

# THE Commercial & Financial CHRONICLE,

Bankers' Gazette, Commercial Times, Railway Monitor, and Insurance Journal.  
A WEEKLY NEWSPAPER,  
REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 8.

NEW YORK, MAY 15, 1869.

NO. 203.

## Bankers and Brokers.

**Marquand, Hill & Co.,**  
BANKERS AND BROKERS,  
37 WALL STREET,  
New York.

JOHN P. MARQUAND, GEORGE H. B. HILL,  
Stocks, Bonds and Gold, bought and Sold on commission. Business Paper Negotiated.

**Knauth, Nachod & Kuhne**  
BANKERS,  
New York, AND Leipzig, Saxony,

51 BROAD ST. AND 85 BRUHL.  
DRAW IN SUMS TO SUIT  
On the principal cities of Germany, Switzerland, England, France, Sweden, Norway, Holland, Belgium, Russia, Italy, Spain, Denmark, &c.  
Issue Letters of Credit for Travelers, available in all parts of Europe.

**BLAKE BROTHERS & Co.,**  
52 Wall Street, New York.

AND  
28 STATE STREET, BOSTON,  
EXCHANGE ON LONDON,  
And Sterling Credits,  
DEALERS IN COMMERCIAL PAPER.  
Buy and Sell Massachusetts and New York State Stocks.  
Government Securities, Stocks Bonds, and Gold, bought and sold strictly on Commission.

**Citizens Bank of Louisiana**  
Capital and Reserved Fund.....\$2,500,000.  
AGENCY,

**A. D. SELLECK, 37 Pine St, N.Y.**  
DRAW ON  
London Joint Stock Bank, Marcuard, Andre & Co.  
Baring, Brothers & Co., Fould & Co.,  
LONDON, PARIS,  
In sums to points suiting buyers of Sterling or Francs.

**HATCH, FOOTE & Co.,**  
BANKERS  
AND DEALERS IN GOVERNMENT SECURITIES,  
GOLD, &c.  
No. 12 WALL STREET.

GEORGE OPDYKE, WM. A. STEPHENS  
G. FRANCIS OPDYKE.  
BANKING HOUSE OF  
**GEO. OPDYKE & Co.,**  
NO. 25 NASSAU STREET,  
(Corner of Cedar street.)

DEPOSITS received from Individuals, Firms, Banks, Bankers and Corporations, subject to check at sight, and interest allowed at the rate of FOUR per cent per annum.  
CERTIFICATES OF DEPOSIT issued, bearing FOUR per cent interest, payable on demand, or after fixed dates.  
COLLECTIONS made on all accessible points in the United States, Canada and Europe. Dividends and Coupons also collected, and all most promptly accounted for.  
ORDERS promptly executed, for the purchase and sale of Gold; also, Government and other Securities, on commission.  
INFORMATION furnished, and purchases or exchanges of Securities made for Investors.  
NEGOTIATIONS of Loans, and Foreign Exchange effected.

## Bankers and Brokers.

**WILLIAM ALEXANDER SMITH & CO.,**  
BANKERS,  
No. 40 Wall Street, New York.

DEPOSITS received and interest allowed at best Current Rates.  
GOVERNMENT and STATE SECURITIES, GOLD, RAILROAD BONDS, STOCKS, etc., bought and Sold on Commission.  
ADVANCES made upon approved Securities.  
COLLECTIONS made, and Loans Negotiated.

LANCASTER & Co., Richmond. BROWN, LANCASTER & Co., Baltimore.

**SOUTHERN SECURITIES.**

**LANCASTER, BROWN & CO.,**  
23 Nassau Street,

OFFER FOR SALE:  
Chesapeake and Ohio 1st mtg. 7 p. c. bonds, principal and interest in gold, at 95 and interest.  
Petersburg Railroad 1st mtg. 8 p. c. bonds (mtg. \$6,000 per mile), at 92½ and interest.  
South Side Railroad 1st mtg. 8 p. c. bonds (mtg. \$6,000 per mile), at 85.  
Richmond and York River 1st mtg. 8 p. c. bonds (mtg. \$7,000 per mile), at 85.  
Piedmont RR. 1st mtg. 8 p. c. (mtg. \$10,000 per mile), at 90.  
Norfolk and Petersburg RR, 2d mtg. 8 p. c. bonds (mtg. \$14,000 per mile, including 1st mtg.), at 82½.  
Columbia and Augusta RR. 1st mtg. 7 p. c. bonds (mtg. \$12,000 per mile), at 80.  
Richmond and Danville RR. 1st mtg. 6 p. c. bonds (mtg. \$14,000 per mile), at 73.

**White, DeFreitas & Rathborne,**

Bankers and Brokers, 17 Broad St.  
Government Securities, Gold, Stocks and Bonds, bought and sold exclusively on Commission at the New York Stock Exchange.  
Interest allowed on Deposits.  
Refer to WM. H. COX, Esq., Cashier, Mechanics National Bank.

**STOKER, TAYLOR & Co.,**  
BANKERS,

21 NASSAU STREET, NEW YORK.  
Sight and Time Bills on LONDON, LIVERPOOL, EDINBURGH and DUBLIN, PARIS, BREMEN, HAMBURG, BERLIN, FRANKFORT-ON-THE-MAIN, VIENNA, etc.  
STOCKS, BONDS and GOLD BOUGHT AND SOLD ON COMMISSION.  
COLLECTIONS made in all parts of Europe.

**SWAN & PAYSON,**

BANKERS AND BROKERS.  
50 WALL STREET, NEW YORK.  
GOVERNMENT SECURITIES, STOCKS, BONDS and GOLD, Bought and Sold on Commission.  
OTIS D. SWAN. GEO. P. PAYSON, of the New York Stock Exchange. WM. S. ALEXANDER, Jr.

W. P. VAN DEURSEN, Chicago. SWAN & PAYSON New York.  
**W.P. VanDeursen & Co.,**  
BANKERS and BROKERS,  
106 LASALLE ST., (UNION BANK BUILDING).  
CHICAGO, ILLINOIS.

Buy and sell STOCKS, GOVERNMENT SECURITIES and GOLD, on Margins—or for Investors at NEW YORK RATES.  
GOLD DRAFTS ON NEW YORK FOR SALE.

## Bankers and Brokers.

**McKim, Brothers & Co.,**  
No. 47 Wall Street, New York.

BANKERS AND BROKERS,  
DEALERS IN GOVERNMENT SECURITIES AND DOMESTIC AND STERLING EXCHANGE.  
Stocks, Bonds and Gold bought and Sold exclusively on Commission. Interest allowed on Deposit Accounts

**TANNER & Co.,**

BANKERS AND BROKERS,  
No. 49 Wall street, N. Y.,  
DEALERS IN  
AMERICAN AND FOREIGN GOLD,  
AND SPECIE OF ALL KINDS,

Which they have on hand for immediate delivery. United States Government Securities, Foreign and Domestic exchange. Particular attention given to Collections at all points in the United States, Canada and Europe. Remittances made, Loans negotiated and made on securities and business paper. Interest allowed on Deposits, subject to draft at sight. Orders executed at the Gold and Stock Exchange with promptness. Contracts in Gold and Stocks carried on the most favorable terms.

**CIRCULAR NOTES**

AND  
CIRCULAR LETTERS OF CREDIT  
FOR  
TRAVELERS,  
AVAILABLE IN ALL PARTS OF EUROPE  
ALSO,  
COMMERCIAL CREDITS,  
ISSUED BY

**MORTON, BLISS & Co.**

BANKING HOUSE OF

**LUTHER KOUNTZE,**

52 Wall Street, New York.

Deposits received from Banks and Individuals, subject to check at sight, and interest allowed thereon at FOUR PER CENT per annum.  
Collections made throughout the United States, the British Provinces and Europe.  
Governments Securities bought and sold.

**VERMILYE & Co.,**  
BANKERS,

Removed to Nos. 16 and 18 Nassau Street, New York,

DEALERS IN ALL ISSUES OF  
GOVERNMENT SECURITIES  
AND IN

GOLD AND GOLD COUPONS,  
BUY AND SELL ON COMMISSION  
RAILWAY STOCKS, BONDS AND  
GOLD,  
MAKING LIBERAL ADVANCES.

Interest on

## Financial Notices

## Treasury Department.

APRIL 14, 1869.

NOTICE IS HEREBY GIVEN THAT THE Interest Coupons PAYABLE ON THE FIRST DAY OF JULY NEXT, will be paid on presentation at the proper office, upon a rebate of interest at the rate of six per cent per annum in gold.

GEO. S. BOUTWELL,  
Secretary of the Treasury.

S. McCLEAN & CO.,  
BANKERS,  
Pittsburgh, Pa.

## BROOKS'

## Circular Interest Tables

Show the Interest on any amount at a glance.

By Mail, Postpaid, \$1.

Agents wanted for every city and State.

A. S. BARNES &amp; CO., 111 and 113 William street, N. Y.

## REMOVAL.

## Jacquelin &amp; DeCoppet

HAVE REMOVED THEIR OFFICE

TO NO. 18 NEW STREET.

## H. C. HARDY &amp; SON,

No. 4 Wall Street, New York.

Execute orders at the New York Stock, Government and Gold Exchanges, in person, and transact a General Banking, Exchange, and Brokerage Business.

## MUNROE &amp; Co.,

AMERICAN BANKERS.  
NO. 7 RUE SCRIBE, PARIS,

## JOHN MUNROE &amp; Co.,

NO. 8 WALL STREET, NEW YORK.

Issue Circular Letters of Credit for Travellers in all parts of Europe, etc., etc. Exchange on Paris.

## RIDER &amp; CORTIS,

73 BROADWAY, NEW YORK

Successors to

SAML. THOMPSON'S NEPHEW, AND ABM. BELI SONS.

Sterling Exchange business. Drafts on England and Scotland.

Bankers furnished with Sterling Bills of Exchange, and through passage tickets from Europe to all parts of the United States.

## RAILROAD INVENTIONS

For Greater Safety.

The under part of the rail has feet straight or angular to prevent the moving of the rail on the sleepers. Two or more or less run parallel on the bottom, so as to press in the sleepers an inch more or less or they may be made open, V fashion, and pieces thicker and wider across each end of the rail in chairs to be mortised into the wood, overlaid with sheet lead, or any other device on the bottom to keep the rail in its place, slats or circles open on the sides, with raised neck for the spikes or screws. The wheels with one flange or more not rounded, but straight flat, 25 degrees about; the barrel or bearing crowned like a keg or enlarged at the outer end like a keeler or rail, and elongated to fit on curves; the centre of wheels extended tubular to receive the axle; another wheel of less diameter with tube on the axle to keep it from bending and catch the car and keep it safely in case of accident. These rails of steel are for sale, as well as iron with chemically prepared burden tops, wheels, etc., etc., or any part of them, or 1,000 tons of each, or less will be furnished to companies on demand, or a royalty will be charged by the inventor.

