@4 87½, and commercial bills 4 82@4 82¼. Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

	July 20.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 83 @ 4 84	4 86½ @ 4 87½	4 85½ @ 4 86
Prime commercial .....	4 82 @ 4 82½	4 85½ @ 4 86	4 85 @ 4 85½
Documentary commercial .....	4 81½ @ 4 82	4 85 @ 4 85½	4 85 @ 4 85½
Paris (francs) .....	5 22½ @ 25 20	5 19¾ @ 25 16¾	40 @ 40¾
Amsterdam (guilders) .....	39¾ @ 40½	40 @ 40¾	94½ @ 95¼
Frankfort or Bremen (reichmarks).....	94½ @ 94½	94½ @ 95¼	

**United States Bonds.**—Government bonds have been depressed this week, and prices are lower for nearly all issues—both long and short dates. The 4½s record a decline of ¼, the 4s a decline of ¾, and the 3s a decline of ¼, while the 3½s remain at 101 bid.

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

	Interest Periods.	July 14.	July 16.	July 17.	July 18.	July 19.	July 20.
5s, continued at 3¼.	Q.-Feb.	*101	*101	*101	*101	*101	*101
4½s, 1891..... reg.	Q.-Mar.	112¾	*112½	*112½	*112½	112½	*112½
4½s, 1891..... coup.	Q.-Mar.	*112¾	*112½	*112½	*112½	112½	*112½
4s, 1907..... reg.	Q.-Jan.	*118¾	*118¾	*118¾	*118¾	118¾	*118¾
4s, 1907..... coup.	Q.-Jan.	*118¾	*118¾	*118¾	*118¾	118¾	*118¾
3s, option U. S. ....	Q.-Feb.	*103¼	*103¼	*103¼	*103	103	103
6s, cur'ey, 1895.....	reg. J. & J.	*127	*127½	*127½	*127	*127	*127½
6s, cur'ey, 1896.....	reg. J. & J.	*128	*129	*129	*129	*129	*129
6s, cur'ey, 1897.....	reg. J. & J.	*129	*131	*131	*131	*131	*131
6s, cur'ey, 1898.....	reg. J. & J.	*130	*132	*132	*132	*132	*132
6s, cur'ey, 1899.....	reg. J. & J.	*131	*133	*133	*133	*133	*133

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

**State and Railroad Bonds.**—The market for railroad bonds has again been dull, and generally lower this week than last, as it was last week compared with the previous week. In fact, there has been a manifest disposition to sell all sorts of securities, which has been growing for several weeks, and in the last week has extended even to government bonds to a slight extent. The general decline in the better class of bonds in the last month has ranged from 1 to 4 per cent, and on the low-priced speculative bonds has been more. The most prominent changes of the week on the bonds most actively dealt in have been as follows, viz.: West Shore & Buffalo 1sts opened at 75¾ on Saturday, declined to 72 on Monday and recovered to 76 at the close on Friday; Texas & Pacific (Rio Grande Division) 6s sold at 82¼, 83, 81, 83 and closed 83¼; Oregon Short Line 6s sold down from 101¼ to 100½, but sold up to 100¾ again on Friday; Ohio Central firsts declined from 78 to 75; Wabash general mortgages have declined from 77 to 73½; New York Susquehanna & Western 1st from 81½ to 80, but are back to 81; Richmond & Danville debentures declined from 67 to 63 and sold afterwards at 66 and 65; Texas & Pacific land grant incomes declined from 61 to 58 and 59½. The changes in other issues were smaller, but all in the direction of lower prices.

State bonds were very dull during the week. The Arkansas railroad ad bonds were 2 per cent lower for the Pine Bluffs & New Orleans issue. The South Carolina non-fundable 6s sold down to 4.

**Railroad and Miscellaneous Stocks.**—There was an important general decline in the stock market during the past week, the fall in prices ranging between 1 and 9½ per cent from Saturday morning to Wednesday evening and Thursday morning. From Thursday afternoon until Friday evening there was a stronger feeling and a pretty general recovery of a portion of the decline, to the extent of from 1 to 4 per cent, but leaving the market lower all around than a week ago. The immediate causes of the decline were the telegraphers' strike and rumors of impending trouble in the Trunk-Line pool, but aside from this the position of the market was weak from the fact that the "outside public" are not buying any stocks on speculation, either in this country or in Europe, and the room traders and speculators of the Street find it easier to depress prices than to advance them. On Thursday and Friday the Gould and Vanderbilt stocks showed evidences of being sustained by the parties most interested in them, and this gave the market more strength; but the position, as far as the general public is concerned, remains the same as before the decline. The most important fluctuations during the week were the following, viz.: New York Central extreme decline 3¾, net 1½; Canada Southern extreme 9, net 6½; Canadian Pacific extreme 8½, net 4¾; Michigan Central extreme 5½, net 3¼; Lackawanna extreme 2 per cent, which was all recovered; Oregon & Trans-Continental extreme decline 6, net 3¼; Northern Pacific extreme 2, net ½; preferred extreme 2½, net ¾; Northwestern extreme 5½, net 3½; Jersey Central extreme 2¾, net ¾; Lake Shore extreme 2¾, all of which was recovered; Missouri Pacific extreme 4, net 2; Denver extreme 3½, net 1½; Louisville & Nashville extreme 3, net 1¾; Western Union extreme 3¼, net 1½; Manitoba extreme 8½, net 4½, allowing for the dividend; Texas & Pacific extreme 3¾, net 1½; Union Pacific extreme 2½, net ¾; Wabash extreme 3½, net 2; preferred extreme 3¼, net 1½.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING JULY 20, AND SINCE JAN. 1, 1883.

Table with columns: STOCKS, Saturday, Monday, Tuesday, Wednesday, Thursday, Friday, Sales of the Week (Shares), Range Since Jan. 1, 1883 (Lowest, Highest), For Full Year 1882 (Low, High). Rows include RAILROADS (Atchafson, Canadian, Chicago, etc.), MISCELLANEOUS (American Tel. & Cable, etc.), and EXPRESS (Adams, American, etc.).

\* These are the prices bid and asked; no sale was made at the Board. † Ex-privilege. ‡ Ex-dividend of 17 per cent in cash.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

Table of State Bonds with columns for Securities, Bid, Ask, and descriptions for Alabama, Arkansas, Georgia, Louisiana, Michigan, Missouri, New York, North Carolina, and South Carolina.

RAILROAD BONDS.

Large table of Railroad Bonds with columns for Securities, Bid, Ask, and descriptions for various railroads including Alabama, Arkansas, Georgia, Louisiana, Michigan, Missouri, New York, North Carolina, and South Carolina.

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

† Coupons on since 1869.

New York Local Securities.

Quotations in Boston, Philadelphia and Baltimore.

Insurance Stock List. (Prices by E. S. Bailey, 7 Pine St.) Bank Stock List. COMPANIES. PRICE. Bid. Ask. American 100 145 155 Amer. Exchange 100 105 111 Bowery 25 155 163 Broadway 25 170 175 Brooklyn 20 140 150 Citizens' 70 115 125 City 100 117 125 Clinton 50 80 90 Continental 100 245 250 Eagle 40 240 250 Empire City 100 75 80 Exchange 30 85 100 Farragut 50 115 120 Firemen's 17 75 85 Firemen's Trust 10 70 80 Franklin & Emp. 100 195 210 German-American 100 140 147 Germania 50 110 115 Globe 25 250 280 Greenwich 100 55 61 Guarahan 15 112 117 Hanover 50 133 137 Hoffman 50 75 82 Home 100 140 145 Howard 50 65 73 Importers & Trad's 100 65 70 Irving 30 125 130 Jefferson 20 190 200 Kings Cnty (Bkn.) 40 75 85 Knickerbocker 100 65 70 Lamar 50 110 112 Long Isl' (B'klyn) 25 55 65 Lorillard 100 110 115 Manufac. & Build. 100 114 120 Mech. & Traders' 50 120 135 Mechanics (Bklyn) 50 60 64 Mercantile 50 135 106 Merchants' 50 102 106 Montauk (Bklyn.) 50 135 150 Nassau (Bklyn.) 37 83 92 National 37 145 160 N. Y. Equitable 100 70 75 N. Y. Fire 100 4 6 N. Y. & Boston 100 5 10 North York City 50 140 160 Niagara 25 103 108 North River 25 106 167 Pacific 100 110 116 Park 20 155 165 Peter Cooper 50 110 117 People's 50 137 140 Relief 100 55 60 Republic 100 25 120 Rutgers' 50 100 105 Standard 100 65 70 Star 100 55 60 Sterling 25 120 126 Stuyvesant 25 65 70 Tradesmen's 25 127 132 United States 10 120 126 Westchester 50 200 220 Williamsburg City 50 200 220

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 5 May, '83 110 115 Citizens' Gas-L. (Bklyn) 20 1,200,000 Var's 3 July, '83 68 72 Bonds 1,000 3,500,000 A. & O. 3 1/2 April, '83 105 110 Harlem 50 750,000 J. & J. 7 1/2 July, '83 155 165 Jersey City & Hoboken 100 4,000,000 J. & J. 5 June, '83 230 232 Manhattan 50 4,000,000 M. & S. 6 May, '83 187 189 Metropolitan 100 2,500,000 M. & S. 6 May, '83 187 189 Bonds 500 750,000 F. & A. 3 2 1/2 July, '83 117 118 Mutual (N. Y.) 100 3,500,000 Quar. 2 1/2 July, '83 117 118 Bonds 1,000 1,500,000 M. & N. 6 1892 100 106 Nassau (Bklyn.) 25 1,000,000 Var's 3 Sept., '82 90 95 Scrip Var's 700,000 M. & N. 3 1/2 May, '83 90 95 New York 100 4,000,000 M. & N. 3 1/2 May, '83 124 124 People's (Bklyn.) 1,000 3,750,000 M. & N. 3 1/2 Jan., '76 45 55 Bonds Var's 125,000 Var's 3 April, '83 90 95 Central of New York 50 466,000 F. & A. 3 Feb., '83 85 90 Williamsburg 50 1,000,000 Quar. 1 1/2 Feb., '82 70 75 Bonds 1,000 1,000,000 A. & O. 3 April, '83 105 110 Metropolitan (Bklyn.) 100 1,000,000 M. & N. 3 July, '83 80 84 Municipal 100 3,000,000 M. & N. 6 1888 108 110 Bonds 100 750,000 M. & N. 6 1888 108 110 Fulton Municipal 100 3,000,000 J. & J. 6 1888 102 104

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

B'cker St. & Fult. F. - Stk 100 900,000 J. & J. 3 1/2 July, '83 23 26 1st mort. 1,000 694,000 J. & J. 7 2 July, 1900 108 112 1/2 Br'dway & 7th Av. - Stk. 100 2,100,000 Q. - J. 7 July, '83 145 147 1/2 1st mort. 1,000 1,500,000 J. & D. 7 June, '84 102 103 Brooklyn City - Stock 10 2,000,000 Q. - F. 3 1/2 May, '83 210 216 1st mort. 1,000 300,000 M. & N. 7 1902 109 110 Br'dway (Bklyn.) - Stock 100 200,000 Q. - J. 3 July, '83 190 200 Bklyn. Crosstown - Stock 100 400,000 Q. - J. 2 July, '83 150 200 1st mort. bonds 1,000 300,000 Q. - J. 2 July, 1888 105 112 Bushwick Av. (Bklyn) - Stk 100 300,000 J. & J. 2 1/2 July, '83 150 157 Cent. P. N. & E. Riv. - Stk 1,000 1,800,000 Q. - J. 2 July, '83 143 147 Consol. mort. bonds 1,000 1,200,000 J. & D. 7 Dec., 1902 115 117 Christ' ph'r & 10th St - Stk 100 650,000 F. & A. 2 1/2 Feb., '83 110 115 Bonds 1,000 250,000 J. & J. 7 1898 106 107 Dry Dk. E. B. & Bat'y - Stk 100 1,200,000 Q. - F. 4 May, '83 262 275 1st mort. consol. 500 & c. 900,000 J. & D. 7 June, '93 114 117 Eighth Av. - Stock 100 1,000,000 Q. - J. 3 July, '83 240 240 1st mort. 1,000 603,000 J. & J. 7 June, '84 100 110 42d & Gr'd St. F'y - Stk 100 748,000 M. & N. 6 May, '83 225 225 1st mort. 1,000 235,000 A. & O. 7 April, '83 110 115 Central Crosstown - Stk. 1,000 250,000 J. & J. 8 1923 103 108 1st mort. 100 250,000 Q. - J. 9 90 90 Housl. W. St. & P. F'y - Stk 500 500,000 J. & J. 7 July, '94 110 112 1st mort. 100 1,395,500 J. & J. 5 July, '83 198 205 Second Av. - Stock 1,000 1,500,000 A. & O. 7 April, '83 103 108 Consol. 1,000 1,050,000 M. & N. 7 Nov., '88 107 108 Sixth Av. - Stock 100 750,000 M. & N. 5 Meh., '83 240 250 1st mort. 1,000 500,000 J. & J. 7 July, '90 110 115 Third Av. - Stock 100 2,000,000 Q. - F. 3 May, '83 265 273 1st mort. 1,000 2,000,000 J. & J. 7 July, '90 110 113 Twenty-third St. - Stock 100 600,000 F. & A. 4 Feb., '83 165 170 1st mort. 1,000 250,000 M. & N. 7 May, '93 110 113