A. BEEBE,

78 Cedar Street.

## Safes For Sale

ATAVEYLOWPRCE.

The advertiser having taken in trade two Fire and Burglar Proof Safes will sell them for Cash much below cost. The Safes are perfectly new, never having been removed from the store of the manufacturer and are of the best make and patent. Address

SAFE, P.O. Box 5,650.

## Bankers and Brokers

HARVEY FISK,

A. S. HATCH.

## Office of FISK &amp; HATCH,

Bankers &amp; Dealers in Gov't Securities,

No. 5 Nassau Street, New York.

Opposite U. S. Sub Treasury.

We receive the accounts of Banks, Bankers, Corporations, and others, subject to check at sight, and allow interest on balances. We make collections on all points in the United States and Canada, and issue Certificates of Deposit available in all parts of the Union.

We buy and sell at current rates, all classes of Government Securities, the Bonds of the Central Pacific Railroad Company; also Gold and Silver coin and Gold coupons.

We buy and sell at the Stock Exchange miscellaneous Stocks and Bonds, on commission, for cash.

We offer also the United States Six-per-cent. Thirty Year Currency Bonds, issued in aid of the Pacific Railroad, which are widely esteemed by moneyed corporations, as the longest Six-per-cent. Government Bond in the market.

Communications and inquiries by Mail or Telegraph will receive attention.

## FISK &amp; HATCH.

## J. L. Brownell &amp; Bro.,

BANKERS &amp; BROKERS,

28 BROAD STREET, NEW YORK,  
Stocks, Bonds, Government Securities and Gold Bought and Sold exclusively on commission.  
Accounts of Banks, Bankers and Individuals received on favorable terms.

REFERENCES:  
J. H. FONDA, Pres. National Mech. Banking Ass. N. Y.  
C. B. BLAIE, Pres. Merchants' Nat. Bank Chicago.

## LOCKWOOD &amp; Co.,

BANKERS,

No. 94 BROADWAY & No. 6 WALL STREET.  
DEALERS IN GOVERNMENT AND OTHER SECURITIES.

Interest allowed upon deposits of Gold and Currency, subject to Check at Sight. Gold loaned to Merchants and Bankers upon favorable terms.

## FRANK &amp; GANS,

BANKERS AND DEALERS IN U. S. GOVERNMENT SECURITIES.

No. 14 WALL STREET

J. M. WEITH,

GEO. ARENTS

## J. M. Weith &amp; Arents,

Late Ragland, Weith &amp; Co.,

DEALERS IN SOUTHERN AND MISCELLANEOUS SECURITIES,

NO. 9 NEW STREET.

Loans Negotiated.

## Lounsbury &amp; Fanshawe,

BANKERS AND BROKERS,

NO. 8 WALL STREET, NEW YORK

Government Securities,  
Gold and Foreign Exchange.

RICHARD P. LOUNSBURY. WILLIAM S. FANSHAW

## R. T. WILSON &amp; Co.,

LATE

WILSON, CALLAWAY & CO.,  
Bankers and Commission Merchants,

NO. 44 BROAD STREET, NEW YORK.  
Government Securities, Stocks, Bonds and Gold bought and sold on the most liberal terms. Merchants Bankers and others allowed 4 per cent on deposits. The most liberal advances made on Cotton, Tobacco, &c., consigned to ourselves or to our correspondents Messrs. K. GILLIAT & CO., Liverpool.

## Insurance.

## ORIGINAL CHARTER 1798.

OFFICE OF THE

## New York Mutual

INSURANCE COMPANY.

NO. 61 WILLIAM STREET.

NEW YORK, January 19, 1869.

This Company having been in successful Operation for over 70 Years,

The Trustees submit the following statement of the affairs of the Company in conformity with the requirements of the Charter:

Outstanding Premiums to December 31, 1867..\$75,582 43  
Premiums received since.....279,232 02  
Total.....\$354,813 45

No Policies have been issued upon Life Risks, nor upon Fire Risks, disconnected with Marine Risks.  
Earned Premiums to January 1, 1869.....\$280,916 74

Losses and Expenses.....\$151,919 03  
Return Premiums.....19,380 35

The Company have the following Assets:  
Cash in Banks.....\$37,461 80  
United States Stocks.....292,862 50  
Bank, City and other Stocks.....203,452 20  
Loans on Stocks, and Cash due the Company.....28,551 70  
Real Estate, bonds and mortgages.....92,000 00  
Total.....\$654,331 20

Premium Notes and Bills Receivable.....84,228 96  
Salvage, Re-insurance, Accrued Interest and other Claims due the Company.....25,417 11  
Insurance Scrip and Sundry Notes at estimated value.....24,916 25  
Total.....\$788,923 52

SIX PER CENT Interest on the outstanding Certificates of Profit will be paid on and after Tuesday the 9th day of February, 1869.

FORTY PER CENT DIVIDEND, and the United States Tax, is declared on the net earned premiums entitled thereto, for the year ending 31st December, 1868, for which certificates may be issued on and after the 1st day of May next.

THE OUTSTANDING CERTIFICATES OF PROFITS of the issue of 1859, and FIFTY PER CENT of the issue of 1860, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 9th day of February next, from which date all interest thereon will cease. The Certificates to be presented at the time of payment and cancelled to that extent.

By order of the Board.  
W. P. HANSFORD, Secretary.

## TRUSTEES:

Stewart Brown, Edward Kaupé,  
Stephen Johnson, Henry Oelrichs,  
Arthur Leary, James R. Smith,  
Henry Meyer, George Mosle,  
Edward H. R. Lyman, Gustave H. Kissel,  
George Moke, Gerhard Janssen,  
E. V. Thebaud, William Paxson,  
Francis Hathaway, John H. Earle,  
Lloyd Aspinwall, Francis Skiddy,  
E. P. Fabbri, Charles Lamson,  
JOHN H. LYLELL, President.  
THEO. B. BLEECKER, Jr., Vice-President.

For the convenience of its customers this Company have made arrangements to issue policies and certificates payable in London at the Banking House of Messrs. DENNISTOUN, CROSS & CO.

## THE NORTH BRITISH AND Mercantile Insurance Co

OF LONDON AND EDINBURGH.

PAID UP CAPITAL AND ACCUMULATED FUNDS \$14,044,635 31 IN GOLD.

UNITED STATES BRANCH OFFICE, 50 WILLIAM STREET, NEW YORK.

EZRA WHITE, } Associate Managers  
T. C. ALLYN, }  
CHAS. E. WHITE, Assistant Manager.

## HARTFORD

FIRE INSURANCE COMPANY OF HARTFORD, CONN.

Capital and Surplus \$2,000,000.

Geo. M. COIT, Sec'y. GEO. L. CHASE, Pres't

PHOENIX FIRE INSURANCE CO., OF HARTFORD, CONN.

Capital and Surplus \$1,400,000.

D. W. C. SKILTON, Sec'y. H. KELLOGG, Pres

Losses promptly adjusted by the Agents here, and paid in current money.

WHITE ALLYN & CO., Agents,  
NO. 50 WILLIAM STREET.

## Queen Fire Insurance Co

OF LIVERPOOL AND LONDON.

AUTHORIZED CAPITAL.....£2,000,000 Stg.  
SUBSCRIBED CAPITAL.....1,893,226  
PAID UP CAPITAL AND SURPLUS.....\$1,432,840

Special Fund of \$200,000

Deposited in the Insurance Department at Albany.

UNITED STATES BRANCH, No. 117 BROADWAY, N. Y.

GEORGE ADLARD, Manager  
WILLIAM H. ROSS, Secretary.

**Boston Bankers.**

**Page, Richardson & Co.,**  
**BANKERS,**  
 70 State Street, Boston.  
 Bills of Exchange, and Commercial and Travelers' Credits issued on

The City Bank, }  
 AND } LONDON.  
**Robert Benson & Co.,** }  
 AND }  
 Munroe & Co. }  
 AND } PARIS.  
**Marcuard, Andre & Co.,** }

Circular Notes available for Travelers in all parts of Europe and the East.

**Dupee, Beck & Sayles,**  
**STOCK BROKERS,**  
 NO. 22 STATE STREET, BOSTON.  
 JAMES A. DUPEE. JAMES BECK. HENRY SAYLES.

**EVERETT & Co.,**  
 28 State Street, Boston,  
 AGENTS FOR

**AUGUSTINE HEARD & CO.,**  
 OF CHINA AND JAPAN.  
 Advances made on consignments of approved merchandise.

**Philadelphia Bankers.**

**AUSTIN & OBERGE,**  
 313 WALNUT STREET,  
**PHILADELPHIA.**  
**Commission Stock Brokers.**  
 BELL AUSTIN. CHAS. H. OBERGE

**PHILADELPHIA**  
**NOTES, DRAFTS, & C., & C.**  
 COLLECTED AND REMITTED FOR ON DAY OF PAYMENT, BY THE

**Union Banking Company**  
 N. E. Cor. 4th & Chestnut Sts.,  
**PHILADELPHIA.**  
 N. C. MUSSELMAN, President.  
 E. F. MOODY, Cashier.

All other BANKING BUSINESS IN PHILADELPHIA entrusted to us will receive our prompt attention.

**Southern Bankers.**

**WASHINGTON.**

**FIRST NATIONAL BANK OF WASHINGTON.**

H. D. COOKE (of Jay Cooke & Co.) President.  
 WM. S. HUNTINGTON, Cashier.

**Government Depository and Financial Agent of the United States.**

We buy and Sell all classes of

**Government Securities**

of the most favorable terms, and give especial attention to

**Business connected with the several Department of the Government.**

Full information with regard to Government Loans at all times cheerfully furnished.

**LANCASTER & Co.,**

**BANKERS AND STOCK AND EXCHANGE BROKERS,**

No. 1113 Main Street, Richmond, Va.

**BROWN, LANCASTER & CO.,**

No. 90 SOUTH STREET, BALTIMORE, MARYLAND.

**LANCASTER, BROWN & CO.,**

No. 23 NASSAU STREET, NEW YORK.

ROBT H. MAURY JAS. L. MAURY. ROBT T. BROOKE.

**R. H. MAURY & Co.,**

**BANKERS & BROKERS,**

No. 1014 MAIN ST. RICHMOND, VA.

Sterling Exchange, Gold and Silver, Bank Notes, State, City and Railroad Bonds and Stocks, &c., bought and sold on commission.

Deposits received and Collections made on all accessible points in the United States.

N. Y. Correspondent, VERMILYE & CO.

**J. L. Levy & Salomon,**

**STOCK BROKERS AND EXCHANGE DEALERS,**

28 CARONDELET ST. N. ORLEANS.

General Partners.—J. L. LEVY; E. SALOMON, formerly of E. J. Hart & Co.

Partners in Commend.—E. J. HART; DAVID SAIGON, of New York.

Collections made on all points.

**Western Bankers.**

**GILMORE, DUNLAP & Co.,**

108 & 110 West Fourth Street,

CINCINNATI, OHIO.

Dealers in **GOLD, SILVER** and all kinds of

**GOVERNMENT BONDS.**

**COLLECTIONS MADE** at all accessible points and remitted for on day of payment.

**CHECKS ON LONDON AND PARIS FOR SALE**

G. P. EMRICH, President. S. R. BONEWITZ, Cashier.

**THE COMMERCIAL BANK**

OF

**WOOSTER, OHIO.**

Dealers in Foreign and Domestic Exchange, Gold, and Silver Coin and Government Securities.

Collections promptly made on all accessible points.

NEW YORK CORRESPONDENTS.

National Park Bank. Henry Clews & Co., Bankers.  
 Nat. Broadway Bank. Kidd, Pierce & Co., Bankers.  
 Importers & Traders National Bank.

ISAAC HARTER. G. D. HARTER. M. D. HARTER.  
**BANKING HOUSE OF**

**Isaac Harter & Sons,**

**CANTON, OHIO.**

(ESTABLISHED 1854.)

**Special Attention given to the collections of Banks, Bankers and Merchants.**

THE  
**COMMERCIAL NATIONAL BANK**  
 of Chicago.

Capital.....\$500,000

H. F. EAMES, President. WM. H. FERRY, Vice-Pres.  
 M. D. BUCHANAN, Cashier. GEO. L. OTIS, Assist. Cash.

**DIRECTORS.**

H. F. Eames—Director of National City Bank of Ottawa, Ill.

Wm. H. Ferry—Director of First National Bank of Utica, N. Y., and Chicago & Northwestern RR. Co.

Albert Keep—Director of Michigan Southern and Northern Indiana RR. Co. and of Henry and Albert Keep.

Alfred Cowles—Secretary and Treasurer and Director of Chicago Tribune Co.

P. R. Westfall, of Merchants, Farmers and Mechanics Savings Bank.

Henry W. King, of Henry W. King & Co.

N. O. Williams, of Fitch, Williams & Co.

H. Z. Culver, of Culver, Page & Co.

Henry H. Taylor, Farm Machinery Warehouse.

E. F. Pulsifer, of E. F. Pulsifer & Co.

Wm. H. Kretzinger, lumber merchant.

S. W. Ransom, manufacturer of boots and shoes.

Bacon Wheeler (retired).

**L. A. BENOIST & Co.,**

**BANKERS,**

**ST. LOUIS, MISSOURI.**

Buy and Sell Exchange on all the principal cities of the United States and Canadas. Also

**Drafts on London and Paris for Sale.**

P. HAYDEN. JOS. HUTCHESON. W. B. HAYDEN.

**Hayden, Hutcheson & Co**

**BANKERS,**

NO. 13 S. HIGH STREET,

**COLUMBUS, OHIO,**

Do General Banking, Collection, and Exchange Business.

**SECOND NATIONAL BANK,**

**TITUSVILLE, PENN.,**

Capital - - - - - \$200,000

Deposited with U. S. Treasurer to secure Circulation and Deposits \$500,000.

G. C. HYDE, Cashier. CHAS. HYDE, Pres't.

**NATIONAL BANK OF THE STATE OF MISSOURI.**

**in St. Louis.**

ESTABLISHED 1837.

Capital paid in .....\$3,410,300

This Bank, having reorganized as a National Bank, is now prepared to do a general banking business.

Government Securities, Coin, Gold Dust and Bullion bought and sold at current rates. Special attention given to collections throughout the West.

JAMES H. BRITTON, Pres. CHAS. K. DICKSON

EDWARD P. CURTIS, Cashier.

**Bankers and Brokers.**

**FIRST NATIONAL BANK OF IDAHO**

**Boise City, I. T.**

Organized March 11, 1867, (with circulation), under Act of Congress approved June 3, 1864.

CAPITAL, \$100,000. AUTHORIZED CAPITAL, \$500,000

B. M. DURELL, Pres. C. W. MOORE, Cashier.

New York Correspondent.—National Bank of North America.

Collections on the principal places in Idaho Territory promptly attended to. "Telegraph Transfer," Sight and Time Exchange, for Gold or Currency, can be purchased on this Bank, of National Bank North America, New York City; National Bank of Commerce, Boston, Mass.

**NATIONAL**

**Life Insurance Company**

OF THE

**UNITED STATES OF AMERICA.**

WASHINGTON, D C

Chartered by Special Act of Congress.

**CASH CAPITAL, \$1,000,000.**

PAID IN FULL.

**Branch Office:**

FIRST NATIONAL BANK BUILDING.

**PHILADELPHIA.**

To which all general correspondence should be addressed.

**Officers:**

CLARENCE H. CLARK, President.

JAY COOKE, Chairman Finance and Executive Committee.

HENRY D. COOKE, Vice-President.

EMERSON W. PEET, Secretary and Actuary.

This Company, National in its character, offers, by reason of its Large Capital, Low Rates of Premium and New Tables, the most desirable means of Insuring Life yet presented to the public.

JAY COOKE & CO., 216 Broadway, New York.

General Agents for New York State and Northern New Jersey

**Managers:**

J. U. ORVIS D C WEITMAN

**Bank Statements.**

**REPORT OF THE CONDITION OF THE**

**MARKET NATIONAL BANK.**

In New York, in the State of New York, at the close of business on the 17th day of April, 1869:

**RESOURCES**

Loans and discounts.....	\$2,250,883 70
Commercial paper.....	\$1,430,296 25
Demand loans on United States bonds.....	308,350 00
Do on other stocks and securities.....	503,237 50
Bad debts (see section 38).....	1,573 41
Indebtedness of directors.....	180,837 50
Overdrafts.....	2,680 16
(United States bonds to secure circulation.	672,000 00
Other stocks, bonds and mortgages (as per schedule).....	2,700 00
Due from other national banks (as per schedule).....	92,565 41
Due from other banks and bankers (as per schedule).....	21,083 46
Banking-house.....	35,000 00
Current expenses.....	\$12,251 62
Taxes paid.....	9,891 80
Cash items, including stamps (as per schedule).....	39,911 97
Exchanges for Clearing-house.....	382,142 95
Bills of other national banks.....	40,091 00
Bills of State banks.....	285 00
Fractional currency, including nickels.....	3,994 40
Specie, viz.: Coin.....	\$10,603 56
Gold Treasury notes 117,240 00	
Checks on other banks payable in gold.....	23,216 28
Legal tender notes.....	3,852 00
Three per cent certificates.....	300,000 00
<b>Total.....</b>	<b>\$4,325,048 61</b>

**LIABILITIES.**

Capital stock paid in.....	\$1,000,000 00
Surplus.....	311,197 56
Discount.....	\$30,332 41
Exchanges.....	951 11
Interest.....	20,016 51
Profit and loss.....	937 99
Circulating notes received from Comptroller.....	\$594,500 00
Less amount on hand.....	4,477 00
Amounting outstanding.....	590,023 00
State bank circulation outstanding.....	8,000 00
Individual deposits.....	\$1,806,573 92
Certified checks.....	185,421 18
Uncollected checks.....	322,100 00
Due to national banks (as per schedule).....	70,467 87
Due to other banks and bankers (as per schedule).....	27,187 03
Dividends unpaid.....	1,540 00
<b>Total.....</b>	<b>\$4,325,048 61</b>

I, A. GILBERT, Cashier of the Market National Bank, of New-York, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

A. GILBERT, Cashier.

Correct—Attest,

HENRY LYLES, Jr., }  
 GEO. B. WHITFIELD, } Directors.  
 B. N. FOX, }

State of New York, County of New York.—Sworn to and subscribed before me this 22d day of April, 1869.

THOS. HINWOOD,

Notary Public in and for the County of New York.

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# THE Commercial & Financial CHRONICLE,

Bankers' Gazette, Commercial Times, Railway Monitor, and Insurance Journal.  
A WEEKLY NEWSPAPER,  
REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 8.

SATURDAY, MAY 15, 1869.

NO. 203.

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## The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is issued every Saturday morning by the publishers of Hunt's Merchants' Magazine, with the latest news up to midnight of Friday.

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### THE FINANCIAL SITUATION.

The suspense and uncertainty as to the Treasury policy produced a short time ago a good deal of uneasiness in financial circles, the depressing effects of which were diffused throughout the mercantile and industrial movements of the country. Now that Mr. Boutwell has told us what he means to do, it is only fair to look for a general responsive reaction in business. And this is especially to be anticipated, inasmuch as the policy which he has marked out for himself is generally approved as sound, conservative and safe.

The chief point to which apprehension was directed, was the money market. The frequent spasms and severe pressure which have distinguished the experience of the past six months, and have marked it out as the most troubled semi-annual period known in the New York money market for very many years, has so disturbed the financial machinery and demoralized financial confidence, that the reaction may be slow. Still as there is now good reason for anticipating monetary ease for some months to come, the usual results of business activity and speculative excitement are pretty sure to develop themselves before long.

In contemplating the late perturbations in monetary affairs, it is impossible to resist the conviction that we are in a state

of transition to some new financial conditions which may greatly modify the future movements of commerce and trade. In all our large cities, and in this more than any where else, men of experience tell us that business is changing. Capital moves in larger masses than formerly, and for the time being the concentration of the moneyed power seems to be working to the impoverishment of the many and the gain of the few. A year or two ago the banks of this city would have considered it a violation of good faith towards their dealers to attempt to charge more than 7 per cent,—the legal rate of interest—for any accommodation which it was possible for the bank to render. Now there are but very few banks in New York whose books do not show transactions during March and April at usurious rates. Such is the change in public opinion, that there is no attempt at concealment. The charging high rates of interest began with the private bankers; then one or two national banks adopted it, and now all have, more or less, fallen into the practice. This, however, is but one of the numerous symptoms of the concentration of capital in a few hands.

The transition state through which our finances are passing may be further illustrated by the absorption of our floating capital into fixed forms. How far this process has gone, what prodigious amounts of money have been invested in the South, in the West, and indeed in every section of the country, we may form some idea by noting the vast numbers of new buildings which are rising up in every town, city, and village where there is any industrial enterprise, commercial activity or agricultural progress. Our railroads are being extended and are doing for the most part a profitable business. The great trunk lines of the South are all resuscitating and several new pathways of commerce are being projected to connect the Atlantic with the Pacific.

Now all these improvements cost money. They absorb large amounts from the reservoir of floating capital and fix it in permanent forms, so that to render it inaccessible as loanable funds for borrowers. We thus have a severe depletion of the streams of loanable money, and at the same time there is an impulse given to the demand for loans. Such a state of things can scarcely fail to produce monetary spasms and except the bank machinery is extremely elastic, commercial convulsions are not unlikely to occur. It is one of the greatest triumphs of our national banking system that it has sustained during the past four or five years, such severe strain and pressure as have been imposed upon it by the negotiation of the stupendous aggregates of government loans. But that system will win a still more signal triumph if it carries us through the present financial troubles and through those of the near future, without any more severe spasms than those which we have already experienced. During the next five or six months there will be little danger, as the accumulation of

capital and currency in this metropolis and in the other great financial centers will be such as to render the maintaining of monetary equilibrium an easy task. With the opening of the Fall trade, however, in October and November, renewed pressure is likely to be developed, the preparation for which may well engage the anxious solicitude of our financial men. So long as the national banks do not redeem their notes in New York, the only elasticity which our currency possesses to enable it to meet these recurring strains and spasms is imparted by the movements of the Treasury. By what device Mr. Boutwell will meet the emergency remains to be seen.