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

SECURITIES. Bid. Ask. BOSTON. Atch. & Opeka - 1st, 7s. 119 1/4 Land grant, 7s. 113 Atlantic & Pacific - 6s. 97 Income 30 1/2 Boston & Maine - 7s. Boston & Albany - 7s. 6s. Boston & Lowell - 7s. Boston & Providence - 7s. Burl. & Mo. - Ld. gr., 7s. Nebraska, 6s. Ex. Nebraska, 4s. Chic. Burl. & Q. - D. Ex. 83 3/4 Conn. & Passumpsic - 7s. Connoton Valley - 6s. California Southern - 6s. East'n, Mass. - 6s, new. Fort Scott & Gulf - 7s. K. City Lawr. & So. - 5s. Little R. & Ft. S. - 7s, 1st Mass. Central - 6s. Mexican Central - 7s. N. Y. & N. England - 6s. N. Mexico & So. Pac. - 7s. Ogdensb. & L. Ch. - Con. 6s Income Del. Colony - 7s. Pueblo & Ark. Val. - 7s. Rutland - 6s, 1st. Sonora - 7s. T. Cinn. & St. L. - 1st, 6s. Dayton Division. Main line. STOCKS. Atchison & Topeka \*81 1/2 Boston & Albany 184 Boston & Lowell 100 Boston & Maine 161 Boston & Providence 104 Cheshire, preferred 51 Chic. & West Mich. & Cleve. 20 Cinn. Sandusky & Cleve. 20 Connecticut River 86 1/2 Conn. & Passumpsic 44 1/2 Connoton Valley 44 Eastern, Mass. 44 Eastern, New Hampsh. 44 Fitchburg 25 1/2 Flint & Pere Marquette. Preferred 100 Fort Scott & Gulf - Pref. Common 80 Iowa Falls & Sioux City. Little Rock & Ft. Smith. 21 Main Central 46 Manchester & Lawrence. Marq. Hought'n & Onton. Preferred. Nashua & Lowell. 28 1/2 N. Y. & New England. 111 Northern of N. Hampsh. 155 Norwich & Worcester. Ogdensb. & L. Champlain Old Colony 139 1/2 Portland Saco & Ports. Rutland - Preferred. 20 20 1/2 Revenue Beach & Lynn. Tol. Cinn. & St. Louis. 2 7/8 Vermont & Massachusetts Worcester & Nashua. 20 Wisconsin Central. Preferred. PHILADELPHIA. RAILROAD STOCKS. Allegheny Valley 14 3/8 Bell's Gap 26 Buffalo N. Y. & Phil. 28 Camden & Atlantic Preferred 41 Catawissa 27 1st preferred 57 2d preferred 56 1/2 Delaware & Bound Brook East Pennsylvania 41 Elmira & Williamsport. Preferred Har. P. Mt. Joy & Lanc'r Hunting'n & Broad Top Preferred 29 Lehigh Valley 70 Little Schuylkill 62 Little Schuylkill 64 Nesquehoning Haven 51 1/2 Norfolk & West'n - Com. Preferred Northern Central 70 North Pennsylvania 57 1/2 Pennsylvania 57 1/2 Allotments Philadelphia & Erie. Phila. Ger. & Norristown Phila. & Reading 27 1/2 Phila. & Trenton 27 1/2 Phila. Wilm. & Balt. 192 Pittsb. Cln. & St. L. - Com. United N. J. Companies. West Chester - Cons. pref. West Jersey 50 West Jersey & Atlantic. CANAL STOCKS. Lehigh Navigation. 45 45 1/2 Pennsylvania Schuylkill Navigation. Preferred 17 1/2 RAILROAD BONDS. Allegh. Val. - 7 3-10s, '96 119 1/2 7s, ex. ext. 1910. Inc. 7s, end. coup., '94 38 39 Belvid' Del. - 1st, 6s, 1902 104 105 2d, 6s, 1885 106 106 3d, 6s, 1887 106 106 Bell's Gap - 1st, 7s, 1893. 1st, 6s, 1905 Consol., 6s, 1913 Bufl. N. Y. & Phil. - 1st, 6s Cons. 6s, 1921 1st, Tr. 6s, 1922 Bufl. Pitts. & W. - Gen. 6s Cam. & Ambor - 6s, c, '89 Mort., 6s, 1889 Cam. & Atl. - 1st, 7s, '93 2d, 6s, 1904 Cons., 6 p. c. Cam. & Burl. Co. - 6s, 97. Catawissa - 1st, 7s, con. c. Chat. M., 10s, 1888. New 7s, reg. & coup. Chart'rs V. - 1st, 7s, 1901 Connect'g 6s, ep., 1904-04 Cor. Couan. & Ant. deb. 6s Delaware - 6s, reg. & cp. V. Del. & Bound Br. - 1st, 7s 126 127 East Penn. - 1st, 7s, 1888 Easton & Amb'y - 5s, 1920 El & Wmsp't - 1st, 6s, 1910 5s, perpetual 99 100 Harrisb'g - 1st, 6s, 1883 H. & B. T. - 1st, 7s, g., 1890 Cons. 5s, 1895 Ithaca & Ath. - 1st, eid. 7s Junction - 1st, 6s, 1882 2d, 6s, 1900 Lehigh V. - 1st, 6s, C. & R., '98 2d, 7s, reg. 1910, 103 135 Cons. 6s, C. & R., 1923. 122 N. O. Pac. - 1st, 6s, 1920 N. O. Penn. - 1st, 6s, ep., '85 2d, 7s, ep. 1896 Gen. 7s, reg., 1908 Gen. 7s, ep., 1903 Debenture 6s, reg. 105 1/2 Norfolk & West - Gen. 6s Oil City & Chic. - 1st, 6s Oil Creek - 1st, 6s, coup. 105 Oil City & Erie - 1st, 6s, reg. 123 1/2 Pennsylv. Gen. 6s, reg. 123 Gen. 6s, ep., 1910 Cons., 6s, reg., 1905 Cons., 6s, coup., 1905 Cons., 5s, reg., 1919 Pa. & N. Y. C. - 7s, 1896 7, 1906 Perkiomen - 1st, 6s, ep., '87 Phil. & Erie - 2d, 7s, ep., '88 Cons., 6s, 1920 Cons., 5s, 1920 Phila. Newt. & N. Y. - 1st Phil. & R. - 1st, 6s, 1910 2d, 7s, coup., 1893 Cons., 7s, reg., 911 Cons., 7s, coup., 1911 Cons., 6s, g., I. R. C. 1911 Imp., 6s, g., coup., 1897 Gen. 6s, g., coup., 1908 Gen., 7s, coup., 1908 Income, 7s, coup., 1896 Cons. 5s, 1st ser. c., 1933 Cons. 5s, 2d ser. c., 1933 Cons. Adv. Scrip., '85-88 Debenture coup., 1894 Deb. coup. off. 1893 Scrip., 1882 Conv. 7s, R. C., 1893. 4 Conv. 7s, coup. off. 1893 Conv. 7s, ep. off. Jan., '85 Phil. Wilm. & Balt. - 4s, tr. et Pittsb. Cln. & St. L. - 7s, reg. Pittsb. Titus & B. - 7s, ep. Shamokin V. & Potts - 7s Sunbury & Erie - 1st, 7s Sunb. Haz. & W. - 1st, 5s Sunb. Haz. & W. - 2d, 5s Svr. Gen. & Corn. - 1st, 7s Union & Titusv. - 1st, 7s United N. J. - Cons. 6s, '94 Cons. 6s, gold, 1901 Cons. 6s, gold, 1908 Gen., 4s, old, 1923 Warren & F. - 1st, 7s, 96 West Chester - Cons. 7s W. Jersey - 1st, 6s, ep., '96 1st, 7s, 1909 Cons. 6s, 1909 W. Jersey & Atl. - 1st, 6s, C. Western Penn. - 6s, coup. 6s, P. B., 1896 Gen., 7s, coup., 1901 CANAL BONDS. Ches. & Del. - 1st, 6s, 1886 Lehigh Nav. - 6s, reg., '84 Mort. R.R., reg., 1897 Cons., 7s, reg., 1911 Greenw'd Tr., 7s, reg. Morris - Boat Loan Reg. Pennsylv. - 6s, ep., 1910 Schuylk. Nav. - 1st, 6s, reg. 2d, 6s, reg., 1907 91 BALTIMORE. RAILROAD STOCKS. Par Baltimore & Ohio 100 198 199 1st pref. 127 2d pref. 125 Parkersburg Br. 50 85 55 Northern Central 50 55 55 1/2 Western Maryland 50 14 1/2 Central Ohio - Com. 50 52 Pittsburg & Connellsville RAILROAD BONDS. Atlanta & Charl. - 1st. 106 1/2 Inc. 79 80 1/2 Balt. & Ohio - 6s, '85, A. & O. 104 105 Charl. Col. & Aug. - 1st. 99 1/2 2d. 101 1/2 Columbia & Greenw. - 1st 80 81 1/2 N. W. Va. - 3d, guar. J. & J. 121 Pittsb. & Con'ells. - 7s & J. 102 No. Central - 6s, '85, J. & J. 121 1/2 6s, 1900, A. & O. 118 6s, gold, 1900, J. & J. 118 1/2 Cen. Ohio - 6s, 1st, M. & S. 110 1/2 W. Md. - 6s, 1st, g., J. & J. 111 1st, 1890, J. & J. 111 2d, guar., J. & J. 112 2d, pref. 110 2d, guar. by W. Co., J. & J. 124 2d, guar. by J. & J. 124 6s, 3d, guar. by J. & J. 136 2d Mar. & Cln. - 7s, '91, F. & A. 108 1/2 2d, M. & N. 106 1/2 3d, J. & J. 50 51 1/2 Union R.R. - 1st, gua. J. & J. 15 Canton endorsed. 100 Virginia & Tenn. - 6s 100 8s. 123 1/2 Wilm. C. & Aug. - 6s. 110 111 Wilm. & Weldon - Gold. 7s 120 1/2

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

RAILROAD EARNINGS.

Table with columns: Roads, Latest Earnings Reported (1883, 1882), Jan. 1 to Latest Date (1883, 1882). Lists various railroads like Ala. Gt. Southern, A.T. & S.F., etc.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on July 14:

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

The deviations from returns of previous week are as follows: Loans and discounts, Inc. \$1,183,100; Net deposits, Inc. \$4,974,500; Specie, Inc. 2,017,700; Circulation, Dec. 85,110; Legal tenders, Inc. 1,100,700.

The following are the totals for three weeks: 1883. Loans, Specie, L. Tenders, Deposits, Circulation, Agg. Clear. June 3, July 7, July 14.

Boston Banks.—Following are the totals of the Boston banks: 1883. Loans, Specie, L. Tenders, Deposits, Circulation, Agg. Clear. July 2, July 9, July 16.

Philadelphia Banks.—The totals of the Philadelphia banks are as follows: 1883. Loans, Lawful Money, Deposits, Circulation, Agg. Clear. July 2, July 9, July 16.

Unlisted Securities.—Following are quoted at 33 New Street: Bid, Asked. Am. Railway Imp. Co., Ex. bonds and stock, etc.

Coins.—The following are quotations in gold for various coins: Sovereigns, Napoleons, X Reichmarks, X Guilders, etc.

Continuation of Unlisted Securities table: Bid, Asked. N. Y. W. Sh. & Buff.—Stk del. wh. iss. on old sub, etc.

**Investments**

AND

**STATE, CITY AND CORPORATION FINANCES.**

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

**ANNUAL REPORTS.**

**Oregon and Transcontinental Company.**

(For the year ending June 30, 1883.)

At the beginning of his annual report Mr. Henry Villard, the President, recalls the purposes for which this company was formed, as follows, viz:

"First—To acquire and hold a controlling interest in the stocks of the Northern Pacific and Oregon Railway & Navigation companies.

"Second—To promote the company's own interest, as the holder of such stocks, by the creation of such auxiliary systems of railroad, steamship and steamboat lines as would tend to protect and increase the transportation business of these two corporations.

"Third.—To engage in such other commercial and industrial enterprises as would tend to hasten and widen the general development of the States and Territories traversed by the Northern Pacific and Oregon Railway and Navigation Companies' lines."

Mr. Villard remarks: "To demonstrate the fitness and profitability of our work, it suffices to refer to the fact that we have undertaken the general development of a territory representing one-sixth of the area of the entire United States, and which, in its beauty and variety of scenery, climatic conditions and wealth of agricultural, mineral and other natural resources, presents as sure guarantees of a prosperous future as any part of the Union."

"As stated in our last annual report, only \$23,760,000 of the \$30,000,000 of capital stock authorized by the board of directors had then been paid for and issued. The remaining \$6,240,000 have been paid for and issued during the current fiscal year, as also an additional issue of \$10,000,000, authorized by the resolution of the board of September 27th, 1882, so that the outstanding capital stock at the end of the fiscal year was \$40,000,000. Of the new issues during the year, 50,000 shares were exchanged for 50,000 shares of Northern Pacific preferred stock, and the remainder sold in large blocks for cash to various parties."

"A statement of the holdings of this company of Northern Pacific and Oregon Railway & Navigation stocks shows that at the close of the fiscal year, that is, on June 30, 1883, these holdings were:

Northern Pacific common	Shares. 162,792
Northern Pacific preferred	151,300
Oregon Railway & Navigation (including new stock)	128,535

"The capital stock of the Oregon Railway & Navigation Company, upon the issue of the additional shares now being paid for at par in instalments, will be \$24,000,000, represented by 240,000 shares. With the shares to which it will become entitled upon the payment of the last instalment, the company will own 3,535 shares more than an absolute majority of the outstanding stock, on which it will receive regular dividends at the rate of 10 per cent. The outstanding stock of the Northern Pacific Railroad Company was on June 30, 1883—

Common stock	Shares. 490,000
Preferred stock (not deducting cancellations during the fiscal year 1882-'83)	419,091
Total	909,091

of which total the above holding represents 34,894 per cent, or more than one-third of the existing stock capital. In the opinion of your board this holding is sufficient for continued control of the company. It is, however, in the power of the company to enlarge its ownership of Northern Pacific stocks at any time. We would mention that sufficient stock is owned and represented by your directors, as well as by the directors of allied corporations, to constitute, together with the holding of this company, an absolute majority."

The sale of 118½ miles of branch lines constituted one of the largest financial transactions during the year. "It was made in pursuance of a contract entered into between the Northern Pacific and the St. Paul Minneapolis & Manitoba RR. Company, for the permanent settlement of long-pending difficulties, by means of an exchange of auxiliary lines, which would make the Northern Pacific system a strictly east and west one, and that of the other company a north and south line. Your board considered it in the interest of this company, as the largest stockholder in the Northern Pacific, in order to put a definite end to the invasion of the latter's territory, to consent to the sale, at cost and interest, of the following lines:

Casselton branch	Miles. 46
Manitoba-Southwestern Colonization Railway	50
Pelican branch of the Northern Pacific Fergus Falls & Black Hills branch	22½
Total	118½

"The sale of the Casselton branch also included 30 miles of grade. Under the same contract, this company bought, also at cost and interest, from the St. Paul Minneapolis & Manitoba Company, 38 miles of finished grade, extending westward from the terminus of the Northern Pacific Fergus Falls & Black Hills branch, on the Red River, and twenty miles more of partly finished grade upon another line.

"All the branch lines constructed and being constructed so far in Minnesota, Dakota and Montana, have been and will be financed under the plan first communicated to you by circular of May 31, 1882, and subsequently reprinted in our first annual report. But in the case of one of the branches, that is, the Columbia & Palouse Railway, in Eastern Washington Territory, the greater cost of the line compelled the adoption of a different plan, according to which a total issue of \$30,000 per mile of finished road in first mortgage collateral trust bonds will be made by this company against a like amount of the first mortgage bonds of the Columbia & Palouse Railway Company."

"The amounts of the advances to the Northern Pacific varied considerably in the course of the year. Their maximum amount was \$8,338,833, while at the close of business on June 30th they were \$2,719,299. All advances were secured by the pledge of the assets of the debtor company."

The Oregon & California Railroad Company's lines have been leased under an arrangement embracing:

"1. A construction contract between this company and the Oregon & California Company, for the completion of the latter's main line to the California boundary, with an option to complete its other authorized lines on stated terms.

"2. A temporary lease of the Oregon & California system for three years, with an option for its extension to 999 years.