#### LAND AND WATER CARRIAGE.

There are those who believe that railroads will soon put an end to inland transportation by water. The growth of the railroad system in this country has been marvelous, and has had a great influence in the reduction of charges for the movement of products. But so far, in the neighborhood of all long water routes, railroads have acted as feeders to them, and have concentrated the traffic of large regions at those central points where the iron road has touched the lake or the river. It has been impossible for the railway to do its business as cheaply as it can be done by water. In the very nature of things the balance is largely in favor of the water route. The difference in the rates charged by either route has, however, been lessening, and it is but a few days since we read in a Chicago paper, that the demand for cars on that particular day for the carriage of grain was in excess of the supply, although the Lake charges to Buffalo were but five cents a bushel. It is claimed by the advocates of cheap railway transportation, that this state of things will be the rule before many years, and that the railroad will soon monopolize the business. At this time wheat is brought by rail from Chicago to New York for 30 cents a bushel, which is actually less than the cost by canal, 32½ cents; but of this last sum 20 cents only are freight and canal tolls. The rest goes for storage, insurance, commissions, elevators, &c. The railroads have carried wheat in the winter at even a less charge than 30 cents, but then and now the charge is no evidence of the cost, and no proof that profit is made. In fact, the charge is part of the "cut-throat" competition of four or five through lines, and while profitable to the grain producer, is ruinous to the companies; which, in the task of distributing breadstuffs to points on the long routes, put their charges at amply remunerative figures.

It may be interesting to compare the charges made by these two methods of transportation, in the view of showing their approach or divergence. The cost of transferring a bushel of grain from the Mississippi river by rail to Chicago, a distance of two hundred miles, is precisely the cost of transportation from Chicago to New York by water, the distance being some fifteen hundred miles. This is a very wide difference, but the disproportion is reduced when the cargo is carried a greater distance by rail, for the cost of handling is the same by the land route whether the car moves one hundred or five hundred miles. And one of the heaviest burdens to which grain is subjected is the charge for handling it at the several places of shipment. A bushel of corn is carried from Chicago via Oswego for 17½ cents, or say 18 cents including the local charge at Oswego. The railway freight for a barrel of flour, which weighs nearly as much as four bushels of corn, is 58 cents from Oswego to New York, or 50 cents to Albany. The cost of transporting the same weight of corn from Oswego to New York is 32 cents by water. From St. Louis to New Orleans the freight in flour is 40 cents, for a distance of twelve hundred miles, a charge that must be reduced if the Mississippi is to be a rival of the Great Northern Water Route from Chicago.

When we consider the enormous extent of the transportation business that reaches New York from the interior, it is difficult to realize how and where the same business could be done if it was transacted on land. Every barge and every canal boat are floating storehouses. They can move at will about the harbor and transfer their cargo to a ship in the East or North river, or at a Jersey dock, or lying moored in the stream. They are limited to no yard or to no particular pier. The freight train is, however, tied down to an iron track. It moves from one place to another only with difficulty and at great expenditure of labor and time. The full train has but little greater capacity than that of a single canal boat. Twenty cars that carry 10,000 bushels are almost matched by the single boat which conveys 8,000. Trains must be limited in frequency and cannot be allowed to run too closely to each other. Delays, minor accidents the heating of a journal, track repairing, would interfere with that frequent succession of trains which would be necessary to transport the enormous tonnage offering, and they would be very sure to bring on inextricable confusion.

But commerce will seek the cheapest route, and whatever tends to remove burthens and lessen charges offers the strongest inducement to which commerce will respond. Slow freight trains can carry grain and flour cheaper than fast trains. Charges for handling must be reduced. Expenses on the water routes must be cut down, and the products of the Great West must be distributed through the East at a cheaper rate than now. The competition of rival routes does this effectually, as the present charges from Chicago to New York, above quoted, show. Competition is more effective than any labored argument that can be made based upon any array of statistics, however imposing.

One error committed by the advocates of new routes from the West to the seaboard is in supposing that the bulk of the breadstuffs from the West go to European and other foreign ports. Hence the great desire to reach the sea, whether by the St. Lawrence or the Mississippi. The trade with Europe really absorbs but a small fraction of the immense product of the Western grain fields. The West Indies and South America require large quantities. But the greater part is consumed at home, and is distributed all over the seaboard States, in the large cities, in the manufacturing towns, and indeed in the smallest villages. For this distribution there is need of the railroad, and very quietly but regularly it does this work, conveying to all the multitudinous stations and depots the products which have found their way to the seaboard and to the centres from which distribution is made. In this distribution, as we remarked above, the railroad which has transported breadstuffs over long distances at losing rates now compensates itself by the amplest tariff that its managers have the face to impose, and they give abundant proof that carriage by water is cheaper than by land.

#### WATERING RAILROAD STOCKS.

The diluting process which commenced with the currency appears to be destined to find its way into everything financial. For the last two years it has had unrestricted sweep in the management of railroad corporations. Most of the leading roads have been subjected to a material increase of their capital, and, on some the "watering" process has been repeated. We have just witnessed a virtual increase of 80 per cent on New York Central; it is proposed to make a fresh addition of 60 per cent on Hudson River, and a similar increase is talked of on Harlem; Fort Wayne is promised a stock dividend of 60 or 65 per cent; Rock Island, it is said, is to have its stock well nigh doubled; an increase of 10 per cent on the consolidated Lake Shore Company is talked of as certain; the Pennsylvania, after an increase of \$7,000,000, es

promise of yet another stock bonus; on the East Pennsylvania a stock dividend of 100 per cent is contemplated; the Macon and Western has increased its stock one third; and New York and New Haven, after a late addition of 50 per cent to its share capital, proposes to make a further liberal distribution of stock. For the purpose of illustrating what has been done in the way of "watering" railroad stocks, within the last two years, we select 28 prominent roads, giving, as follows, the capital stock of each, on the 1st July, 1867, and on the 1st May, 1869, respectively:

	July 1, 1867.	May 1, 1869.	Increase.
Baltimore & Ohio.....	\$16,152,000	\$18,152,000	\$2,000,000
Boston & Lowell.....	1,820,000	2,169,000	339,000
Boston & Maine.....	4,077,000	4,550,000	473,000
Central of New Jersey.....	13,000,000	15,000,000	2,000,000
Chicago & Alton.....	6,311,000	7,566,000	1,255,000
Chicago, Burlington & Quincy.....	10,193,000	12,500,000	2,307,000
Chicago & Northwestern.....	26,155,000	30,911,000	4,756,000
Chicago, Rock Island & Pacific.....	9,100,000	14,600,000	4,900,000
Cincinnati, Hamilton & Dayton.....	3,130,000	3,521,000	391,000
Cleveland & Pittsburg.....	5,391,000	5,958,000	567,000
Connecticut & Passumpsic pref'd.....	1,514,000	1,822,000	308,000
Dubuque & Sioux City.....	3,662,000	4,130,000	468,000
Erie.....	25,111,000	57,502,000	32,391,000
Hudson River.....	9,981,000	13,932,000	3,951,000
Hartford & New Haven.....	3,000,000	3,300,000	300,000
Ill. nois Central.....	23,386,000	25,277,000	1,891,000
Marietta & Cincinnati.....	12,666,000	14,620,000	1,954,000
Michigan Central.....	7,592,000	9,325,000	1,823,000
Michigan Southern.....	10,600,000	12,125,000	1,525,000
Milwaukee & St. Paul.....	10,998,000	15,181,000	4,183,000
Morris & Essex.....	3,500,000	4,523,000	1,323,000
Nashua & Lowell.....	600,000	720,000	120,000
New York Central.....	26,530,000	51,624,000	25,094,000
New York & New Haven.....	6,000,000	9,000,000	3,000,000
New Providence & Boston.....	1,755,000	2,000,000	245,000
Pennsylvania.....	20,600,000	27,040,000	7,040,000
Philadelphia & Reading.....	22,742,000	26,280,000	3,538,000
Providence & Worcester.....	1,750,000	1,900,000	150,000
Total on 28 roads.....	\$287,036,000	\$400,684,000	\$113,648,000

We have here the startling fact that 28 roads whose combined capital in 1867 amounted to \$287,000,000 have since then increased their stock to \$400,000,000; showing an average inflation of 40 per cent; and yet from the proposed stock dividends above alluded to it would seem that the "watering" mania is far from having exhausted itself. A movement so sudden and so sweeping deserves earnest consideration.

What then is the meaning of this railroad inflation? what its basis? what its motive? and what may be expected as its result? It is somewhat curious to trace the reasons successively assigned by railroad directors for this policy. First of all, it was said that the stock dividends represented earnings invested in construction, although it has in few cases been found easy to trace any correspondence between the increase of stock and the employment of earnings for such purposes; next, it was discovered that the land grants of the roads had become more valuable, and it was urged that this improved value should be represented in the nominal capital; still later, it has been found that it now costs much more to build roads than formerly, and that the capital stock ought to be raised proportionately; and finally, it is urged that the amount of stock should be regulated by the earnings, upon a basis allowing 7 per cent interest for each \$100 of stock. Stockholders and speculators have not been particularly careful about scrutinizing the reasons and motives of this policy; for its result has, in all cases, been to enhance the market value of the stocks and afford splendid opportunities for profit. There are, however, not a few thoughtful capitalists who look upon the "watering" mania with grave apprehension, as one of the worst forms of the prevailing financial derangement.

It is not to be denied that there may be good reasons for increasing the share capital of a railroad company. In case of the building of additional road, laying additional rails not originally contemplated, or making other permanent construction improvements—it may be deemed more prudent to issue stock for these purposes, than to take the requisite means out of the current earnings; or if, for a succession of years, a moderate portion of the earnings has been devoted to these objects, there can be no objection, upon principle, to distributing among the stockholders an amount of stock corresponding to such investments. The late enormous stock dividends,

however, have been carried far beyond the limit allowed by this principle. In fact, the object of the new issues would appear to be mainly a speculative one, and no justification has been sought or cared for beyond the success of the speculation. It is, of course, within the province of the shareholders to determine how they shall have their interest in the road valued or represented. It is, however, a great mistake to suppose that by increasing the nominal capital they in the slightest measure improve the real value of the property, or augment the revenue they may derive from it. It may be that upon the basis of the present cost of construction, the roads are worth much more than their original cost; an argument which, just now, is especially urged by the advocates of dilution. But is it to be held as a sound principle, that the nominal amount of corporate capital is to be increased with the progress of the general inflation of prices and of the currency? It is generally supposed that we have already passed the climax of high prices of products and labor, and that the cost of constructing roads may hereafter show a steady decline toward the old level. Are the dilutionists prepared to follow the logic of their policy, and reduce the capital stock of the roads when the costs of construction and the value of real estate have declined? If not, they must be prepared hereafter to witness a heavy decline in the market value of their shares, unless there is a corresponding increase of business, arising from the fact that the nominal capital exceeds the real value of the roads.

It is again true that the late and present earnings of many roads are such as would enable them to pay a good dividend upon a much larger amount of capital: which fact also is presented as an excuse for "watering." But before concluding that this is a sound reason for inflating the stock capital, it may be well to ascertain the cause and the probable permanence of the improved earnings. In the first place, the increased cost of construction, within the last six years, have deterred prudent capitalists from investing in new railroad enterprises; and carrying facilities having thus been restricted, the roads have had perhaps an undue control over freights. Within the last twelve months, however, new roads have been projected in every part of the country; and, as the costs of building decline, the late prosperity of the roads will naturally induce a very active competition from new lines, materially lowering the present high scale of profits. The late high prices of grain and cotton have facilitated the exaction of high rates of freight upon produce generally; but just as certainly must the now reduced values of breadstuffs compel a reduction in the charges for carrying Western produce. The earnings basis for "watering" is thus seen to be a fluctuating one, and may hereafter just as reasonably call for a reduction of capital stock as it now warrants an increase.

It is impossible to adduce any really sound justification of the "watering" policy. It is, in most cases, simply a deceptive game played by speculative directors, who, after the inflation has been consummated, will be the first to forsake the bubble, and quietly wait to profit from the ultimate violent revulsion in values; while the attempt to draw out of the consumers of the country high charges for freight, so as to pay dividends on the increased stock, is a direct check to our material progress.

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY.

This property is a consolidation of the Cleveland, Columbus and Cincinnati, with the Bellefontaine Railway Company. The consolidation was consummated and took effect May 14, 1868, but considering that the official year is to close December 31, the first annual report is made to cover the joint transactions of the two constituent companies for the full year.

To this consolidation the Bellefontaine Company contributed (from Indianapolis to Galion) 202.60 miles, and the Cleveland, Columbus and Cincinnati Company (Cleveland to Columbus 137.98 and Springfield to Delaware 49.89) 187.87 miles. Thus the total length of direct track is 390.37 miles, on which there are 29.59 miles of second track and 41.25 miles of sidings. Equivalent single 4 feet 10 inches gauge track 461.21 miles, averaging 56 lbs. per yard of rail.

The number of locomotive engines in the consolidation was 83, from the C. C. C. Company 47, and from the B. Company 36, two of which were replaced by new engines during the year, and eight others were thoroughly rebuilt. Steel tyres are being substituted for iron tyres, and so far as brought into use, have proved to be economical both in general wear and their entire freedom from breakage.

The number of passenger train cars was, at the close of the fiscal year, as follows: 43 first class and 4 second class passenger cars, 10 baggage, 5 baggage and express, and 7 mail cars. Two baggage and express cars were built during the year. The number of merchandise cars was at date as follows: 736 house, 239 live stock, 319 platform, and 21 caboose cars. Of these there were built during the year 18 house and 23 live stock, and during the same time 13 house, 14 live stock and 18 flats were condemned and broken up. The increased and growing traffic of the road, however, demands large additions to this apparently extravagant amount of equipments. The mileage service in all branches for the year is thus summed up: Passenger trains run, 768,374; freight (including switching), 1,261,755; repairs and graveling, 80,509; and fuel, 66,767—total, 2,177,407 miles. The cost per train mile for repairs was 9.21 cents. Of the total number of passengers carried over the road, viz., 546,377, the through travel numbered 76,036, and the travel from station to station 470,341. The result was a mileage of 29,770,918 miles, earning \$849,283 58, or 2.85 cents per mile. The amount of freight or merchandise (net load) was 628,356½ tons, and the transportation mileage 95,130,679½ miles, resulting in earnings, \$1,843,129 82, or 1.94 cents per mile.

The earnings and expenses accounts are given very full. From these we make up the following:

EARNINGS.		EXPENDITURES.	
Passengers.....	\$849,283 58	Operating.....	\$1,976,002 65
Freight.....	1,843,129 82	National and local taxes.....	152,161 94
Express.....	115,114 86	Net revenue.....	\$834,449 03
Mails.....	61,918 00	Bond interest.....	\$94,935 13
Rents.....	48,901 57	Dividends, 7 p.c.....	731,244 50
Berea branch.....	8,886 79	Surplus.....	8,269 46
Interest and dividends.....	11,943 69	Surplus on consolidation:	
Miscellaneous.....	15,065 33	C. C. & C. RR.....	156,048 83
Earnings L. M. & Col. & X R.R. to Nov. 30, 1868.....	8,369 98	Bellefontaine Railway.....	78,283 97
Total.....	\$2,962,613 62	Surplus Dec. 31, 1868.....	\$242,602 20

The following is a statement of the earnings and expenses of the consolidation for the last five years. They are simply abstract accounts, and lose much of their value from our inability to compare them with mileage of passengers and freight through the series of years. The loss in earnings may be attributed to a general lowering of rates.

Fiscal year.	C. C. & C. R. R.		Bellefontaine R. R.		Conjoint	
	Earnings.	Expenses.	Earnings.	Expenses.	Earnings.	Expenses.
1864...	\$2,499,348	\$1,264,185	\$1,748,644	\$1,161,744	\$4,247,992	\$2,425,929
1865...	2,386,132	1,550,622	1,675,164	1,182,757	4,061,296	2,732,879
1866...	1,933,730	1,251,017	1,325,280	973,033	3,258,980	2,227,050
1867...	1,894,837	1,228,434	1,487,587	954,920	3,382,474	2,183,354
1868...	.....	.....	.....	.....	2,962,614	2,128,165

The dividends paid in August and February were at the rate of 7 per cent annually. The two previous years gave to the C. C. and C. R.R. 8 per cent; and to the Bellefontaine 6 per cent. The total cost of the railroad and its equipments is \$11,936,146 30, or \$30,605 per mile. The following is the general balance sheet of the company, as of January 1, 1869:

Capital stock.....	\$11,620,000
Less held by company.....	1,159,100
C. C. & C. R. R. bonds (\$25,000 falling due yearly).....	\$10,460,900 00
B. & Indiana R. R. 1st mortgage bonds.....	400,000 00
Less held by company.....	\$791,000
B. & Indiana R. R. 2d mortgage bonds.....	51,000
B. & Indiana R. R. income bonds.....	740,000 00
B. & Indiana R. R. bonds past due.....	16,000 00
	87,000 00
	2,000 00

Indianapolis, Pittsburg & Cleveland R. R. 1st mort. bonds.....	379,000 00
Indianapolis, Pitts & Cleveland R. R. 2d mort. bonds.....	\$347,000 00
Less held by company.....	6,000 00
Dividend No. 2, payable Feb. 1, 1869.....	365,844 50
Surplus fund.....	242,602 20

Per contra: the charges as stated:

Cost of road and equipments.....	\$11,936,146 30
Materials on hand.....	455,314 19
Cash.....	402,040 47
Cash assets.....	137,416 02
Other assets—S. & H. Valley R. R. bonds.....	\$2,000 00
“ “ Real estate.....	30,691 61
“ “ Wood lands.....	46,701 04
“ “ Stone quarry.....	4,915 46
“ “ Bills receivable.....	18,646 31
“ “ Insurance scrip.....	475 00
Total.....	\$13,034,346 70

The report of the Board says: The results of the consolidation have been satisfactory, each part of the railway showing its fair per centage of earnings in proportion to the capital represented. It is the opinion of the Board that the mutual benefits to be derived from one organization between Lake Erie and the Eastern railroad connections at Cleveland, and the rich agricultural country traversed by the western connections in Indiana, Illinois and west of the Mississippi, will increase yearly. The Company have also aided in the construction of the Indianapolis and St. Louis R.R., and on its completion it is expected that that road will be of essential advantage to the C. C. C. & Ind. R. R.

**RAILROAD EARNINGS FOR APRIL AND FOR THE FOUR MONTHS ENDING APRIL 30.**

By special information obtained from several of the Companies we are enabled to compile our monthly statement of railroad earnings at an earlier period than usual.

There is not so uniform an increase in the earnings for April as was shown in the previous month, but they are still very satisfactory, and compare favorably with those for the same month of 1868. The largest increase is shown in the earnings of the Illinois Central, the Chicago, Rock Island and Pacific, and the Chicago and Alton Roads, while the Pittsburg, Fort Wayne and Chicago, and the Ohio and Mississippi Roads show a considerable decrease. In the case of the latter the falling off is accounted for by the trouble between the Erie Company and the Cincinnati, Hamilton and Dayton, which stopped the passage of through freight for a portion of the month; that difficulty having been favorably adjusted, a resumption of the full earnings may be expected.

The receipts of grain at Western ports, which affect so greatly the earnings of the principal Western roads, fell off largely with the beginning of April, and for the whole month were below those of 1868; as to the future, the accounts differ widely, some parties declaring that there is still a much larger quantity of grain to be sent forward than usual at this season, others being equally positive that very little more grain will be forwarded. The earnings which have been published for the first week in May, show a considerable increase.

The earnings for April are as follows:

	RAILROAD EARNINGS FOR APRIL.			
	1869.	1868.	Inc.	Dec.
*Chicago & Alton.....	\$331,148	\$279,121	\$52,027	.....
Chicago & Northwestern.....	1,092,378	1,094,597	.....	\$2,219
+Chicago, Rock Island & Pacific.....	362,901	288,700	74,200	.....
†Illinois Central.....	595,355	518,400	76,555	.....
Marietta & Cincinnati.....	109,526	108,461	1,065	.....
Michigan Central.....	411,514	415,758	.....	3,944
Michigan Southern.....	473,544	452,429	21,124	.....
Milwaukee & St. Paul.....	460,287	435,629	24,658	.....
Ohio & Mississippi.....	214,409	252,149	.....	37,740
Pittsburg, Ft. Wayne & Chicago.....	729,777	770,198	.....	40,420
St. Louis, Alton & Terre Haute.....	171,868	155,888	16,480	.....
Toledo, Wabash & Western.....	311,832	292,385	19,447	.....
Western Union.....	41,592	49,233	.....	7,641
Total.....	\$5,306,430	5,112,848	285,556	91,964

\* 431 miles in 1869, against 280 in 1868.  
 † Number of miles open continually increasing. Over 100 miles more were worked in April, 1869, than in the same month of 1868.  
 ‡ Including leased lines.

For the four months from January 1 to May 1, all the roads show an increase, with the single exception of the Ohio and Mississippi. In the following table we compare the earnings of the several roads for the first four months of 1869 with the same period in 1868:

EARNINGS FROM JANUARY 1 TO MAY 1.