"When the construction contract went into effect, about 127 miles of the total length of 177 miles of the main line remained to be completed. The estimates of the engineers, including liberal allowances for possible underestimates and other contingencies, call for \$4,846,291 ready money for this work. Under the contract this company is to receive for it:

First mortgage bonds	\$3,670,500
Second mortgage bonds	3,750,000

"Upon the completion of the Southern Extension and the Corvallis-Junction line, the Oregon & California system will represent a total of 512 miles of standard gauge road, mortgaged and bonded as follows:

1st mort. bds, \$20,000 per mile on total mileage	\$10,240,000
2d mort. bds, at \$10,000 per mile	4,000,000
Fixed interest charge, being 6 per cent on the former and 7 per cent on the latter	\$894,400
Minimum guarant'd div'd of 2 p. c. on \$12,000,000 pref. stock	240,000

Total fixed charges upon completion of the main line.....\$1,134,400

"The first mortgage provides for payments to a cumulative sinking fund at the rate of 1 per cent per annum from July 1, 1886."

[The terms of the lease have heretofore been given in the CHRONICLE.]

In construction, the work actually done during the year 1882 was as follows:

1. The line of the Manitoba Southwestern Colonization Railway Company was completed for fifty miles from the City of Winnipeg, its starting point.
2. The Casselton branch was completed to a point forty-six miles north of its junction with the Northern Pacific main line, and the grade extended thirty miles farther north. (Both these lines were sold during the year.)
3. The Fargo & Southwestern Branch, extending from the City of Fargo, on the Red River, in a southwesterly direction, was completed for fifty-six miles to the town of Lisbon.
4. The Little Falls & Dakota Branch was finished in the most thorough manner, from Little Falls to the town of Morris, a distance of eighty-seven miles.
5. The contract made for the completion of the Northern Pacific Fergus & Black Hills Branch, from Fergus Falls to Breckenridge, on the Red River, a distance of twenty-six miles, was fully carried out, and the line has been in operation to the last-mentioned point, from Wadena, on the Northern Pacific main line, to a distance of seventy-eight miles, since the fall of 1882.
6. The Jamestown & Northern Branch was built from Jamestown, on the main line, for a distance of forty-six miles. This mileage was finished late in the fall, but not regularly opened until the spring.
7. The Columbia & Palouse branch was graded for about forty miles.
8. The line of the Puget Sound Shore Railroad Company from Tacoma, the terminus of the Northern Pacific on Puget Sound, to the important town of Seattle, was also commenced, but the contract for the work was let too late in the season to permit of much progress.

In the present fiscal year about 350 miles of new road will be built which will be made up by new mileage along the various branch lines as follows:

1. The Fargo & Southwestern branch will be extended in a southwesterly direction to the James River, so as to make the aggregate distance from Fargo about 100 miles.
2. The Northern Pacific Fergus & Black Hills branch is being extended from Breckenridge over the grade acquired from the St. Paul Minneapolis & Manitoba Company, in a due-westerly direction, to a junction with the Fargo & Southwestern, a distance of about one hundred miles.
3. The Jamestown & Northern branch will be constructed a distance of forty-seven miles, to the west end of Devil's Lake.
4. The Columbia & Palouse branch is expected to be completed to the town of Moscow, a distance of eighty miles.
5. The Tacoma & Seattle line will also be completed during the present season. It will be a link in the all-rail coast route; in connection with the Oregon & California Railroad.
6. The line to the National Park, from Livingston, on the Northern Pacific main line, up the Yellowstone River, will probably be completed in August. The line will be a little over fifty-seven miles long, and presents no great difficulties.
7. The means for the construction part of the work of the St. Paul & Northern Pacific Company have been secured by the sale of \$5,000,000 of its bonds. The line from Sank Rapids to Minneapolis will be completed this year, and a good beginning made with the terminal facilities in both that city and St. Paul.

The formation of important terminal companies, namely the

Northern Pacific Terminal Company of Oregon and the St. Paul & Northern Pacific Railroad Company in Minnesota, has heretofore been noticed in the CHRONICLE.

In conclusion Mr. Villard discusses at much length the prospects of his several corporations and gives most sanguine predictions of their future prosperity.

As to income and dividends, he says: "During the past year, three quarterly dividends of one and one half per cent each were declared, involving the distribution of a total of \$1,650,000 to the stockholders. The general balance sheet published herewith, shows a balance of undivided profits on June 30, 1883, of \$2,880,895, which includes \$1,679,361 Northern Pacific dividend scrip, representing, at the market value of 90 and accrued interest, \$1,561,805. The regular quarterly dividends, at the rate of 10 per cent per annum, on the company's holding of Oregon Railway & Navigation stock, to accrue during the current fiscal year, will be \$1,190,262.

"The Northern Pacific Company accounted to its preferred stockholders, for the earnings due to them, on June 30, 1882. There is, therefore, due to the stock, the net earnings for the year 1882-83. The main line will be completed and open for general business before October 1. But, assuming that it will be operated as a complete through line only for nine months out of the year ending June 30, 1884, there will be due to the preferred stock up to the close of our new fiscal year, the net income of the company, less mortgage interest, earned and to be earned during the last fifteen months of the operation of the road as an incomplete line, and during nine months of operation as a completed line. It is understood that the Northern Pacific Company will divide regularly and in money, from and after its completion, whatever earnings the preferred stock may be entitled to. We feel, therefore, justified in including eight per cent on our holding of preferred stock in our estimate of the income to become available during the year ending June 30, 1884.

"To sum up the available income and profits for the year 1883-84:

Balance of profits brought forward from last year.....	\$2,880,895
Dividends on Oregon Railway & Navigation stock.....	1,190,262
Estimated dividends on N. P. preferred stock.....	1,210,400
<b>Total.....</b>	<b>\$5,281,557</b>

"In addition there will be available income from loans and construction profits, to be realized during the current fiscal year."

GENERAL BALANCE JUNE 30, 1883.

Assets.	
Stocks—128,535 shares Oregon Ry. & Nav. Co., 151,300 shares Northern Pacific RR. Co. pref., 162,792 shares No. Pacific RR. Co. common.....	\$42,613,632
Less—Forty per cent instalments still due on 38,035 new shares O. R. & N. Co.....	1,521,400
Northern Pacific dividend scrip—\$1,679,361 at 90 and accrued interest.....	\$41,092,232
Construction accounts—Advances on account of building branch roads.....	1,561,805
First mortgage bonds on branch lines.....	758,751
Loans due company—Including advances to N. P. RR. Co.....	7,807,000
Cash in bank—A large portion of this was received from Northern Pacific RR. Co. (proceeds of bonds delivered June 30) too late for use that day.....	3,289,312
Lands earned through construct'n of branch lines—433,000 acres at fifty cents.....	5,181,101
<b>Total.....</b>	<b>\$59,906,702</b>

\* The instalment due July 2, \$760,700, was paid on that date.

Liabilities.	
Capital stock.....	\$10,000,000
Collateral trust mortgage bonds.....	7,215,000
Reserve—To pay coupons maturing Nov. 1, 1883, May 1 and Nov. 1, 1884, being eighteen months' interest at six per cent on \$7,215,000.....	649,350
Dividend—Due July 16th.....	600,000
Loans due by company.....	8,561,457
Net income—After deducting: Three dividends, including that of July 16, 1883; two years' interest on \$7,215,000 (bonds from Nov. 1, 1882, to Nov. 1, 1884, inclusive); difference between subscription price and par on bonds sold; and all expenses of management.....	2,880,895
<b>Total.....</b>	<b>\$59,906,702</b>

GENERAL INVESTMENT NEWS.

**Anderson Lebanon & St. Louis.**—The United States Circuit Court in Indianapolis has granted a decree of foreclosure and sale against this road, which has lately been known as the Cleveland Indiana & St. Louis. The sale will take place as soon as the necessary legal notice can be given. The road extends from Anderson, Ind., to Noblesville, eighteen miles; the bonded debt is \$286,000.

**Brooklyn City Bonds.**—Proposals were opened by the Mayor and Comptroller last week for the purchase of \$700,000 of city bonds which had been advertised for sale by the local authorities, namely: \$500,000 of 10-40 4 per cent arrearage bonds, redeemable July 1st, 1923, or in ten years from the present time at the option of the city, and \$200,000 4 per cent local improvement bonds payable in ten years. In response to the advertisement, bids to the amount of \$4,068,000 were sent in, of which \$2,568,000 was for arrearage bonds and the remaining \$1,500,000 for local improvement bonds. The arrearage bonds were disposed of at 103-93 to 105-35 and the local improvement bonds at 104-25 to 105-35.

**Cincinnati Washington & Baltimore.**—In the matter of the Marietta and Cincinnati Railroad re-organization, notice is given that the Farmers' Loan & Trust Company, upon the

presentation and surrender of the re-organization certificates on and after the 16th day of July, 1883, will deliver the new securities of the Cincinnati Washington & Baltimore Railroad Company. For the information of those holding the old Marietta & Cincinnati bonds, and desiring to exchange them, the following statement has been published: For a \$1,000 old first mortgage bond the holder should receive a \$1,000 Cincinnati Washington & Baltimore first mortgage 4½ per cent bond, \$297 50 in first scrip (being for interest on the old bonds up to 1st November, 1881), and \$67 50 in cash for accrued interest on the new bond.

For a \$1,000 old second mortgage bond the holder should receive a \$1,000 Cincinnati, Washington and Baltimore second mortgage 5 per cent bond, \$210 in second scrip, and \$83 33 cash.

For a \$1,000 old third mortgage bond, the holder should receive \$666 66-100 in Cincinnati Washington & Baltimore third scrip and \$720 in income scrip.

The scrip of the first, second and third mortgage is convertible into the respective bonds in sums of \$1,000, and all bear interest at the rates of the different bonds from the 1st November, 1881.

A fund amounting to \$470,000 has been voted for the purchase of equipment by the new company.

**Connotton Valley.**—This road has been completed and is in operation from Cleveland to Coshocton, O. It was intended to extend it to Zanesville, 23½ miles further.

**Houston East & West Texas.**—This railway, now completed from Houston to Nacogdoches, a distance of 140 miles, will probably be extended to Shreveport, La.

**Maine Central.**—The Boston *Advertiser* reports: "The details of the plan by which the necessary funds for the building of the Shore Line Railroad of Maine will be raised have just been completed, and are substantially as follows: The Maine Central Railway Company, having leased the Shore Line from Bangor to Sullivan, agrees to pay six per cent interest on the \$750,000 which its construction will cost; one per cent of this to go to create a sinking fund, which in the term of forty years will extinguish the sum above named, at which time, the principal and interest having been duly discharged, the Maine Central comes into absolute ownership of the road. To raise the necessary funds, a plan has been adopted similar to that by which several Western railroads have been built, where they have been leased by other corporations prior to their construction. The Maine Central will issue its own notes or bonds for \$750,000 at five per cent interest. These bonds are now being prepared in New York, and will soon be placed upon the market. The \$750,000 of bonds issued by the Shore Line Railroad will be placed in the hands of some strong trust company as collateral security for the like amount issued by the Maine Central. The latter corporation will pay to the trust company the one per cent which is to go to create the sinking fund for the extinguishment of the original bonds of the Shore Line. When this debt, principal and interest, has been discharged according to the terms of the lease, as above stated, the Shore Line comes into absolute ownership, and becomes an integral part of the Maine Central. The stock of the Shore Line will of course be only valuable as an evidence of the public spirit of the original subscribers thereto."

**Michigan & Ohio.**—Track is laid to Marshall, Mich., 22 miles eastward from the late terminus at Augusta and 55 miles from the crossing of the Grand Rapids & Indiana at Allegan. Work is progressing steadily on the road.

**Nashville Chattanooga & St. Louis.**—The following official statement of earnings and income is made for the month of June and for the fiscal year from July 1 to June 30:

	1883.		1882.	
	Gross earnings.	Net earnings.	Gross earnings.	Net earnings.
Main Stem.....	\$150,330	\$74,126	\$119,074	\$44,248
Lebanon Branch.....	5,077	3,397	4,324	1,801
McMinnville Branch.....	3,696	1,284	3,520	817
Fayetteville Branch.....	4,576	2,118	3,561	1,750
Centrev. Br., nar. gauge.....	3,351	518	4,018	2,618
D. R. Val. RR., nar. gauge.....	3,730	2,325	2,207	288
<b>Total.....</b>	<b>\$170,660</b>	<b>\$83,768</b>	<b>\$136,704</b>	<b>\$51,522</b>
Interest and taxes.....		54,161		53,023
<b>Balance net surplus:</b>		<b>\$29,607</b>		<b>Def. \$1,501</b>

FISCAL YEAR ENDING JUNE 30.

	1882-1883.		1881-1882.	
	Gross earnings.	Net earnings.	Gross earnings.	Net earnings.
Main Stem.....	\$2,032,913	\$880,776	\$1,882,781	\$768,219
Lebanon Branch.....	72,647	51,955	62,167	38,036
McMinnville Branch.....	45,241	20,953	44,141	13,627
Fayetteville Branch.....	61,549	35,389	37,481	12,503
Centrev. Br., nar. g'e.....	30,635	2,951	17,351	2,658
D. R. Val. RR., nar. g'e.....	40,538	16,644	30,662	Loss 1,451
<b>Total.....</b>	<b>\$2,283,523</b>	<b>\$1,008,668</b>	<b>\$2,074,583</b>	<b>\$833,592</b>
Interest and taxes.....		650,972		634,830
<b>Balance net surplus..</b>		<b>\$357,696</b>		<b>\$198,762</b>

[This statement for the year 1881-82 is now issued by the company on its form for monthly earnings, but it differs quite materially from that given in the annual report. The interest and taxes for each road were there stated as follows: Main line, \$501,004; Lebanon branch, \$23,650; McMinnville branch, \$15,428; Fayetteville branch, \$16,896; Centreville branch, \$8,591; Duck River Railroad, \$18,007; total, \$583,577. This total of \$583,577 left the net surplus of 1881-82 \$253,014, or about \$52,000 larger than above. The company will probably explain this discrepancy in their forthcoming report.]

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, July 20, 1883.

There have been disturbing influences unfavorable to trade during the past week. The Stock Exchange was at times much depressed, and on Thursday, a "strike" of telegraph operators took place. Values have consequently been quite unsettled, and the transmission of orders greatly delayed. The general condition of trade is good throughout the country, and on the return of the ordinary routine a large volume of business may be expected; but the effect of the strike at the moment is to give currency to rumors which have a decided effect upon speculative values.

The general course of the provision market, early in the week, was materially improved, but with the introduction of the telegraphers' strike, communication between here and Chicago was so erratic and uncertain that the speculative movement was checked and a feeling of uncertainty and doubt engendered. The export movement from this port of lard and bacon has been fair when the various phases and influences are taken into consideration. To-day the lard market was slightly better in tone, although the speculation was insignificant. Sales of prime Western on the spot at 9'15@9'36c.; refined to the Continent at 9'70c.; South American at 10'20c.; July options realized 9'25c.; August, 9'22@9'29c.; September, 9'35@9'40c.; October, 9'35@9'45c.; seller year, 9'01@9'05c., closing firm; August, 9'30@9'32c.; September, 9'42c.; October, 9'48@9'50c.; seller year, 9'10c. Pork has been fairly active on the spot and to-day mess sold at \$15 75@16 25, and clear back at \$19 25@20 50. Bacon continued to improve and long clear was quoted at 8'3c. Beef hams were stronger at \$24 for Western. Beef is still quiet at \$17@18 for city extra India mess. Butter has been irregular and cheese is weak notwithstanding higher Liverpool cables; white cannot be quoted above 9 1/2@10c., and colored at 10 1/2c. Tallow sells fairly at 7 1/2@7 3/4c. for prime. Stearine is quoted at 11@11 1/4c. for city.

Rio coffee has been moderately active, but at a decline and closes dull and nominal at 9c. for fair cargoes; options have declined slowly but steadily and to-day there were sales of 42,500 bags No. 7 at 7c. for July, 6'95@7c. for August, 7'10@7'15c. for September, 7'20@7'25c. for October, 7'30c. for November, 7'40c. for December and 7'50c. for January. Mild grades have been steady but closed very quiet. Tea has been weak for Japan of which there is a large supply; other kinds have been dull and nominal. Spices have been quiet but steady for large lots while the jobbing trade has been brisk at firm prices. Rice has been fairly active and firm. Foreign fruits have been rather weak, trade being less active. Molasses has advanced to 27c. for 50-degs. test Cuba with large transactions in refining stock though other grades have been quiet. Raw sugar has been almost unprecedentedly active and 6 11-16c. has been obtained for fair refining, and 7'3c. for 96-degrees test Centrifugal; refiners found their supplies small and purchased on one day fully 10,000 hhd., the close was less active, however. Refined has been quiet latterly at declining prices; crushed closed at 9'3c.; powdered at 9'3@9'1 1/4c.; granulated at 8'3c.; and standard "A" 8'3@8 7-16c.

Kentucky tobacco has remained quiet, and nothing of particular interest can be mentioned; 83 hhd. were sold for export and 191 for consumption within the range of 5 1/2@6 1/4c. for lugs and 6 1/2@10 1/2c. for leaf. Seed leaf has continued to receive attention, and the feeling in the trade is fairly satisfactory at the moment. The sales embrace 4,474 cases, including 3,300 cases 1882 crop, Wisconsin Havana seed, private terms; 250 cases 1882 crop, Wisconsin broad leaf, 11 1/2@12 1/2c.; 290 cases 1882 crop, Pennsylvania, 12@15c.; 250 cases 1881-1880 crops, Pennsylvania, 8@14c.; 100 cases 1882 crop, New England, private terms; 50 cases 1881 crop, do., 18@22c., and 234 cases 1882 crop, N. Y. State flats, 12c.; also 400 bales Havana, 85c. @ \$1 20; 100 bales Yara, I. and II., private terms, and 150 bales Sumatra, \$1 10@1 50.

Naval stores have been quiet; the export interest is trivial and the demands for consumption unimportant; strained to good strained rosin quoted at \$1 60@1 65, and spirits turpentine in yard 37c. for Southern and 37 1/2c. for New York barrels. Refined petroleum presented a better tone to-day, but during the week the feeling has been easy at 7'3c. for 110-test and 7 1/4c. for Abel (70) test. In crude certificates there has been a reaction upward; the market, it is said, was heavily oversold, and when 97 3/4c. was reached a few days since, a buying interest asserted itself, and to-day the highest figures were \$1 06 1/2@1 06 3/4, and the closing \$1 05 1/2@1 06. Ingot copper was about steady, and 350,000 lbs. Lake have been sold at 15 1/2@15 1/4c. American and Scotch pig irons are firm, and only moderate offerings are noticed. As regards American, it may be said that the mills are busily engaged on old contracts, and in some sections the production has been curtailed by the blowing out of a number of furnaces. Wool has improved somewhat, although the movement is still small.

Ocean freight berth room has improved; the offerings are now quite small, and all rates are firmly quoted. Oil tonnage is scarce and well maintained; grain to Liverpool by steam quoted 5d.; cotton, 1/2d.; flour, 13s. 9d.@15s.; bacon, 15@20s.; cheese, 30@40s.; grain to London by steam, 5 1/2d.; do. to Glasgow, 5 1/2@6d.; do. to Bristol and Hull, 6d. asked; do. to Avonmouth from store, 5 1/2d.; do. to Antwerp, 6d.; do. to Rotterdam and Amsterdam, 14c.; do. to Havre, 12c.

COTTON.

FRIDAY, P. M., July 20, 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 20) the total receipts have reached 9,208 bales, against 11,024 bales last week, 11,914 bales the previous week and 11,497 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,925,194 bales, against 4,648,865 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,276,329 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston .....	77	157	93	795	1,001	86	2,209
Indianola, &c. ....	.....	.....	.....	.....	.....	12	12
New Orleans.....	394	976	453	402	188	482	2,895
Mobile.....	1	19	1	.....	15	5	41
Florida.....	.....	.....	.....	.....	.....	3	3
Savannah.....	239	211	71	194	33	46	794
Brunsw'k, &c. ....	.....	.....	.....	.....	.....	.....	.....
Charleston.....	39	21	3	14	11	20	108
Pt. Royal, &c. ....	.....	.....	.....	.....	.....	.....	.....
Wilmington.....	16	.....	1	.....	40	14	71
Moreh'd C., &c. ....	.....	.....	.....	.....	.....	40	40
Norfolk.....	22	70	31	261	53	114	551
West Point, &c. ....	.....	.....	.....	.....	.....	188	188
New York.....	4	2	86	.....	.....	74	166
Boston.....	125	35	79	.....	50	.....	289
Baltimore.....	.....	.....	.....	.....	.....	740	740
Philadelph'a, &c. ....	432	430	42	80	92	25	1,101
Totals this week	1,349	1,921	860	1,746	1,483	1,849	9,208

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

Receipts to July 20.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883.	1882.
Galveston .....	2,209	833,707	112	426,895	10,491	1,414
Indianola, &c. ....	12	16,938	12	13,749	.....	.....
New Orleans.....	2,895	1,660,789	1,115	1,184,104	84,405	31,012
Mobile.....	41	310,381	82	262,882	5,523	1,200
Florida.....	3	18,442	4	27,211	.....	.....
Savannah.....	792	810,356	532	728,051	2,977	2,008
Brunsw'k, &c. ....	.....	5,508	.....	7,026	.....	.....
Charleston.....	108	565,620	326	497,241	2,508	885
Pt. Royal, &c. ....	.....	24,601	.....	24,514	.....	.....
Wilmington.....	71	127,285	7	134,887	1,247	416
M'head C., &c. ....	40	19,507	1	26,574	.....	.....
Norfolk.....	551	796,945	1,001	612,765	19,129	3,080
West Point, &c. ....	188	227,546	958	194,502	.....	.....
New York.....	166	137,839	1,868	161,140	182,114	156,996
Boston.....	289	190,426	1,290	229,519	6,280	5,300
Baltimore.....	740	67,510	1,347	24,716	16,458	8,405
Philadelph'a, &c. ....	1,101	111,294	495	93,089	6,544	7,010
Total.....	9,208	5,925,194	9,150	4,648,865	337,676	217,726

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

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. ....	2,221	124	2,717	1,092	137	340
New Orleans.....	2,895	1,115	4,736	3,808	409	838
Mobile.....	41	82	633	699	157	210
Savannah.....	794	532	2,001	636	306	782
Char'p't'n, &c. ....	108	326	687	1,423	143	526
Wilm'gt'n, &c. ....	111	8	625	142	61	137
Norfolk, &c. ....	739	1,959	2,616	2,598	167	567
All others.....	2,299	5,004	5,347	2,750	1,892	686
Tot. this w'k.	9,208	9,150	19,362	13,148	3,272	4,036
Since Sept. 1	5,925,194	4,648,865	5,741,407	4,880,043	4,433,653	4,256,419

The exports for the week ending this evening reach a total of 20,742 bales, of which 20,048 were to Great Britain, 128 to France and 566 to the rest of the Continent, while the stocks as made up this evening are now 337,676 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending July 20.				From Sept. 1, 1882, to July 20, 1883.			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston.....	.....	.....	.....	.....	317,598	39,328	160,593	517,519
New Orleans.....	5,755	.....	.....	5,755	849,689	286,021	437,616	1,573,923
Mobile.....	.....	.....	.....	.....	34,840	9,350	1,100	45,290
Florida.....	.....	.....	.....	.....	.....	.....	100	100
Savannah.....	.....	.....	.....	.....	110,312	25,658	283,028	418,993
Charleston.....	.....	.....	.....	.....	131,080	24,715	217,015	372,870
Wilmington.....	.....	.....	.....	.....	53,172	.....	4,590	57,762
Norfolk.....	.....	.....	.....	.....	372,728	.....	28,965	401,713
New York.....	10,418	128	206	10,752	519,969	29,470	158,316	707,755
Boston.....	2,124	.....	.....	2,124	182,645	.....	443	183,088
Baltimore.....	1,751	.....	330	2,111	172,998	4,823	63,891	241,652
Philadelph'a, &c. ....	.....	.....	.....	.....	68,493	.....	3,886	101,579
Total.....	20,048	128	566	20,742	2,843,494	420,025	1,359,063	4,622,582
Total 1881-82	5,614	5,088	6,555	17,257	2,313,806	378,425	799,041	3,491,273

\* 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.

JULY 20, AT—	On Shipboard, not cleared—for				Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	
New Orleans.....	None.	None.	Not received	None.	5,323
Mobile.....	None.	None.	None.	None.	2,483
Charleston.....	None.	None.	None.	25	2,877
Savannah.....	None.	None.	None.	100	18,129
Galveston.....	None.	None.	Not received	1,000	177,664
Norfolk.....	None.	None.	None.	450	28,029
New York.....	4,000	None.	None.	None.	234,705
Other ports.....	2,000	None.	500	None.	207,198
<b>Total 1883.</b>	<b>6,000</b>	<b>None.</b>	<b>950</b>	<b>1,125</b>	<b>8,075</b>
Total 1882.....	5,776	227	3,600	925	10,528
Total 1881.....	30,115	1,511	1,630	1,281	34,597

The speculation in cotton for future delivery at this market has been only moderately active the past week, and prices have further declined. Saturday and Monday were quite depressed by the favorable crop accounts, and although Liverpool on Monday reported a steadier market, the depression was not checked. Still, lower prices were made on Tuesday morning—in fact, the lowest of the week—but the close was slightly dearer. A smart advance on Thursday morning was soon lost, and the close was easier. To-day the opening was dull and weak, but there was a quick rally on rumors that caterpillars had begun to do some damage, and the close was several points dearer. Cotton on the spot has met with a moderate demand for home consumption, and a little was done for export; but slow progress has been made in reducing stocks, and prices have further declined. Quotations were reduced 1-16c. on Monday. To-day the market was quiet and easy, middling uplands closing at 10c. The strike of the telegraph operators began on Thursday afternoon to prevent the receipt of the Exchange's cotton statistics and weather reports from the South, as well as private advices, and in this way to some extent checked business.

The total sales for forward delivery for the week are 470,700 bales. For immediate delivery the total sales foot up this week 3,864 bales, including 617 for export, 3,147 for consumption, 100 for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

July 14 to July 20.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Ordin'y. #2	7 1/8	7 1/8	7 1/8	7 3/8	7 1/8	7 1/8	7 3/8	7 1/8	7 1/8
Strict Ord.	7 1/2	7 1/2	7 1/2	7 3/4	7 1/4	7 1/4	7 3/4	7 1/4	7 1/4
Good Ord.	8 3/8	8 1/8	8 1/8	8 5/8	8 1/8	8 1/8	8 5/8	8 1/8	8 1/8
Str. G'd Ord	9 1/16	9	9	9 5/16	9 1/4	9 1/4	9 5/16	9 1/4	9 1/4
Low Midd'g	9 1/2	9 1/2	9 1/2	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Str. L'w Mid	9 7/8	9 13/16	9 13/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16
Middling...	10 1/16	10	10	10 5/16	10 1/4	10 1/4	10 5/16	10 1/4	10 1/4
Good Mid.	10 7/16	10 3/8	10 3/8	10 11/16	10 3/8	10 3/8	10 11/16	10 3/8	10 3/8
Str. G'd Mid	10 11/16	10 5/8	10 5/8	10 15/16	10 5/8	10 5/8	10 15/16	10 5/8	10 5/8
Midd'g Fair	11 1/8	11 1/8	11 1/8	11 7/8	11 3/8	11 3/8	11 7/8	11 3/8	11 3/8
Fair.....	11 15/16	11 7/8	11 7/8	12 1/8	12 3/8	12 3/8	12 1/8	12 3/8	12 3/8

STAINED.	SALES OF SPOT AND TRANSIT.			FUTURES.		
	Export.	Consump.	Spec. ul'n	Transit.	Total.	Deliveries.
Good Ordinary.....	—	1,728	—	—	1,728	55,600
Strict Good Ordinary.....	400	82	—	—	482	98,700
Low Middling.....	217	238	—	—	455	116,400
Middling.....	—	330	—	—	330	83,200
Thurs Quiet.....	—	426	—	—	426	65,100
Fri... Easy.....	—	343	100	—	443	51,700
<b>Total</b> .....	<b>617</b>	<b>3,147</b>	<b>100</b>	<b>—</b>	<b>3,864</b>	<b>470,700</b>

MARKET AND SALES.