	1869.	1868.	Inc.	Dec.
Chicago & Alt n.....	\$1,369,385	\$1,097,470	\$271,915	.....
Chicago & Northwestern.....	3,910,108	3,477,157	462,951	.....
Chicago, Rock Island & Pacific..	1,498,109	1,171,182	231,927	.....
Illinois Cen ral.....	2,444,523	2,086,850	357,673	.....
Mar'etta & Cincinnati.....	403,267	350,975	22,292	.....
Michigan C ntral.....	1,503,096	1,390,649	112,447	.....
Michigan Southern.....	1,670,335	1,581,520	138,815	.....
Milwaukee & St. Paul.....	1,665,424	1,488,281	177,143	.....
Ohio & Mississippi.....	832,314	961,378	.....	\$129,064
Pitts. Fort Wayne & Chicago.....	2,687,000	2,569,336	117,664	.....
St. Louis, Alton & Terre Haute..	565,529	508,257	57,282	.....
Toledo, Wabash & Western.....	1,213,835	1,100,149	113,686	.....
Western Union.....	180,339	175,547	4,792	.....
Total.....	\$19,878,274	17,938,751	2,068,587	129,064

DECLARED VALUE OF EXPORTS OF BRITISH AND IRISH PRODUCE AND MANUFACTURES.

	1867.	1868.	1869.
January.....	£12,786,842	£12,252,688	£13,621,114
February.....	14,446,072	14,340,979	13,485,026
March.....	15,148,767	14,829,249	15,697,465
Total.....	42,381,621	41,422,916	42,803,505

The total, therefore, for March in the current year is heavier than in the corresponding month in the two previous years, and is also the heaviest total in the above statement. Looking at the official returns more attentively, it is noticed that the export of coals show an increase of about 57,000 tons; linen piece goods 4,000,000 yards; iron 99,000 tons; seed oil 1,000,000 gallons; woolen cloth 250,000 yards; flannels 227,000 yards; blankets 923,000 yards; carpets and druggetts 645,000 yards; and worsted stuffs 12,000,000 yards. On the other hand there is a diminution of 2,800,000 yards in the exports of woolen yarn, of 700,000 lbs. in those of linen thread, of 245,000 lbs in cotton thread, of 10,800,000 lbs. in cotton yarn, and of 61,400,000 yards in cotton piece goods.

Our imports this year have been on a large scale, and considerably in excess of previous years. The return published this week relating to the computed real value of the goods imported, embraces a period of only two months. The following figures show, however, that the value of the imports in February was £2,600,000 more than in the corresponding month last year, while in the two months it shows an increase of £4,640,000:

COMPUTED REAL VALUE OF PRINCIPAL IMPORTS.

	1867.	1868.	1869.
January.....	£10,069,755	£9,489,492	£11,493,405
February.....	15,871,175	15,494,140	18,148,799
Total.....	25,940,930	24,983,632	29,642,204

As regards cotton, the computed real value in the two months was £6,702,255, against £4,685,843 and £6,261,889; of wheat, £2,644,818, against £3,866,368, and £2,520,085; of Indian corn, £1,023,387, against £696,724, and £356,547; and of flour, £586,432, against £533,355 in 1868, and £606,631 in 1867.

The following are the leading particulars with regard to cotton:

IMPORTS IN THREE MONTHS.

From—	1867.	1868.	1869.
United States..... cwt.	999,403	1,631,830	1,117,812
Brazil.....	114,778	151,178	171,934
Turkey.....	33,225	4,217	17,240
Egypt.....	454,005	322,881	340,316
East Indies.....	147,030	238,032	328,795
China.....	2,041	.....	.....
Other countries.....	64,747	32,668	42,695
Total.....	1,815,219	2,430,806	2,018,822

EXPORTS IN THREE MONTHS.

To—	1867.	1868.	1869.
Prussia..... cwt.	50,319	37,219	66,045
Hanse Towns.....	197,118	238,365	186,378
Holland.....	93,687	147,250	121,407
Other countries.....	201,275	319,952	189,367
Total.....	542,399	742,786	513,197

Of cotton manufactures the following are the exports:

IN MARCH.

	1867.	1868.	1869.
Yarn..... lbs.	12,864,530	16,607,358	13,632,548
Piece goods..... yards.	210,095,481	249,209,459	223,852,948
Thread..... lbs.	589,834	433,053	511,971

IN THREE MONTHS.

	1867.	1868.	1869.
Yarn..... lbs.	33,801,690	50,591,062	39,784,352
Piece goods..... yards.	621,976,799	733,428,640	671,012,984
Thread..... lbs.	1,598,263	1,727,441	1,482,045

As regards our exports of cotton piece goods in the first three months of the present year, there is a diminution, as compared with 1868, of 2,600,000 yards in those to Holland; 2,890,000 yards to Portugal 750,000 yards to Illyria, Croatia and Dalmatia, 8,300,000 yards to Turkey, 5,830,000 yards to Syria and Palestine, 2,300,000 yards to Egypt, 7,800,000 yards to the foreign West Indies, 5,100,000 yards to Mexico, 8,800,000 yards to New Grenada, 1,700,000 yards to the Argentine Confederation, 14,200,000 yards to China and Hong Kong, 760,000 yards to Japan, 1,330,000 yards to Java, 1,700,000 yards to the Philippine Islands, 1,400,000 yards to the British West Indies, and of 50,400,000 yards to British India. On the other hand there is an increase of 1,200,000 yards in the shipments to Australia, 1,200,000 yards to the Hanse Towns, 3,400,000 yards to France, 8,400,000 yards to Italy, 11,000,000 yards to the United States, and 9,200,000 yards to Brazil. The following statement shows the extent of our exports to the United States in the first three months of the present and last two years:

	1867.	1868.	1869.
Alkali, cwt.....	379,061	3,6243	425,408
Beer & ale, gals.....	5,359	5,071	5,693
Coals, tons.....	22,004	22,530	17,425
COTTON MANUFACTURES:			
Piece goods, yds.....	44,144,818	33,750,098	44,714,343
Thread, lb.....	402,546	483,722	455,703
Earthenware and Porcelain pkgs.....	30,201	21,668	25,204
Haberdashery and Millinery, value.....	£514,866	382,567	397,193
HARDWARE AND CUTLERY:			
Kniv. s, forks, &c., value.....	£76,180	£47,539	£46,000
Anvils, vices, &c., value.....	26,442	16,180	23,011
Manufactures of German silver, value.....	145,914	92,290	125,629

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks for the week ending May 15, 1869. These weekly changes are furnished by, and published in accordance with an arrangement made with the Comptroller of the Currency.

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
N. Hampshire. Hillsborough.....	The First National Bank of Hillsborough.....	The Suffolk National Bank of Boston.
Vermont. Royalton.....	The National Bank of Royalton.....	The National Bank of Redemption of Boston, approved in place of The National Union Bank of Boston.
Vermont. Rutland.....	The Rutland County National Bank.....	The National Bank of Redemption of Boston, approved in addition to The Importers' and Traders' National Bank of New York.
Massachusetts. Lowell.....	The Merchants National Bank.....	The Second National Bank of Boston, approved in place of The National Bank of Redemption, Boston.
Massachusetts. Nantucket.....	The Pacific National Bank.....	The Fenix National Bank of New York, approved in addition to The New England National Bank of Boston.
Massachusetts. New Bedford.....	The First National Bank of New Bedford.....	The Fourth National Bank of New York, approved in place of The Metropolitan National Bank of New York.
Massachusetts. Newburyport.....	The First National Bank of Newburyport.....	The First National Bank of New York, approved in addition to The First National Bank of Boston.
Massachusetts. Springfield.....	The John Hancock National Bank.....	The National Bank of Redemption of Boston, approved in addition to The American Exchange National Bank of New York.
New York. Brooklyn.....	The Manufacturers' National Bank of New York.....	The Fourth National Bank of New York.
Pennsylvania. Philadelphia.....	The Girard National Bank.....	The Chemical National Bank of New York, approved in place of The National Bank of North America, New York, (now in voluntary liquidation)
Kentucky. Lancaster.....	The National Bank of Lancaster.....	The Ninth National Bank of New York, approved in addition to The First National Bank of Cincinnati.
Illinois. Batavia.....	The First National Bank of Batavia.....	The Ninth National Bank of New York, approved in addition to The Second National Bank of Chicago.
Illinois. Dixon.....	The Lee County National Bank.....	The Central National Bank of New York, approved in addition to The Merchants' National Bank of Chicago.
Wisconsin. Racine.....	The First National Bank of Racine.....	The Fifth National Bank of Chicago, approved in addition to The National Bank of The Commonwealth, New York.

Latest Monetary and Commercial English News

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

EXCHANGE AT LONDON—APRIL 30.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam.....	short.	12. 1/2 @ 12. 2	April 30.	short.	12 06 @ —
Antwerp.....	3 months.	25.40 @ 25.45	April 30.	short.	25.20 @ —
Hamburg.....	"	13.11 1/2 @ 13.11 1/2	April 30.	short.	13. 9 @ —
Paris.....	"	25.32 1/2 @ 25.37 1/2	April 30.	short.	25.16 @ —
Paris.....	short.	25.15 @ 25.22	April 30.	3 mos.	25.18 @ —
Vienna.....	3 months.	12.52 1/2 @ 12.57 1/2	April 30.	3 mos.	122.30 @ —
Berlin.....	"	6.27 1/2 @ 6.27 1/2	April 30.	3 mos.	6.23 1/2 @ —
Frankfort.....	"	1.20 1/2 @ 1.20 1/2	April 30.	3 mos.	120. @ —
Cadiz.....	"	49 @ 49 1/2	April 25.	90 days.	50.45 @ —
Lisbon.....	90 days.	52 1/2 @ 52 1/2	April 20.	90 days.	53. 1/2 @ —
Milan.....	3 months.	26.50 @ 26.55	—	—	—
Genoa.....	"	26.50 @ 26.55	—	—	—
Naples.....	"	26.50 @ 26.55	—	—	—
New York.....	—	—	April 30.	60 days.	109 1/2 @ —
Jamaica.....	—	—	April 9.	90 days.	1 p. c. pm. @ —
Havana.....	—	—	April 30.	60 days.	13 1/2 @ —
Rio de Janeiro.....	—	—	April 7.	"	18 1/2 @ —
Bahia.....	—	—	April 12.	"	18 1/2 @ —
Valparaiso.....	—	—	March 16.	"	46 1/2 @ —
Pernambuco.....	—	—	April 14.	"	18 1/2 @ —
Singapore.....	60 days.	4s 4d @ 4s 4d	April 12.	6 mos.	4s. 6 1/2 d. @ —
Hong Kong.....	"	4s 4d @ 4s 4d	April 5.	"	4s. 6d. @ —
Ceylon.....	"	1 p. c. dis. @ 1 p. c. dis.	March 23.	"	3 p. c. dis. @ —
Bombay.....	"	1s 11 1/2 d @ 1s 11 1/2 d	April 27.	"	2s. 3-16d. @ —
Madras.....	"	1s 11 1/2 d @ 1s 11 1/2 d	March 24.	"	2s. 1-16d. @ —
Calcutta.....	"	1s 11 1/2 d @ 1s 11 1/2 d	April 25.	"	2s. 3-16d. @ —
Sydney.....	30 days.	1/2 p. c. dis. @ 1/2 p. c. dis.	Feb. 26.	30 days.	1 p. c. pm. @ —

[From our own Correspondent.]