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

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.			FUTURES.		
	Export.	Consump.	Spec. ul'n	Transit.	Total.	Deliveries.
Sat... Quiet.....	—	—	—	—	—	—
Mon... Quiet at 1/16 dec.	400	82	—	—	482	200
Tues... Easy.....	217	238	—	—	455	300
Wed... Dull and easy.....	—	330	—	—	330	300
Thurs Quiet.....	—	426	—	—	426	300
Fri... Easy.....	—	343	100	—	443	200
<b>Total</b> .....	<b>617</b>	<b>3,147</b>	<b>100</b>	<b>—</b>	<b>3,864</b>	<b>1,500</b>

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

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

Market, Prices and Sales of FUTURES.	Market Range and Total Sales.	DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.												
		July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	
Saturday, July 14—Sales, total.....	55,600	Aver. 10-01	Aver. 10-08	Aver. 9-96	Aver. 9-81	Aver. 9-71	Aver. 9-74	Aver. 9-81	Aver. 9-81	Aver. 9-81				
Prices, total.....	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Closing.....	Steady	10-05@10-11	9-93-10-00	9-78-9-82	9-68-9-72	9-71-9-72	9-73-9-74	9-79-9-83	9-91-9-91	9-92-10-01	10-05	10-14	10-16	10-22
Monday, July 16—Sales, total.....	98,700	Aver. 9-95	Aver. 10-02	Aver. 9-90	Aver. 9-78	Aver. 9-68	Aver. 9-70	Aver. 9-78	Aver. 9-78	Aver. 9-78				
Prices, total.....	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300
Closing.....	Lower	9-99-10-00	9-90-10-00	9-81-9-81	9-76-9-76	9-66-9-66	9-67-9-67	9-76-9-77	9-82-9-82	9-87-9-87	9-93-9-93	9-99-9-99	10-03-10-03	10-11-10-11
Tuesday, July 17—Sales, total.....	116,400	Aver. 9-89	Aver. 9-93	Aver. 9-83	Aver. 9-70	Aver. 9-61	Aver. 9-61	Aver. 9-70	Aver. 9-70	Aver. 9-70				
Prices, total.....	4,900	4,900	4,900	4,900	4,900	4,900	4,900	4,900	4,900	4,900	4,900	4,900	4,900	4,900
Closing.....	Flm.	9-92-9-92	9-96-9-97	9-88-9-89	9-72-9-73	9-63-9-64	9-65-9-66	9-73-9-74	9-84-9-84	9-88-9-88	9-93-9-93	9-99-9-99	10-07-10-07	10-08
Wednesday, July 18—Sales, total.....	83,200	Aver. 9-91	Aver. 9-97	Aver. 9-90	Aver. 9-73	Aver. 9-65	Aver. 9-65	Aver. 9-73	Aver. 9-73	Aver. 9-73				
Prices, total.....	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700
Closing.....	Flm.	9-93-9-93	9-98-9-99	9-92-9-92	9-74-9-75	9-66-9-67	9-68-9-69	9-75-9-76	9-86-9-87	9-91-9-91	9-96-9-96	10-02-10-02	10-09-10-09	10-10
Thursday, July 19—Sales, total.....	65,100	Aver. 9-99	Aver. 10-00	Aver. 9-93	Aver. 9-75	Aver. 9-67	Aver. 9-67	Aver. 9-75	Aver. 9-75	Aver. 9-75				
Prices, total.....	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700
Closing.....	Lower	9-95-10-00	9-94-10-00	9-88-9-98	9-72-9-73	9-64-9-65	9-66-9-67	9-73-9-74	9-84-9-85	9-89-9-89	9-94-9-94	10-00-10-00	10-07-10-07	10-09
Friday, July 20—Sales, total.....	51,700	Variable.	Aver. 9-97	Aver. 9-93	Aver. 9-75	Aver. 9-66	Aver. 9-66	Aver. 9-75	Aver. 9-75	Aver. 9-75				
Prices, total.....	9,620	9,620	9,620	9,620	9,620	9,620	9,620	9,620	9,620	9,620	9,620	9,620	9,620	9,620
Closing.....	Declar.	9-93-9-93	9-93-9-93	9-87-9-96	9-71-9-72	9-64-9-65	9-66-9-67	9-73-9-74	9-84-9-85	9-89-9-89	9-94-9-94	10-00-10-00	10-07-10-07	10-09
Total sales for this week	470,700	13,000	222,900	36,900	35,000	24,900	22,300	32,200	5,300	11,100	2,900	4,300	10-20	10-20
Average price, week	9-95	10-00	9-93	9-87	9-75	9-66	9-66	9-75	9-85	9-90	9-99	10-09	10-18	10-20
Sales since Sep. 1, '82*	1,909,300	3,843,000	519,500	494,400	419,400	195,800	176,300	38,800	61,400	20,700	11,700	—	—	—

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

Transferable Orders—Saturday, 10-00c.; Monday, 9-95c.; Tuesday, 9-95c.; Wednesday, 9-95c.; Thursday, 9-95c.; Friday, 10c.

Short Notices for July—Wednesday, 9-89c.; Thursday, 9-93c.

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

The following exchanges have been made during the week.  
 -12 pd. to exch. 700 Sept. for Aug.  
 -09 pd. to exch. 100 July for Aug.  
 -05 pd. to exch. 500 Aug. for n. n. till 4th.  
 -28 pd. to exch. 1,500 Jan. for Aug.  
 -17 pd. to exch. 500 Jan. for Sept.  
 -33 pd. to exch. 500 Dec. for Aug.  
 -10 pd. to exch. 300 Sept. for Aug.  
 -12 pd. to exch. 200 Aug. for n. n.  
 -13 pd. to exch. 100 Aug. for n. n.  
 -23 pd. to exch. 100 Jan. 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 20), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	991,000	810,000	801,000	702,000
Stock at London.....	46,100	66,600	47,500	57,100
Total Great Britain stock	1,037,100	876,600	848,500	759,100
Stock at Hamburg.....	3,800	2,700	5,440	2,900
Stock at Bremen.....	48,900	21,900	36,000	39,600
Stock at Amsterdam.....	31,000	14,900	42,000	17,100
Stock at Rotterdam.....	2,300	1,900	4,660	2,710
Stock at Antwerp.....	8,500	1,300	3,330	1,320
Stock at Havre.....	134,000	143,000	199,000	71,300
Stock at Marseilles.....	9,900	1,200	3,700	7,830
Stock at Barcelona.....	79,000	24,000	40,900	59,100
Stock at Genoa.....	18,000	11,300	4,000	17,000
Stock at Trieste.....	12,000	5,600	7,200	7,800
Total continental stocks...	350,400	227,800	346,230	226,660
Total European stocks...	1,387,500	1,104,400	1,194,730	985,760
India cotton afloat for Europe.....	256,000	334,000	270,000	221,000
Amer'n cotton afloat for Europe.....	69,000	72,000	177,000	200,000
Egypt, Brazil, &c., afloat for Europe.....	31,000	24,000	23,000	22,000
Stock in United States ports.....	337,676	217,726	281,888	208,183
Stock in U. S. interior towns.....	55,172	31,622	48,397	56,662
United States exports to-day.....	4,900	1,345	9,200	4,000
Total visible supply.....	2,141,248	1,785,093	2,004,215	1,697,605

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

	1883.	1882.	1881.	1880.
<b>American—</b>				
Liverpool stock.....	734,000	470,000	613,000	463,000
Continental stocks.....	231,000	80,000	255,000	120,000
American afloat for Europe.....	69,000	72,000	177,000	200,000
United States stock.....	337,676	217,726	281,888	208,183
United States interior stocks.....	55,172	31,622	48,397	56,662
United States exports to-day.....	4,900	1,345	9,200	4,000
Total American.....	1,421,748	872,693	1,384,485	1,051,845
<b>East Indian, Brazil, &amp;c.—</b>				
Liverpool stock.....	257,000	340,000	199,000	239,000
London stock.....	46,100	66,600	47,500	57,100
Continental stocks.....	129,400	147,800	91,230	106,660
India afloat for Europe.....	256,000	334,000	270,000	221,000
Egypt, Brazil, &c., afloat.....	31,000	24,000	23,000	22,000
Total East India, &c.....	719,500	912,400	619,730	645,760
Total American.....	1,421,748	872,693	1,384,485	1,051,845
Total visible supply.....	2,141,248	1,785,093	2,004,215	1,697,605

The imports into Continental ports this week have been 20,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 356,155 bales as compared with the same date of 1882, an increase of 137,033 bales as compared with the corresponding date of 1881 and an increase of 443,643 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:

TOWNS.	Receipts		Shipments		Stock	
	This week.	Since Sept. 1, '83.	This week.	Since Sept. 1, '83.	July 20.	Sept. 1, '81.
Augusta, Ga.....	39	179,365	550	4,904	119	161,778
Columbus, Ga.....	63	1,078,590	77	3,722	46	102,273
Macon, Ga.....	10	87,471	76	2,201	1	60,152
Montgomery, Ala.....	64	134,161	50	1,356	45	96,280
Selma, Ala.....	19	98,445	19	2,620	16	78,122
Nashville, Tenn.....	8	508,237	2,662	13,300	465	386,248
Dallas, Tex.....	25	44,742	143	3,350	32	55,933
Jackson, Tex.....	3	45,901	66	2,994	41	97,944
Shreveport, La.....	454	24,654	295	3,663	86	64,877
Vicksburg, Miss.....	3	105,183	13	240	134	136,786
Columbus, Miss.....	1	116,506	19	399	3	27,756
Enid, Ala.....	1	39,097	18	550	1	47,884
Guthrie, Ga.....	2	44,811	3	31,282	4	1,250,001
Atlanta, Ga.....	83	26,407	236	6,590	11	92,877
Rome, Ga.....	10	1,418,366	60	900	206	32,877
Chattanooga, Tenn.....	90	83,272	90	700	416	372,283
St. Louis, Mo.....	1,135	51,094	2,735	10,117	416	372,283
Channahon, O.....	850	458,739	902	1,308	2,008	387,528
Total, old towns.....	3,526	2,645,198	7,997	53,172	3,633	2,233,839
Newberry, S. C.....	10	23,488	10	94	19	15,593
Kaleth, N. C.....	100	51,164	129	800	16	887
Federalsburg, Va.....	12	25,889	26	1,316	21	90,582
Louisville, Ky.....	100	32,275	142	4,650	34	30,333
Little Rock, Ark.....	14	53,017	28	4,07	1	53,388
Breidley, Tex.....	30	34,359	31	200	10	54,953
Houston, Tex.....	500	697,277	462	1,600	230	397,779
Total, new towns.....	766	917,969	828	9,067	436	580,832
Total, all.....	4,292	3,563,167	8,825	64,239	4,069	2,814,671

\* This year's figures estimated.

The above totals show that the old interior stocks have decreased during the week 4,461 bales, and are to-night 23,865 bales more than at the same period last year. The receipts at the same towns have been 107 bales less than the same week last year, and since September 1 the receipts at all the towns are 743,496 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 July 20.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston...	9 3/4	9 3/4	9 5/8	9 5/8	9 1/2	9 1/2
New Orleans...	9 5/8	9 5/8	9 5/8	9 1/2	9 1/2	9 1/2
Mobile...	9 5/8	9 5/8	9 5/8	9 5/8	9 1/2	9 1/2
Savannah...	9 7/8	9 13/16	9 13/16	9 13/16	9 13/16	9 13/16
Charleston...	10	10	10	9 7/8	9 7/8	9 7/8
Wilmington...	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8
Norfolk...	9 3/4 @ 7/8	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Boston...	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Baltimore...	10	10	10	10	9 7/8	9 7/8
Philadelphia...	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Angusta...	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Memphis...	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
St. Louis...	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Cincinnati...	9 3/4	9 3/4	9 5/8	9 5/8	9 5/8	9 5/8
Louisville...	9 5/8	9 5/8	9 5/8	9 1/2	9 1/2	9 1/2

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.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	1881.	1882.	1883.	1881.	1882.	1883.	1881.	1882.	1883.
May 4.....	45,535	34,423	48,761	215,253	143,327	164,383	34,965	19,914	23,338
" 11.....	49,150	25,881	50,575	194,662	127,630	147,942	28,559	10,184	34,194
" 18.....	42,415	20,804	43,976	174,809	115,435	133,871	22,562	8,669	29,905
" 25.....	33,851	13,961	35,539	147,473	104,018	125,565	9,515	2,564	30,233
June 1.....	32,642	15,950	30,426	136,470	93,595	114,679	21,839	5,517	19,540
" 8.....	29,432	15,624	25,456	109,380	83,394	105,926	2,342	5,433	16,708
" 15.....	28,218	13,653	21,513	96,947	72,403	88,703	15,785	2,672	14,410
" 22.....	23,476	13,869	12,895	91,230	59,550	88,240	17,759	1,011	1,672
" 29.....	20,663	9,288	11,497	78,617	50,417	79,509	8,049	155	2,766
July 6.....	19,163	9,536	11,614	72,391	42,843	74,647	12,937	2,012	7,052
" 13.....	18,199	8,142	11,024	74,003	35,454	68,792	19,411	753	5,139
" 20.....	19,362	9,150	9,208	65,756	31,622	64,239	11,115	5,318	4,685

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,972,948 bales; in 1881-82 were 4,635,062 bales; in 1880-81 were 5,763,325 bales.

2. That, although the receipts at the out-ports the past week were 9,208 bales, the actual movement from plantations was only 4,685 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 5,318 bales and for 1881 they were 11,115 bales.

AMOUNT OF COTTON IN SIGHT JULY 20.—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 20	5,925,194	4,648,865	5,741,407	4,830,043
Interior stocks on July 20 in excess of September 1.....	47,754	*13,803	26,918	44,684
Tot. receipts from plantat'ns	5,972,948	4,635,062	5,768,325	4,924,727
Net overland to July 1.....	637,698	464,336	509,799	568,256
Southern consumption to July 1	318,000	229,000	195,000	167,000
Total in sight July 20.....	6,923,646	5,328,398	6,473,124	5,659,983

\* 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 1,600,218 bales, as compared with 1880-81 is 455,522 bales, and with 1879-80, 1,263,663 bales.

WEATHER REPORTS BY TELEGRAPH.—Owing to the telegraphers' strike we have failed to receive many of our telegrams. So far as received the advices seem to indicate that the conditions have been less favorable during the week. The weather has in general been dry, and there are complaints from some sections that rain is needed. Caterpillars are reported to have made their appearance in portions of Alabama, but little damage has resulted as yet.

Telegrams.—No telegrams were received from any of the stations,

**New Orleans, Louisiana.**—Telegram not received.  
**Shreveport, Louisiana.**—Telegram not received.  
**Vicksburg, Mississippi.**—Telegram not received.  
**Meridian, Mississippi.**—The weather has been warm and dry during all of the week. Crop accounts are less favorable. The crops are needing rain badly. The thermometer has ranged from 68 to 103. Last week we had fair weather. Caterpillars were reported to have appeared in some localities. The thermometer ranged from 65 to 101.

**Columbus, Mississippi.**—We have had no rain during the week. Average thermometer 86, highest 101 and lowest 64.

**Little Rock, Arkansas.**—The weather has been cloudy on two days of the week, with light rain on one day, the rainfall reaching nine hundredths of an inch. The thermometer has ranged from 78 to 91.

**Memphis, Tennessee.**—Telegram not received.

**Nashville, Tennessee.**—It has rained on five days of the week, the rainfall reaching one inch and fifty-seven hundredths. The thermometer has ranged from 64 to 93, averaging 78.

**Mobile, Alabama.**—The weather has been warm and dry during the week. Good progress is being made in clearing the fields of weeds. It is reported that caterpillars have appeared, and much damage is feared. In some sections the use of poisons has been begun. Average thermometer 85, highest 101 and lowest 74.

**Montgomery, Alabama.**—We have had warm and dry weather all of the week. Crop accounts in this vicinity are conflicting. Caterpillars have certainly appeared, though the injury done is as yet limited; but they are spreading rapidly. The thermometer has averaged 84.7.

**Selma, Alabama.**—The weather has been warm and dry during the week. On account of drought and worms crop accounts are less favorable. The thermometer has averaged 81.

**Madison, Florida.**—Telegram not received.

**Macon, Georgia.**—The weather has been warm and dry during all of the week; rain is needed. Average thermometer 84, the highest being 96 and the lowest 73.

**Columbus, Georgia.**—We have had warm and dry weather all of the week. Crops are suffering for rain. Caterpillars have made their appearance, but the injury done is as yet limited. The thermometer has averaged 85, the highest being 96 and the lowest 77.

**Savannah, Georgia.**—The weather has been hot and dry during the week, with light rain on three days, the rainfall reaching seventy-seven hundredths of an inch. The thermometer has averaged 87, ranging from 76 to 99.5.

**Augusta, Georgia.**—The weather has been warm and dry during the week, with one light sprinkle, the rainfall reaching but thirteen hundredths of an inch. Rain is needed, and unless we have it soon much damage, it is feared, will ensue. The thermometer has ranged from 74 to 100, averaging 86.

**Atlanta, Georgia.**—It has rained on one day of the week, the rainfall reaching nineteen hundredths of an inch. The weather has been very dry and crops of all kinds are suffering greatly. Average thermometer 81.4, highest 94 and lowest 63.

**Charleston, South Carolina.**—We have had rain on two days of the week, the rainfall reaching nineteen hundredths of an inch. The thermometer has averaged 86, the highest being 101 and the lowest 74.

**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 19.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1883	2,000	2,000	4,000	421,000	754,000	1,175,000	5,000	1,520,000
1882	6,000	6,000	12,000	696,000	565,000	1,261,000	10,000	1,558,000
1881	6,000	6,000	12,000	258,000	501,000	759,000	8,000	1,107,000
1880	15,000	15,000	30,000	344,000	462,000	806,000	7,000	1,030,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 5,000 bales, and a decrease in shipments of 4,000 bales, and the shipments since January 1 show a decrease of 86,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1883.....	2,000	.....	2,000	75,400	10,800	86,200
1882.....	700	.....	700	101,500	31,700	133,200
Madras—						
1883.....	200	.....	200	4,900	1,000	5,900
1882.....	3,500	.....	3,500	35,500	2,000	37,500
All others—						
1883.....	.....	.....	.....	7,500	2,000	9,500
1882.....	2,700	.....	2,700	32,700	15,500	48,200
Total all—						
1883.....	2,200	.....	2,200	87,800	13,800	101,600
1882.....	6,900	.....	6,900	169,700	49,200	218,900

The above totals for the week show that the movement from the ports other than Bombay is 4,700 bales less than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	2,000	1,175,000	6,000	1,261,000	6,000	759,000
All other ports.	2,200	101,600	6,900	218,900	1,900	175,100
Total.....	4,200	1,276,600	12,900	1,479,900	7,900	934,100

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 19.	1882-83.		1881-82.		1880-81.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars*)—						
This week.....	2,254,000	.....	2,831,720	.....	1,000	.....
Since Sept. 1.....	.....	2,254,000	.....	2,831,720	.....	2,771,500
Exports (bales)—						
To Liverpool.....	2,000	238,000	.....	245,900	2,500	245,500
To Continent.....	1,000	88,000	.....	176,271	1,766	154,074
Total Europe.....	3,000	326,000	.....	422,171	4,266	399,574

\* A cantar is 98 lbs.

This statement shows that the receipts for the week ending July 19 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 flat, with limited business at a slight reduction in prices. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1883.						1882.					
	32s Cop. Twist.		8 1/4 lbs. Shirtings.		Coll'n Mid. Upl's		32s Cop. Twist.		8 1/4 lbs. Shirtings.		Coll'n Mid. Upl's	
May 18	8 1/4	9 1/4	5 10	7 4 1/2	5 1/2	5 1/2	9 3/8	10 1/2	6 4 1/2	7 10 1/2	6 3/4	6 3/4
" 25	8 3/4	9 1/2	5 10	7 4 1/2	5 3/8	5 3/8	9 3/8	10 1/2	6 4 1/2	7 10 1/2	6 3/4	6 3/4
June 1	8 1/4	9 1/4	5 9	7 3	5 3/4	5 3/4	9 3/8	10 1/2	6 4 1/2	7 10 1/2	6 3/4	6 3/4
" 8	8 3/8	9 3/8	5 9	7 1 1/2	5 3/4	5 3/4	9 1/2	10 1/2	6 6	7 8	6 3/4	6 3/4
" 15	8 3/8	9 1/8	5 9	7 1 1/2	5 11/16	5 11/16	9 1/2	10 1/2	6 6	7 8	6 3/4	6 3/4
" 22	8 3/8	9 1/4	5 9	7 3	5 11/16	5 11/16	9 1/2	10 1/2	6 6	7 8	6 3/4	6 3/4
" 29	8 3/8	9 1/4	5 9	7 3	5 11/16	5 11/16	9 1/2	10 1/2	6 6	7 8	6 3/4	6 3/4
July 6	8 1/2	9 1/4	5 9	7 3	5 11/16	5 11/16	9 1/2	10 1/2	6 4 1/2	7 10 1/2	6 3/4	6 3/4
" 13	8 3/8	9 1/8	5 9	7 1 1/2	5 1/2	5 1/2	9 1/2	10 1/2	6 4 1/2	7 10 1/2	6 3/4	6 3/4
" 20	8 1/4	9 1/4	5 8	7 0	5 1/2	5 1/2	9 1/2	10 1/2	6 4 1/2	7 10 1/2	6 3/4	6 3/4

**GEORGIA AGRICULTURAL REPORT FOR JULY.**—The report of the Commissioner of Agriculture of the State of Georgia on cotton for July is as follows:

"Cotton is generally late, and in some sections the stand is very imperfect, owing to the unseasonably cold weather which prevailed in the spring. Its condition July 1st, compared to an average at that date, was: In north Georgia, 89; in middle Georgia, 91; in southwest Georgia, 87; in east Georgia, 82; and in southeast Georgia 93 per cent. The average condition in the whole State, compared to an average July 1st, was 90. The caterpillar has made its appearance in some of the southern counties."

In opening the report, Commissioner Henderson says:

"Often in the eight years during which this department has labored to advance the interests of agriculture in Georgia, the crop prospects in the State have been more promising July 1st than this year, and yet never before during that period have the farmers been so cheerful and hopeful as now. No one can read the 'notes from correspondents' published in this circular without being impressed with the buoyant hopefulness of the farmers of the State."

**NEW YORK COTTON EXCHANGE.**—The following candidates have been elected members of the Cotton Exchange: Mr. Geo. W. Baily, 80 Pearl Street; Mr. F. A. Budlong, 16 Exchange Place; Mr. J. W. Schley, of Haines & Schley, Savannah; Mr. Peter Labouisse, of Labouisse & Dohle, New Orleans, and there is one new application for membership.

Visitors at the Cotton Exchange since our last have been as follows:

- |                                |                                 |
|--------------------------------|---------------------------------|
| D. C. Wise, Fort Worth.        | A. H. Rowell, Jefferson, Texas. |
| Charles Gutig, Louisville, Ky. | E. H. B. Brow, Fall River.      |
| Edward Martet, do.             | Robt. Bornefeldt, Galveston.    |
| Thos. W. Sims, Mobile.         | W. W. Thacher, New Orleans.     |
| W. W. Whilden, Charleston.     | Giles E. Leach, Raleigh, N. C.  |
| R. N. Sweet, Wilmington, N. C. | Geo. W. Thompson, Jr., do.      |
| Adolphus Meyer, St. Louis.     | S. M. Millett, Jackson, Texas.  |

**THE NATIONAL COTTON EXCHANGE CONVENTION.**—The biennial convention of the National Cotton Exchange of America met at Old Point Comfort on Wednesday, July 18. It was called to order by Vice-President Henry Hentz, Col. Louis Bush, the President, being absent in Europe. C. Parker was made Secretary and T. Wharton Collins Assistant. After making a few remarks relative to the importance of the meeting, Mr. Hentz appointed a Committee on Credentials, with Col. Henry G. Hester as chairman. Gov. Cameron of Virginia and Mr. Nimmo, Chief of the Bureau of Statistics, were invited to seats in the convention. There were forty-four delegates present, representing the different exchanges in the United States. The following subjects were presented for the consideration of the convention: "Through Bills of Lading," "International Cotton Exchange and Inter-State Arbitration," "Sandy and Dusty Cotton," "Information and Statistics to Include Interior Town Statements," "Cable News," "Crops and Acreage Reports," "Weight of Bales and Monthly Crop Statements," "Protection of Cotton from the Weather at Interior Depots and in Transit," "Bills of Lading to Show Condition of Cotton when Received," "Manner of Making Up Reports for the Agricultural Bureau," "Duty on Cotton Ties, and a Uniform Standard of Classification." These subjects were referred to eight different committees, which reported to the convention on Thursday, after which a good portion of that day was spent in discussing matters affecting the cotton interest. The following officers were also elected for the ensuing two years: W. H. Gardiner, of Mobile, President; Henry Hentz, of New York, Vice-President; Thomas Laisey, of New Orleans, Treasurer. In the evening the delegates, at the invitation of General Manager Smith of the Chesapeake & Ohio Railroad, made an excursion to Newport News to inspect the improvements being made for facilitating the handling of cotton, etc. Yesterday (Friday), upon invitation of the Norfolk delegation, the delegates attended an excursion and banquet at Virginia Beach, given in their honor.

**CONDITION OF COTTON.**—The following from our correspondents and exchanges indicates the condition of cotton in various sections at latest mail dates:

*Georgia*—Rome, Floyd Co., July 13—Mr. T. F. Howell's circular contains the following:

Upon our return from the East we find the outlook for the growing crop in this section not so good as we expected. For the past four weeks we have had dry weather and part of the time cool nights. The plant is small, from "ankle to knee high," but generally well cultivated in our immediate section, while in the lower part of our territory many are still in the grass. Last year was an unusually good "crop year," nearly everything that was planted "brought forth abundantly," but so far this season the crops that have matured have been inferior and imperfect. With favorable seasons and a late fall, there is time yet for the development of a full corn and cotton crop. We are needing rain now very much.

The *Columbus Enquirer-Sun* of July 15 had the following on the crop in that and other sections:

As a general thing the cotton prospects in this immediate section are flattering rather than otherwise. The rains have not been very partial nor stinted, consequently the plant is in a flourishing and healthy condition. This is very much the case to the north and east of us in this State. Across the river in Alabama the crops in various sections, with a few exceptions, are in a similar condition. In the counties along the line of the river they are almost as good as the land will make them.

*Alabama.*—The Selma morning *Times* of July 15 contained reports on the crop from the different sections of the State, which it summarized as follows:

"Cotton fr. in two to three weeks late. Grass a general complaint. Plant is small, but generally promising. Average favorable."

*Mississippi.*—The following returns to Messrs. H. & D. Beer, of New Orleans, of date July 10, which appeared in the New Orleans *Times-Democrat*, show the condition of cotton in sections of Mississippi:

Meridian, Lauderdale Co.—Crop accounts continue good, excepting the fields badly in grass. Prospects same as last season, which was not flattering. The crop in this vicinity is 18 days later than the average.

Columbus, Lowndes Co.—The fields are free from grass. The plants are strong and healthy. Crop prospects are very good—not equal to last year. Crop is backward two weeks.

Jackson, Hinds Co.—There is rather too much grass in the fields. Crop prospects somewhat less favorable than last year. The crop in this vicinity is 12 days late.

Holly Springs, Marshall Co.—Weather favorable for the growing crop. The condition of the growing crop is favorable; could hardly be better. Crop looks well; crop is two weeks late.

*Arkansas.*—Similar returns to Messrs. H. & D. Beer, of New Orleans, under date of July 10, are as follows:

Pine Bluff, Jefferson Co.—Crop more advanced than last season; condition and prospect good.

Helena, Phillips Co.—There is rather too much grass in the fields. The plants are small, but seem strong. The bottom crop is good. The crop is backward, owing to late planting and unfavorable weather; think it will be late fifteen or twenty days.

Fort Smith, Sebastian Co.—Weather favorable for the growing crop. Think the crop will be late. Cotton bolting finely.

**THE NEW TEXAS COTTON.**—In the *CHRONICLE* of last Saturday we noticed the arrival at Houston, July 8, of two bales new cotton. It seems that one bale came from Mrs. M. Hausman of De Witt County, and was consigned to Mr. T. W. House of Houston. It classed middling, weighed 487 pounds and was sold at auction to Mr. Wolkart for \$210. Mr. Wolkart shipped the bale by express to Messrs. Richardson & May, New Orleans; it arrived there July 10, and was sold at 10¼ cents per pound to Messrs. Holland & Raymond, who shipped it on the following day, per steamer *Legislator*, to Mr. Richard Hartley, Manchester, England. New Orleans received her first bale last year July 12, also from De Witt County, Texas. The other bale referred to above was raised by C. H. Arnecke, also of De Witt County, and consigned to M. Jaeger, Houston. It classed strict good ordinary, weighed 348 pounds and was disposed of at auction to Mr. Geo. A. Hill for \$130, who shipped it per express to Messrs. Henry Hertz & Co., New York. The bale arrived at New York July 13, was sold by auction same day in front of the Cotton Exchange, at 9½ cents per pound, and shipped to Liverpool per steamer *Britannic*.

**JUTE BUTTS, BAGGING, &c.**—There has been considerable activity shown since our last, owing to the action of the combination which has decided to advance prices, to take effect to-day. This has brought buyers into market, and lots have been taken freely. The feeling is very firm, and sellers are refusing to accept less than 9¼c. for 1½ lbs., 9¼c. for 1¾ lbs., 10½c. for 2 lbs., and 11¼c. for standard grades. Butts are not very active, only a light jobbing business being noted on spot. A few transactions are reported to have been made for future delivery, but the quantity was not stated. Prices are about steady and sellers are quoting 1½@2c. for paper grades, and 2@2½c. for bagging qualities.