London, Saturday, May 1, 1869.

The Board of Trade returns for March and for the first three months of the year have been published this week. They are more favorable than those for February, and they also show satisfactory results, as compared with the corresponding months last year. As regards our exports, the following are the totals:

<b>LINEN MANUFACTURES—</b>			
Piece goods, yards.....	29,449,010	20,773,444	31,256,942
Thread, lbs.....	400,902	240,284	213,745
<b>METALS—</b>			
<b>Iron—</b>			
Pig, &c., tons.....	29,153	5,887	25,771
Bar, &c., tons.....	12,107	6,763	15,890
Railroad, tons.....	89,901	120,027	148,206
Castings, tons.....	128	61	41
Hoops, sheets and boiler plates, tons.....	4,492	2,560	9,096
Wrought, tons.....	2,289	958	2,465
Steel Unwrought, tons.....	5,860	2,703	4,105
Copper, wrought, cwts.....	2,517	681	1,032
Lead, pig, tons.....	1,346	2,232	1,329
Tin plates, cwts.....	216,842	243,901	420,025
Oil seed, galls.....	310,824	87,014	38,551
Salt, tons.....	39,245	44,460	43,536
<b>SILK MANUFACTURES—</b>			
Broad piece goods, &c., yards.....	196,905	130,369	157,617
Handkerchiefs, scarfs, &c., dozens.....	405	52	52
Ribbons of silk only, lbs.....	12,280	9,353	4,776
Other articles of silk only, value.....	£18,063	£2,131	40,688
Silk manuf's mixed with other materials..	£24,704	19,793	29,449
Spirits, British, galls.....	7,977	14,700	16,650
Wool, lbs.....	8,314	33,781	943,371
<b>WOOLEN AND WORSTED MANUFACTURES—</b>			
Cloth, yards.....	2,055,665	1,518,652	1,356,658
Carpets and druggets, yards.....	1,528,291	855,544	1,537,901
Shawls, rugs, &c., number.....	58,046	31,951	28,473
Worsted stuffs, yards.....	16,768,185	19,952,440	24,799,560

During the past week business throughout the manufacturing districts has been very quiet, and the utmost caution has been observed in all departments. Cotton, wool, jute, and other similar articles have been in very moderate request, and prices have had a drooping tendency. With regard to the state of trade at Manchester, a report states as follows:

This market has been nearly as quiet this week as it was in the preceding one, when business was almost totally suspended. A few transactions have occurred daily, but the supply of both yarn and cloth has exceeded the demand, and the sales have not been sufficient to sustain prices at last week's quotations, and stocks of both cloth and yarn begin to show some signs of increasing. Producers, accordingly, are more easily dealt with, and have in some cases submitted to prices which they would not accept on Tuesday. On the whole, however, prices have not given way much, considering how little business has been going on, and a fair number of offers at low rates have been refused to-day.

The demand continues very languid in all sections of the market. The cotton market has continued very quiet throughout the week, but, although holders have been free sellers, prices have not given way much. The imports are only light this week, owing to the easterly winds which have prevailed, but spinners have abstained from buying more than their immediate wants required. This flatness in the cotton market has had the usual effect upon the German buyers in this market, who have done almost no business during the week, and until they have disposed of their previous purchases they are not likely to resume business here on a large scale, unless they are tempted by producers accepting lower prices than they are at present disposed to take.

The trade for railroad iron is still firm, and a good business is doing. Some fresh engagements have been entered into on American account. The Russian season is now fairly opened, and shipments are being rapidly made. During the week several vessels have left for Cronstadt; and should no scarcity of tonnage arise, the exports of the present season are certain to be very considerable. One shipbroker has entered into a contract this week to convey 50,000 tons to Cronstadt before the close of the season. There is also a fair prospect of an increase of trade with India this year, the Secretary of State having already advertised for additional supplies; and it is also expected that before long rails will be wanted in connection with the Australian railways.

The weather continues very brilliant, and from all parts of the country the accounts respecting the growing crops are extremely satisfactory. The young wheat plant looks remarkably strong and healthy, and it is even asserted that the prospect is more encouraging than it was at this time last year. The crop of Spring corn also promise to be more abundant, while the hay crop looks very favorable, which is greatly to be desired, for hay has been a very dear commodity in this country for many months past. The month of April has been a very remarkable month, and vegetation has made great as well as healthy progress. A letter from Yorkshire states that in the farming districts of North and East Yorkshire wheat has never looked better, and, indeed, has thickened so much from the genial winter in some places that part of the crop has been harrowed up. Spring corn has come up rapidly, and has grown fast, except that a sharp northeast wind has somewhat checked its growth this week. Where not closely grazed during winter, seeds and pastures are full of promise, but mostly are late. The quantity of corn, feeding cake, &c., giving to stock during the scarcity of the past four months must have had, and indeed is having, its effect, and a rich growth of grass is anticipated. Farm work has got forward, and attention is thus early being turned to the potato and turnip lands, which work well. The lamb crop is everywhere a good one and healthy. Our imports of wheat continue to fall off to a considerable extent. In April they were over 1,000,000 cwt less than in the same month last year, and since the commencement of the season are about 5,000,000 cwt less than in 1867-8. It is to that cause, and to the shortness of the stocks held by the millers that there has been rather more activity in the trade; but the fineness of the weather has precluded the possibility of a rise in

values. On the other hand, indeed, Russian produce has sold at rather lower prices; but other descriptions have commanded previous rates. The following are the imports and exports of wheat and flour into and from the United Kingdom since the commencement of the season:

<b>WHEAT.</b>				
	Imports		Exports	
	1867-8.	1868-9.	1867-8.	1868-9.
	cwt.		cwt.	
Sept. 1 to March 27.....	21,095,733	17,089,997	503,545	115,817
Week ending April 3.....	801,734	426,543	6,063	6,146
" " 10.....	828,676	315,703	13,261	533
" " 17.....	714,712	463,943	3,776	152
" " 24.....	707,591	598,079	30,752	160
Total.....	24,248,416	18,894,265	557,397	122,808
<b>FLOUR.</b>				
Sept. 1 to March 27.....	2,082,747	2,393,814	32,508	21,251
Week ending April 3.....	40,300	60,097	1,276	483
" " 10.....	93,793	75,701	114	739
" " 17.....	10,491	102,693	1,336	344
" " 24.....	52,639	80,258	928	88
Total.....	2,329,970	2,712,563	36,162	22,905

The average prices of English wheat, barley and oats in the principal markets of England and Wales last week, compared with the four previous years were:

	1869.	1868.	1867.	1866.	1865.
Wheat.....per qr.	45 5	73 11	62 11	45 5	39 5
Barley.....	43 6	45 2	39 1	36 3	30 0
Oats.....	26 9	28 2	25 6	24 6	22 7

Not very long since I led you to expect some failures in the corn trade. One London firm has been compelled to call its creditors together this week, and it is feared that other firms are seriously embarrassed. The difficulties, however, are in connection with the heavy fall which has taken place during the last four or five months in the value of barley, oats, beans, peas, and indian corn; and not so much with the rapid decline in the price of wheat. Our own wheat crop was so large, and the accounts from abroad were so very satisfactory that a heavy decline in the value of that commodity was inevitable, and consequently the whole trade have operated with the utmost caution throughout the season. Such has not, however, been the case with regard to spring corn. The crops here were so very deficient that the trade were of opinion that high prices would have been maintained throughout the season; but high quotations have attracted larger supplies of foreign produce than had been anticipated, and the result has been that the rates have heavily, and, to the importer, seriously declined. The abundant receipts of Indian corn have also very materially hastened the downward movement in the value of feeding stuffs.

The money market has not presented any feature of great importance. The advance in the New York exchange to 109½ has had some influence in promoting ease, but a heavy settlement in the London Stock Exchange and also on the Paris Bourse has created some additional demand for accommodation. The quietness of trade, and the apathy with which new loans are received by the public are clearly in favor of continued ease, but considering the proneness of several of our large financial houses to embark in foreign loans, it is certainly advisable that the Bank minimum should remain at four per cent. The Russian, Spanish, and Danubian loans have commanded very little attention on this side, but the Russian loan has been well received in Paris. The following are the present quotations for money, compared with those of last year:

	1868.	1869.	1868.	1869.
Bank minimum.....	2	4	Per cent.	Per cent.
Open-market rates:			4 months, ba'k bills	2½@2¾
30 and 60 days' bills	2	@—	6 months' ba'k bills	2½@3
3 months, bills.....	2	@2½	4 and 6 trade bills..	3½@4
				4 @5

The rates of interest allowed by the joint stock banks and discount houses for deposits are as under:

	'68.	'69.		'68.	'69.
Joint stock banks.....	1	3	Disc't houses, 7 days notice	1¼	3¼
Discount houses, at call.....	1	3	do	14	do
				1¼	3¼

On the Continent the principal feature is a firm market at Hamburg; but in other Continental cities the money market has been very quiet. The following are the quotations:

	B'k rate		Op. m'kt			B'k rate		Op. m'kt	
	1868.	1869.	1868.	1869.		1868.	1869.	1868.	1869.
At Paris.....	2½	2½	1½-2	1½-2	Turin.....	5	5	—	—
Vienna....	4	4	4	4	Brussels..	2½	2½	2½-3	2½-3
Berlin....	4	4	2½-3	3½	Madrid... 5	—	—	1¼	4¼
Frankfort.	2½	3½	1½-2	3¼	Hamburg..	—	—	—	—
Amst'rd'm	2½	3	2-2½	2½	St. Pet'g.	7	6½	7½	6-6½

There are no material variations in the rates of foreign exchange this week. Gold, however, continues to be taken for export and the Continent; but the demand is not strong. Silver is quieter owing to the announcement that the Indian Government will recommence to draw bills on Calcutta and Madras on Wednesday next. The following prices of bullion are from Messrs. Pixley, Abell & Langley's circular:

<b>GOLD</b>				
Bar Gold.....per oz. standard.	s.	d.	s.	d.
do fine.....	77	9	@—	—
do Refinable.....	77	11	@—	—
Spanish Doubloons.....per oz.	76	0	@77	0
South American Doubloons... do	73	9	@74	0

SILVER.