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

Monthly Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,848	98,491
October..	980,584	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,094,697	974,043	1,006,501	942,272	779,237	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	618,727	689,610
February	595,598	291,992	572,728	447,918	566,824	472,054
March...	482,772	257,099	476,582	264,913	303,955	340,525
April....	284,519	147,595	284,246	158,025	167,459	197,965
May.....	185,523	113,573	190,054	110,006	84,299	96,314
June.....	78,504	68,679	131,871	88,455	29,472	42,142
<b>Total year</b>	<b>5,894,216</b>	<b>4,620,487</b>	<b>5,681,281</b>	<b>4,837,328</b>	<b>4,421,749</b>	<b>4,238,246</b>
<b>Percentage of tot. port receipts June 30..</b>		<b>97.88</b>	<b>96.72</b>	<b>96.71</b>	<b>99.42</b>	<b>97.52</b>

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.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Jun 30	5,894,216	4,620,487	5,681,281	4,837,328	4,421,749	4,238,246
July 1...	8.	2,405	3,402	1,904	343	948
" 2....	3,185	8.	2,701	2,902	271	970
" 3....	2,287	1,733	8.	1,521	1,548	1,176
" 4....	1,719	1,236	1,763	8.	629	761
" 5....	606	464	2,855	2,624	414	1,163
" 6....	2,949	1,395	4,003	1,530	8.	840
" 7....	1,626	2,353	3,880	1,764	1,112	8.
" 8....	8.	1,168	3,961	2,068	334	930
" 9....	1,060	8.	3,036	4,563	563	1,013
" 10....	2,601	586	8.	2,232	322	796
" 11....	816	1,006	2,731	8.	287	674
" 12....	1,678	863	3,222	1,874	399	1,084
" 13....	3,243	685	2,761	983	8.	346
" 14....	1,349	5,334	3,045	2,187	409	8.
" 15....	8.	201	3,404	783	206	834
" 16....	1,921	8.	3,469	2,632	255	563
" 17....	860	2,250	8.	1,406	158	793
" 18....	1,746	1,229	3,009	8.	1,382	613
" 19....	1,483	581	4,189	2,502	380	633
" 20....	1,849	985	2,467	1,531	8.	477
<b>Total.....</b>	<b>5,925,194</b>	<b>4,644,961</b>	<b>5,735,178</b>	<b>4,872,334</b>	<b>4,430,761</b>	<b>4,252,310</b>
<b>Percentage of total port rec'pts July 20</b>		<b>98.40</b>	<b>97.63</b>	<b>97.41</b>	<b>99.63</b>	<b>97.86</b>

This statement shows that the receipts since Sept. 1 up to to-night are now 1,280,233 bales more than they were to the same day of the month in 1882 and 190,016 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 20 in each of the years named.

**SHIPPING NEWS.**—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 28,029 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Britannic, 767.... City of Rome, 612.... Egypt, 1,381.... Humboldt, 567.... Olbers, 619.... Republic, 1,431.... Servia, 1,353.... Wyoming, 1,797	8,527
To Hull, per steamer Otranto, 1,891	1,891
To Havre, per steamer Labrador, 128	128
To Bremen, per steamer Main, 106	106
To Hamburg, per steamer Suevia, 100	100
NEW ORLEANS—To Liverpool, per steamers Legislator, 3,369	3,369
Mediator, 3,573.... Nantes, 5,343	12,285
To Bremen, per steamer Espanol, 325	325
To Hamburg, per steamer Finsbury, 87	87
NORFOLK—To Liverpool, per bark Consuelo, 1,858	1,858
BALTIMORE—To Liverpool, per steamer Hibernian, 675	675
To Bremen, per steamer Weser, 250	250
BOSTON—To Liverpool, per steamer Samaria, 797	797
PHILADELPHIA—To Liverpool, per steamer Ohio, 1,000	1,000
<b>Total</b>	<b>28,029</b>

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

	Liverpool.	Hull.	Havre.	Bremen.	Hamburg.	Total.
New York	8,527	1,891	128	106	100	10,752
New Orleans	12,285			325	87	12,697
Norfolk	1,858					1,858
Baltimore	675			250		925
Boston	797					797
Philadelphia	1,000					1,000
<b>Total</b>	<b>25,142</b>	<b>1,891</b>	<b>128</b>	<b>631</b>	<b>187</b>	<b>28,029</b>

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 17—Steamers Explorer, and Venezuelan, 5,755.  
 BOSTON—For Liverpool—July 10—Steamer Iberian, 138.... July 13—Steamer Pavonia, 1,752.... July 14—Steamer Kansas, 234.  
 BALTIMORE—For Liverpool—July 18—Steamers Leonora, 517; Oranmore, 1,234.

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

MAIN, steamer (Ger.), Heimbruck, for Bremen from New York, July 14, at 4 P. M., when discharging the pilot, broke her shaft. She was towed back to New York 15th for repairs. It is said that the broken shaft would be taken out at once and replaced with a new one. A couple of weeks will be required to make the necessary repairs. The Main was placed in Cramp's Basin Dry Dock at Brooklyn, N. Y., July 17.

Cotton freights the past week have been as follows:

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

\* Compressed.

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

	June 29.	July 6.	July 13.	July 20.
Sales of the week.....bales.	40,000	47,000	47,000	39,000
Of which exporters took	1,890	2,600	3,900	2,400
Of which speculators took	130	1,050	1,800	300
Sales American.....	29,500	35,000	35,500	30,000
Actual export.....	3,600	3,200	4,800	3,100
Forwarded.....	6,400	16,000	10,000	8,000
Total stock—Estimated.....	991,000	1,007,000	995,000	991,000
Of which American—Estim'd	738,000	749,000	742,000	734,000
Total import of the week.....	58,000	79,000	43,500	43,000
Of which American.....	34,000	54,000	35,000	28,500
Amount afloat.....	239,000	207,000	196,000	179,000
Of which American.....	100,000	54,000	50,000	38,000

The tone of the Liverpool market for spots and futures each day of the week ending July 20, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, } 12:30 P.M. }	Dull and easier.	Mod. inq. freely supplied.	Easier.	Dull and easier.	Mod. inq. freely supplied.	Weak.
Mid Up'ds	57 <sup>16</sup>	57 <sup>16</sup>	57 <sup>16</sup>	57 <sup>16</sup>	57 <sup>16</sup>	57 <sup>16</sup>
Mid. Ori'ns	59 <sup>16</sup>	59 <sup>16</sup>	59 <sup>16</sup>	59 <sup>16</sup>	59 <sup>16</sup>	59 <sup>16</sup>
Sales.....	5,000	8,000	7,000	8,000	8,000	6,000
Spec. & exp.	500	1,000	500	500	500	500
Futures.						
Market, } 2:30 P.M. }	Quiet.	Quiet.	Dull.	Dull.	Steady.	Dull.
Market, } 4 P.M. }	Dull.	Easy.	Easy.	Steady.	Quiet.	Quiet.

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

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

	Sat., July 14.				Mon., July 16.				Tues., July 17.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
July.....	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
July-Aug....	5 26	5 26	5 26	5 26	5 27	5 27	5 23	5 26	5 25	5 25	5 23	5 33
Aug-Sept....	5 30	5 31	5 29	5 30	5 31	5 31	5 30	5 30	5 28	5 28	5 25	5 25
Sept-Oct....	5 30	5 31	5 30	5 31	5 32	5 32	5 31	5 31	5 30	5 30	5 25	5 25
Oct-Nov....	5 28	5 28	5 27	5 27	5 25	5 29	5 27	5 27	5 26	5 26	5 24	5 24
Nov-Dec....	5 27	5 28	5 27	5 27	5 27	5 27	5 26	5 26	5 25	5 25	5 23	5 23
Dec-Jan....	5 28	5 28	5 27	5 27	5 28	5 28	5 23	5 23	5 25	5 25	5 24	5 24
Jan-Feb....	5 28	5 28	5 28	5 28	5 29	5 29	5 23	5 23	5 26	5 26	5 25	5 25
Feb-March	5 30	5 30	5 30	5 30	.....	.....	.....	.....	5 28	5 28	5 28	5 28
Mar-Apr....	.....	.....	.....	.....	.....	.....	.....	.....	5 30	5 30	5 30	5 30

	Wednes., July 18.				Thurs., July 19.				Fri., July 20.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
July.....	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
July-Aug....	.....	.....	.....	.....	.....	.....	.....	.....	5 24	5 24	5 23	5
Aug-Sept....	5 23	5 26	5 24	5 25	5 25	5 25	5 25	5 27	5 26	5 26	5 24	5 25
Sept-Oct....	5 27	5 27	5 26	5 27	5 27	5 30	5 26	5 29	5 28	5 28	5 26	5 26
Oct-Nov....	5 25	5 25	5 24	5 25	5 25	5 25	5 25	5 28	5 26	5 26	5 25	5 25
Nov-Dec....	5 24	5 24	5 23	5 24	5 24	5 25	5 24	5 25	5 25	5 26	5 24	5 25
Dec-Jan....	5 24	5 25	5 23	5 25	5 25	5 25	5 25	5 25	5 25	5 25	5 25	5 25
Jan-Feb....	5 26	5 28	5 25	5 25	5 27	5 27	5 27	5 27	5 26	5 26	5 25	5 25
Feb-March	5 27	5 28	5 27	5 28	.....	.....	.....	.....	.....	.....	.....	.....
Mar-Apr....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

**BREADSTUFFS.**

FRIDAY, P. M., July 20, 1883.

Flour has been rather steadier at times, but latterly the tone of the market has been easier. The better grades have sold to only a moderate extent, while in the commoner brands there has been a fair business. A large proportion of the supply is of high grade, and this kind is a burden to the market; the stock of sour patents, especially spring-wheat brands, is steadily increasing. Winter patents stand the hot weather better. Higher prices at the West and in Europe stimulated the export demand early in the week, but the sales have decreased noticeably of late. To-day the market was quiet and without marked change.

Wheat has, on the whole, been less active, both for export and on speculation, but prices, under the influence of higher quotations abroad and an occasional fright both here and at the West on the part of the shorts, have shown an advance. Within a day or two, however, the rumors of telegraph strikes and their actual occurrence have caused a decline in prices, while the speculation has necessarily been curtailed through the delay in communicating with Chicago. The tendency toward lower prices has been in a measure checked by a decrease in the shipments from the interior markets to the seaboard; and though winter wheat has not sold very freely for foreign markets, the demand has taken all the spring wheat offered. The crop reports are in the main favorable. Conservative operators here claim that if there is any decrease in the winter-wheat yield it will be made up by the surplus now held by farmers, and it is also contended that the foreign crops will be sufficiently large to reduce our exports. To-day the market was  $\frac{3}{4}$ c. to 1c. higher on the spot and 1c. to  $1\frac{1}{4}$ c. higher for future delivery the trade was moderate, as the dispatches from Chicago came slowly and irregularly. An advance in that market caused the rise here. No. 2 red sold at \$1 15 $\frac{1}{4}$ @\$1 16 $\frac{1}{4}$  for August, \$1 17 $\frac{3}{8}$ @\$1 18 $\frac{3}{8}$  for September and \$1 19 $\frac{3}{8}$ @\$1 20 $\frac{1}{2}$  for October. The closing quotations showed a further advance, No. 2 red being then at \$1 15 for July, \$1 16 $\frac{3}{8}$  for August, \$1 13 $\frac{3}{8}$  for September, \$1 20 $\frac{3}{8}$  for October and \$1 22 $\frac{3}{4}$  for November. Indian corn has been fairly active for export, while the speculation has likewise been on a fair scale. Prices have been variable and irregular fluctuating frequently, and though

some days ago quite firm, they have latterly been on the decline, largely owing to lower prices at Chicago, where the receipts have been increasing; but, owing also to the strike of the telegraphers, and the consequent decrease in the speculation, strictly prime No. 2 mixed corn has been in small supply and relatively firmer than the lower grades. To-day the market was firm for cash corn, especially for No. 2 mixed, though choice Southern white was scarce and salable at 73c.; options were moderately active at an advance of 1/4c. to 3/4c. No. 2 mixed sold at 57 3/4 @ 58 1/2 c. for July, 60 1/4 @ 60 3/4 c. for August, 61 1/2 @ 62 c. for September and 62 3/4 c. for October.

Rye has been fairly active and steady. Oats have sold moderately at some decline; the available supply here has increased, with the exception of choice white. To-day the market was stronger; No. 2 mixed sold at 40 @ 40 1/2 c. for July, 38 @ 38 1/2 c. for August and 36 1/2 c. for September.

The following are closing quotations :

FLOUR.		GRAIN.	
No. 2 spring... bbl.	\$2 40 @ 3 00	Patents, winter....	\$5 25 @ 7 25
No. 2 winter .....	2 50 @ 3 50	City shipping extras.	5 25 @ 6 00
Superfine .....	3 25 @ 3 90	Southern bakers' and	family brands .....
Spring wheat extras..	4 00 @ 5 25	South'n skip'g extras.	4 10 @ 5 00
do bakers' .....	4 50 @ 6 00	Rye flour, superfine..	3 30 @ 3 85
Wis. & Minn. rye mix.	5 00 @ 5 25	Corn meal .....	3 00 @ 3 40
Minn. clear and strat.	4 00 @ 6 25	Western, &c. ....	3 00 @ 3 40
Winter ship'g extras.	3 85 @ 4 25	Brandywine, &c. ....	3 40 @ 3 50
Patents, spring .....	5 75 @ 7 25		
		Corn—	
		Yellow Southern.	65 @ 67
		White Western...	69 1/2 @ 70
		Rye—Western .....	64 @ 65 1/2
		State & Canada...	68 @ 71 1/2
		Oats—Mixed .....	38 1/2 @ 43
		White .....	39 @ 54
		No. 2 mixed .....	40 @ 40 1/2
		No. 2 white .....	43 1/2 @ 44
		Barley nominal.	

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending July 14 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 196 lbs	Bush. 60 lbs	Bush. 56 lbs	Bush. 32 lbs	Bush. 48 lbs	Bush. 53 lbs
Chicago.....	29,676	126,767	1,263,337	610,770	10,861	53,005
Milwaukee ..	50,831	60,955	50,550	84,809	11,420	8,000
Toledo.....	1,515	74,839	69,688	7,246	.....	.....
Detroit .....	1,348	18,945	5,755	8,469	.....	.....
Cleveland....	3,283	22,510	14,510	16,200	.....	.....
St. Louis .....	17,680	110,957	100,580	48,204	1,200	581
Peoria .....	785	1,850	62,500	106,150	3,000	14,800
Duluth .....	25,000	46,000	.....	.....	.....	.....
Tot. wk. '83	130,028	462,533	1,511,972	941,833	16,431	73,449
Same wk. '82	109,030	1,593,224	1,178,527	515,688	19,710	24,077
Same wk. '81	150,123	1,135,421	3,259,908	679,708	14,562	15,449
Since Aug. 1—						
1882.....	9,053,769	73,454,048	62,470,448	51,558,676	15,522,557	4,929,447
1881.....	7,497,687	43,261,974	104,568,104	36,137,412	12,108,163	3,817,486
1880.....	8,476,946	79,710,605	124,972,687	45,604,123	11,841,474	3,331,205

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to July 14, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80
Flour.....bbls.	4,778,160	3,503,036	4,775,550	2,942,220
Wheat.....bush.	15,857,162	13,957,018	27,726,395	29,630,830
Corn.....bush.	56,264,533	40,508,384	55,852,918	70,283,283
Oats.....bush.	23,959,277	16,010,139	18,457,462	13,200,563
Barley.....bush.	4,581,860	2,103,446	2,030,649	1,630,301
Rye.....bush.	2,224,137	1,393,524	1,072,862	1,063,227
Total grain .....	102,786,909	73,972,561	105,140,286	115,812,704

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

	1883.	1882.	1881.	1880.
	Week July 14.	Week July 15.	Week July 16.	Week July 17.
Flour.....bbls.	57,351	37,509	157,316	83,720
Wheat.....bush.	75,472	426,451	540,900	343,980
Corn.....bush.	317,245	202,517	1,403,944	402,400
Oats.....bush.	533,162	1,992,540	785,423	342,630
Barley.....bush.	15,491	7,953	11,379	6,038
Rye.....bush.	30,469	23,413	5,673	36,142
Total.....	971,839	989,173	2,380,333	1,137,290

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

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
July 14...133,405	473,305	2,045,421	664,557	15,491	205,927	
July 7...145,303	517,248	1,992,540	785,423	16,693	57,681	
July 30...103,476	704,088	1,841,953	706,649	40,273	174,888	
June 23...146,479	649,319	2,243,034	857,298	21,375	151,413	
Tot., 4 wks.	528,663	2,343,960	8,122,948	3,013,927	93,832	589,912
4 wks 82.	434,817	3,089,105	4,821,296	2,070,143	49,462	125,822

The receipts of flour and grain at the seaboard ports for the week ended July 14 follow:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York .....	93,330	281,228	1,165,371	256,800	.....	17,200
Boston.....	59,415	6,527	133,320	61,312	.....	.....
Portland.....	.....	2,450	.....	1,600	.....	.....
Montreal.....	9,313	129,120	22,525	12,131	450	7,203
Philadelphia...	17,083	22,000	69,800	34,850	.....	.....
Baltimore.....	12,707	214,381	22,218	13,817	.....	.....
New Orleans...	1,219	2,000	13,773	24,138	.....	.....
Total week....	195,517	655,256	1,433,207	404,648	450	24,408
Cor. week '82..	155,247	1,224,200	642,816	350,814	1,750	43,809

The total receipts at the same ports for the period from Dec. 25, 1882, to July 14, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	7,299,235	5,840,545	7,110,583	4,835,713
Wheat.....bush.	25,937,852	20,228,100	46,139,158	48,611,754
Corn.....bush.	50,210,147	20,355,754	60,489,600	84,321,184
Oats.....bush.	14,560,040	13,429,307	11,754,230	13,010,965
Barley.....bush.	2,199,683	2,281,053	2,023,585	1,586,817
Rye.....bush.	1,928,276	943,067	889,488	822,418
Total grain .....	94,865,033	57,237,311	124,296,059	148,353,133

The exports from the several seaboard ports for week ending July 14, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York .....	51,119	314,706	782,753	7,800	65,372	18,177
Boston.....	32,401	.....	.....	.....	.....	.....
Portland.....	.....	.....	.....	.....	.....	.....
Montreal.....	14,980	100,836	283,551	.....	.....	27,664
Philadel. ....	3,428	32,411	105,355	.....	.....	.....
Baltim're .....	4,800	106,917	249,618	.....	.....	.....
N.Orl'ns.....	311	.....	112,710	3	.....	.....
Total w'k. ....	107,039	584,900	1,541,987	7,803	65,372	45,841
8'me time 1882..	125,676	1,433,654	118,001	7,529	49,397	143,713

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

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, July 14.	1882. Week, July 15.	1883. Week, July 14.	1882. Week, July 15.	1883. Week, July 14.	1882. Week, July 15.
Un.King.	64,268	68,219	236,363	859,234	990,531	83,865
Cont'n't	1,881	2,830	343,037	579,170	471,836	.....
S. & C. Am.	8,372	29,061	.....	250	61,970	4,137
W. Indies	11,672	17,488	.....	.....	14,525	23,074
Brit. Col's	20,233	14,076	.....	.....	3,122	6,800
Oth. c't's	613	2	.....	.....	.....	125
Total.....	107,039	129,676	584,900	1,438,634	1,541,987	118,001

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

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to July 14.	1881-82. Sept. 1 to July 15.	1882-83. Sept. 1 to July 14.	1881-82. Sept. 1 to July 15.	1882-83. Sept. 1 to July 14.	1881-82. Sept. 1 to July 15.
Un. Kingdom	5,442,165	2,757,040	34,703,370	28,624,616	32,335,874	19,686,100
Continent ..	411,650	294,421	29,631,687	12,510,745	7,195,373	4,380,997
S. & C. Am...	587,381	641,138	120,560	8,217	479,847	434,449
West Indies.	784,453	615,699	72,064	39,679	373,559	688,976
Brit. Col'nies	565,008	491,861	16,113	60	93,104	130,468
Oth. count's	38,944	29,666	227,406	242,934	141,356	80,713
Total.....	7,829,637	4,743,425	61,771,800	41,426,251	40,618,613	25,401,673

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 14, 1883, was as follows:

	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
In store at—					
New York .....	3,393,526	1,039,974	999,463	548	326,990
Do. afloat (est.)	503,000	538,060	.....	.....	84,000
Albany .....	2,277	1,910	10,300	540	821
Buffalo.....	702,532	457,677	48,221	6,275	27,945
Chicago.....	5,891,739	1,798,711	465,540	19,297	462,441
Milwaukee .....	1,838,850	80,551	48,021	200,971	36,513
Duluth.....	328,938	30,767	.....	.....	.....
Toledo.....	796,650	348,050	49,140	.....	16,690
Detroit.....	690,044	16,730	10,939	.....	.....
Oswego.....	32,000	218,622	1,060	35,000	33,000
St. Louis.....	356,531	1,223,841	47,132	10,660	65,187
Cincinnati...	85,418	40,666	26,105	6,120	51,520
Boston.....	3,857	175,033	136,184	2,144	568
Toronto.....	170,595	.....	1,000	29,916	341
Montreal.....	306,376	173,312	88,185	33,628	80,369
Philadelphia .....	195,511	186,574	200,797	.....	.....
Peoria.....	2,122	80,901	78,403	2,567	102,192
Indianapolis .....	190,500	65,880	27,700	.....	14,000
Kansas City.....	101,183	130,951	4,097	210	12,770
Baltimore.....	537,778	353,932	.....	.....	.....
Down Mississippi.	.....	46,693	.....	.....	.....
On rail.....	124,149	504,368	729,903	21,055	34,992
On lake.....	737,092	2,734,698	202,462	.....	190,163
On canal.....	679,650	1,354,517	296,953	.....	147,366
Tot. July 14, '83.	18,170,321	11,612,418	3,465,529	368,931	1,742,677
Tot. July 7, '83.	18,593,493	12,336,529	3,709,137	398,239	1,172,609
Tot. July 15, '82.	8,947,865	6,000,134	1,312,849	65,932	637,289
Tot. July 16, '81.	14,823,393	15,979,164	7,317,764	154,953	114,077
Tot. July 17, '80.	10,924,075	15,477,913	1,993,303	180,656	133,674

The following statement, prepared by the Bureau of Statistics, will show the exports of domestic breadstuffs from the undermentioned customs districts, during the month of June 1883, and for the twelve months ended the same, as compared with the corresponding months of the previous year:

able than anticipated, and the outlook for a good, healthy fall trade is considered so encouraging that wholesale buyers are in very good spirits; but the hand-to-mouth policy lately pursued has been attended with such satisfactory results that out-of-town jobbers are buying sparingly as a rule.

**DOMESTIC COTTON GOODS.**—The experts of domestic cottons for the week have been 2,096 packages, the chief shipments of which were as follows: Great Britain 557, China 350, Peru 344, U. S. of Colombia 288, Argentine Republic 189. Cotton flannels have continued in good demand and sales coupled with deliveries on account of former orders footed up a liberal aggregate amount. Brown and bleached goods were in steady request, and prices are unchanged, but selections were mostly confined to relatively small parcels of the best makes. Wide sheetings were in moderate demand, and most kinds of colored cottons were rather quiet. Marseilles and crochet quilts, also cotton towels, were taken in fair quantities, and there was a pretty good demand for Victoria and India lawns. Print cloths were more active but easier in price, closing at 39-16c. for 64x64s, and 31-16@31-8c. for 56x60s. Prints continued in very fair demand, and there was a considerable business in dark gingham suits to the coming season.

**DOMESTIC WOOLEN GOODS.**—There was a slightly improved undertone in the woolen goods market. Men's-wear woollens were in irregular demand, and upon the whole sluggish, but some fair sales were made to cloth and dry goods jobbers, and a few duplicate orders were received from the clothing trade. Satinets were rather more active, and a somewhat better business in Kentucky jeans and doeskins was reported in some quarters. Cloakings have met with increased attention, and there was a continued good demand for the most popular makes of sackings. Flannels were fairly active and generally steady in price, but blankets were rather slow in agents' hands, and prices of the latter are low and unremunerative to manufacturers. Dress goods have been in better request, both all-wool and worsted fabrics having been distributed in important quantities by manufacturers' agents. Carpets were in good demand, and a very fair business was done in hosiery and knit underwear.

**FOREIGN DRY GOODS** have been in irregular demand at first hands. Velvets, velvet ribbons, British dress goods, ladies' cloths and cloakings were severally in improved request, but silks, linens, white goods and laces were lightly dealt in, and men's wear woollens were sluggish. Jobbers from distant markets have been the principal buyers, but there are indications of a more general demand in the early future.

**Importations of Dry Goods.**

The importations of dry goods at this port for the week ending July 19, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

Manufactures of—	Week Ending July 20, 1882.		Since Jan 1, 1882.		Week Ending July 19, 1883.		Since Jan. 1, 1883.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Woolen	1,349	635,964	27,386	11,945,705	2,183	821,567	25,603	10,663,693
Cotton	1,440	451,080	45,151	11,853,198	1,357	829,407	44,193	14,186,568
Silk	1,543	855,851	36,543	20,195,289	1,979	1,073,655	44,127	14,876,367
Flax	2,093	233,792	48,408	8,225,675	1,566	173,383	47,751	7,588,506
Miscellaneous	1,134	201,012	64,733	5,220,961	902	181,352	69,192	4,093,845
Total	7,556	2,407,689	215,916	60,440,751	7,936	2,724,919	198,017	49,407,979
Woolen	527	211,467	8,826	3,656,325	901	320,237	16,750	6,898,468
Cotton	319	66,571	7,341	2,239,317	211	42,737	18,879	4,061,830
Silk	519	178,025	4,435	3,187,816	875	456,928	10,681	5,997,997
Flax	504	108,314	13,313	2,282,754	460	105,913	14,663	2,531,761
Miscellaneous	48	10,853	76,056	1,417,444	1,619	44,190	85,2	1,626,675
Total	1,665	533,230	110,171	12,783,886	4,096	969,368	141,825	20,711,226
Entered for consumption	7,356	2,407,689	215,916	60,440,751	7,936	2,724,919	198,017	49,407,979
Total at the port	11,426	3,349,701	317,245	74,430,391	11,844	3,509,237	399,842	70,119,205

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.

ENTERED FOR WAREHOUSE DURING SAME PERIOD.

ENTERED FOR WAREHOUSE DURING SAME PERIOD.

Customs Districts.	Barkley.		Indian corn.		Oats.		Rye.	
	Bushels.	Dollars.	Bushels.	Dollars.	Bushels.	Dollars.	Bushels.	Dollars.
New York	380	2,418,072	1,350,300	9,214	33,892	8,351	4,731	385,766
Boston	380	4,629,134	329,431	14,211	400	10,380	271,653	2,716,539
Philadelphia	380	721,284	432,677	3,015	11,580	513	92,842	928,432
Baltimore	380	658,823	400,731	20	67	30	32	92,842
New Orleans	380	473,123	272,124	7	346	41	32	92,842
San Francisco	380	473,123	272,124	7	346	41	32	92,842
Chicago	380	473,123	272,124	7	346	41	32	92,842
Detroit	380	473,123	272,124	7	346	41	32	92,842
Huron	380	473,123	272,124	7	346	41	32	92,842
Key West	380	473,123	272,124	7	346	41	32	92,842
Miami	380	473,123	272,124	7	346	41	32	92,842
Total, June, 1883	27,892	198,097	131,650	1,125	48	18	4	18
Total, June, 1882	8,873	5,786,387	3,604,647	28,605	95,087	16,789	10,380	385,736
Total, 12 mos. ended June 30, '83	428,472	1,071,040	870,870	50,896	83,274	10,812	10,812	92,842
Total, 12 mos. ended June 30, '82	428,472	1,071,040	870,870	50,896	83,274	10,812	10,812	92,842
Total, 12 mos. ended June 30, '82*	202,085	43,148,889	28,814,011	125,312	514,518	250,514	873,897	946,056

Customs Districts.	Wheat.		Wheat flour.		Total values for the month of—		Total values for the twelve months ended—	
	Bushels.	Dollars.	Bushels.	Dollars.	June, 1883.	June, 1882.	June 30, '83.	June 30, '82.
New York	1,510,478	1,776,874	243,760	1,830,837	\$4,968,483	\$1,339,057	\$83,321,133	\$76,282,433
Boston	29,914	36,692	146,839	1,605,619	1,481,264	638,921	13,192,357	11,736,446
Philadelphia	356,424	424,260	28,524	163,524	931,098	453,094	9,448,332	9,448,332
Baltimore	857,767	1,022,622	15,087	90,070	1,577,042	407,857	12,477,300	12,477,300
New Orleans	3,489	3,489	18,978	18,978	419,791	133,135	3,152,952	3,152,952
San Francisco	68,239	716,437	130,347	656,648	1,895,989	2,100,691	31,420,462	31,420,462
Chicago	43,430	46,291	1,407	5,056	324,971	21,530	2,921,348	2,921,348
Detroit	18,000	17,000	300	1,550	21,484	5,614	1,953,810	1,953,810
Huron	2,000	2,204	3,668	21,091	96,931	5,614	1,953,810	1,953,810
Key West	2,000	2,204	3,668	21,091	96,931	5,614	1,953,810	1,953,810
Miami	2,000	2,204	3,668	21,091	96,931	5,614	1,953,810	1,953,810
Total, June, 1883*	4,400,341	5,419,236	595,610	3,427,226	\$11,345,936	\$2,770,126	202,971,491	177,001,396
Total, June, 1882*	101,971,133	118,458,429	460,408	5,044,848	11,345,936	9,270,126	92,971,491	177,001,396
Total, 12 mos. ended June 30, 1882*	92,822,732	110,453,563	353,194	3,936,705	121,630	9,270,126	202,971,491	177,001,396

**THE DRY GOODS TRADE.**  
FRIDAY, P. M., July 20, 1883.

The situation in the dry goods trade has not materially changed the past week. Agents for domestic manufacturers have experienced a better demand for certain autumn fabrics, as dress goods, sackings, prints, gingham, &c., and there was such a steady call for staple goods, and for small parcels of summer fabrics required for immediate consumption, that the volume of business in this connection was fairly satisfactory. There was a moderate and somewhat irregular movement in foreign goods from first hands, and the jobbing trade (though naturally quiet) was of fair proportions for the time of year. The outcome of the spring business has been much more favor-

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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.

**The Old National Bank**  
OF GRAND RAPIDS, MICH.

Capital Limit, - - - - - \$1,500,000  
Capital Paid in, - - - - - 400,000

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 capital (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.

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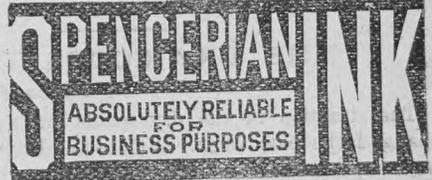
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