Bar Silver Fine.....	per oz. standard.	5	d.	5	d.
do do containing 5 grs. gold..	do	5	0 1/2	5	9-16
Fine Cake Silver.....	per oz. last price.	5	1	5	—
Mexican Dollars.....	per oz.	5	5 1/2	5	5 1/2
Quicksilver £6 17s. per bottle;	discount 3 per cent.	4	11 1/2	—	—

Business in the Stock Exchange has been quiet. Consols on the rising New York Exchange were firm in the early part of the week; but yesterday the market was much weaker in consequence of the recent outrages in Ireland. The revival of the Alabama question was also productive of some flatness in the market. United States Five-twenty bonds have been alternately flat and firm. The market closed yesterday, however, with a firm appearance. Atlantic and Great Western railway securities have experienced a heavy fall, and Erie railway shares are also much lower. The following are the highest and lowest prices of Consols and the principal American securities on each day of the week:

	May 1.	Monday.	Tuesday.	Wed'day	Thu'day.	Friday.	Sat'rday
Consols.....	93 1/2-93 3/4	93 1/2-93 3/4	93 1/2-93 3/4	93 1/2-93 3/4	93 1/2-93 3/4	93 1/2-93 3/4	Holiday.
U. S. 5-20's, 1882.....	80 1/2-80 3/4	80 1/2-80 3/4	80 1/2-80 3/4	80 1/2-80 3/4	80 1/2-80 3/4	80 1/2-80 3/4	
U. S. 5-20's, 18-5.....	78 1/2-78 3/4	78 1/2-78 3/4	78 1/2-78 3/4	78 1/2-78 3/4	78 1/2-78 3/4	78 1/2-78 3/4	
U. S. 5-20's, 1887.....	79 1/2-79 3/4	79 1/2-79 3/4	79 1/2-79 3/4	79 1/2-79 3/4	79 1/2-79 3/4	79 1/2-79 3/4	
U. S. 10-40's, 1904.....	72 1/2-72 3/4	72 1/2-72 3/4	72 1/2-72 3/4	72 1/2-72 3/4	72 1/2-72 3/4	72 1/2-72 3/4	
Atlantic & G't West. consol'd mort. b'ds	25 1/2-26 1/4	26 -26 1/4	24 -25	22 1/2-23 1/4	23 1/4-24 1/4	23 1/4-24 1/4	
Erie Shares (\$100).....	22 1/2-22 3/4	22 1/2-22 3/4	22 -22 1/2	20 1/2-21 1/4	20 1/2-21 1/4	20 1/2-21 1/4	
Illinois shares (\$100).....	98 -99	98 1/2-98 3/4	98 -99	98 -99	98 1/2-98 3/4	98 1/2-98 3/4	

The following statement shows the present position of the Bank of England, compared with the state of its resources at this date since 1865. It also exhibits the minimum rate of discount, the price of Consols, wheat, middling Upland cotton, and No. 40 mule yarn at this date since 1865:

	1865.	1866.	1867.	1868.	1869.
Circulation.....	£ 22,172,011	£ 23,309,819	£ 23,779,312	£ 24,616,853	£ 23,493,375
Public deposits.....	6,712,465	4,922,991	7,052,501	4,800,109	4,969,002
Private deposits.....	14,059,280	13,587,965	17,793,917	19,916,893	16,968,181
Government securities	10,981,441	10,694,254	12,886,314	12,277,696	14,520,798
Other securities.....	10,274,907	20,380,345	19,169,324	18,983,775	17,083,093
Reserve.....	7,726,574	5,636,370	10,949,230	11,481,781	7,341,245
Coin and bullion.....	14,679,974	13,509,140	19,248,895	20,632,886	16,981,179
Bank rate.....	4 1/2 p. c.	7 p. c.	3 p. c.	2 p. c.	4 p. c.
Consols.....	90 1/2	86 1/2	91 1/2	94	93 1/2
Price of wheat.....	39s. 5d.	45s. 5d.	62s. 11d.	73s. 11d.	45s. 5d.
Mid. Upland cotton.....	14 1/2 d.	13 1/2 d.	11 1/2 d.	12 1/2 d.	11 1/2 d.
40 mule yarn, fair 2d quality.....	1s. 7 1/2 d.	2s. 3d.	1s. 6d.	1s. 4d.	1s. 3d.

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week, have been reported by submarine telegraph as shown in the following summary:

**London Money and Stock Market.**—Consols have not recovered from the decline of last week, closing to-night at the same figures as on last Friday evening. United States Five-Twenty bonds have shown considerable strength during the week, although a fraction lower to-day. Railway shares have ruled firm all the week, and a material advance gained in the quotations of all classes of securities. United States bonds at Frankfort have ruled dull and generally weak, closing to-night at 84 1/2 for the old issue.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Consols for money.....	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
do for account.....	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
U. S. 6's (5 20's) 1862.....	77 1/2	78 1/2	78 1/2	79	79	78 1/2
Illinois Central shares.....	94 1/2	95 1/2	95 1/2	96	96 1/2	96 1/2
Erie Railway shares.....	17 1/2	18 1/2	19 1/2	20 1/2	21	21
Atl. & G. W. (consols).....	23 1/2	24	24 1/2	24 1/2	24 1/2	25

The daily closing quotations for U. S. 6's (1862) at Frankfort were—  
Frankfort..... 84 1/2 85 1/2 @ 86 85 1/2-3/4 84 1/2 84 1/2

**Liverpool Cotton Market.**—See special report of cotton.

**Liverpool Breadstuffs Market.**—There was considerable firmness apparent in the tone of the breadstuffs market during the earlier portion of the week, but towards the close a dulness sprang up and the market closes dull with a declining tendency.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Flour, (Western)..... p. bbl	21 6	21 6	21 6	21 6	21 6	21 6
Wheat (No. 2 Mil. Red) p. ctl	8 7	8 8	8 10	8 10	8 8	8 8
do (California white).....	9 4	9 4	9 4	9 4	9 4	9 4
Corn (W. m'x'd) p. 480 lbs n'w	27 0	27 0	26 9	26 6	26 6	26 3
Barley (Canadian), per bush	5 0	5 0	5 0	5 0	5 0	5 0
Oats (Am. & Can.) per 45 lbs	3 4	3 4	3 4	3 4	3 4	3 4
Peas (Canadian) pr 504 lbs	38 0	38 0	38 0	38 0	38 0	38 6

**Liverpool Provisions Market.**—Provisions have ruled generally dull, and quotations of Pork, Bacon and Lard show a further decline of 2s., 6d. and 1s. 6d., respectively. Beef and Cheese unchanged. The market closes quiet.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Beef (ex. pr. mess) p. 304 lbs	90 0	90 0	90 0	90 0	90 0	90 0
Pork (Etn. pr. mess) p. 200 lbs	101 6	101 0	101 0	101 0	100 0	100 0
Bacon (Cumb. cut) p. 112 lbs	60 0	60 0	60 0	60 0	59 6	59 6
Lard (American).....	68 6	68 6	68 0	68 0	67 6	67 6
Cheese (fine).....	83 0	83 0	83 0	83 0	83 0	83 0

**Liverpool Produce Market.**—There are but few changes to notice in this market, the different articles in the reported list generally remain

ing quiet and steady at the rates ruling last week. Rosin is 6d. better, while Spirits Turpentine is 1s. and Tallow 6d. lower.

	Sat.	Mon.	Tu.	Wed.	Th.	Fri.
Rosin (com Wilm.) per 112 lbs	4 9	4 9	4 9	4 9	4 9	5 0
do Fine Pale.....	15 0	15 0	15 0	15 0	15 0	15 0
Sp turpentine.....	29 0	28 6	28 6	28 6	28 0	28 0
Petroleum (std white) p. 3 lbs	1 8 1/2	1 8 1/2	1 8 1/2	1 8 1/2	1 8 1/2	1 8 1/2
spirits..... per 8 lbs	0 8 1/2	0 8 1/2	0 8	0 8	0 8	0 8
Tallow (American) p. 112 lbs.	44 0	44 0	44 0	44 0	43 6	43 6
Clover seed.....						
Linseed oil .. per ton...	31 10 0	31 10 0	31 10 0	31 10 0	31 10 0	31 10 0

**London Produce and Oil Markets.**—Sugar has ruled active throughout the week, closing buoyant for both on the spot and to arrive although not quotably higher than the prices current during the week. Calcutta Linseed advanced 6d. at the close to 60s. Linseed Cakes continue to be quoted at £9 15s. @ £10 per ton for oblong. Sperm Oil has recovered £1, closing at £101. Whale Oil unchanged.

	Sat.	Mon.	Tues.	Wed.	Th.	Fri.
Lins'd cake (obl) p. tn £10	0 0	£10 0 0	£10 0 0	£10 0 0	£10 0 0	£10 0 0
Linseed (Calcutta).....	0 59 6	0 59 6	0 59 6	0 59 6	0 59 6	0 60 0
Sugar (No. 12 Dchstd) per 112 lb.....	39 3	39 3	39 3	39 3	39 3	39 3
Sperm oil.....	100 0 0	101 0 0	101 0 0	101 0 0	100 0 0	101 0 0
Whale oil.....	37 0 0	37 0 0	37 0 0	37 0 0	37 0 0	37 0 0

COMMERCIAL AND MISCELLANEOUS NEWS.

**IMPORTS AND EXPORTS FOR THE WEEK.**—The imports this week show a decrease in both dry goods and in general merchandise, the total being \$7,672,849, against \$9,703,952 last week, and \$5,885,230 the previous week. The exports are \$4,622,424 this week, against \$2,809,834 last week, and \$4,471,695 the previous week. The exports of cotton the past week were 8,962 bales, against 10,090 bales last week. The following are the imports at New York for week ending (for dry goods) May 7, and for the week ending (for general merchandise) May 8:

	1866.	1867.	1868.	1869.
Dry goods.....	\$1,503,753	\$1,951,921	\$1,125,659	\$1,485,736
General merchandise.....	3,258,368	3,500,756	3,091,247	6,187,118
Total for the week.....	\$4,767,121	\$5,152,677	\$4,216,906	\$7,672,849
Previously reported.....	110,855,752	90,277,705	31,463,497	108,497,526
Since Jan. 1.....	\$115,622,873	\$95,430,332	\$85,681,403	\$116,170,315

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

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending May 11:

	1866.	1867.	1868.	1869.
For the week.....	\$3,738,972	\$3,235,734	\$3,434,538	\$4,622,434
Previously reported.....	37,492,537	11,920,222	61,677,926	55,570,842
Since Jan. 1.....	\$91,141,509	\$75,155,956	\$65,112,464	\$60,193,166

The value of exports from this port to different countries (exclusive of specie) for the past week, and since January 1, compared with the corresponding time of last year, is shown in the following table:

To	Since Jan. 1.	Same time
Great Britain.....	1869.	1868.
France.....	\$31,319,660	\$35,674,901
Holland and Belgium.....	1,799,623	3,269,612
Germany.....	2,015,974	2,132,301
Other Northern Europe.....	6,678,206	4,986,162
Spain.....	1,131,146	652,389
Other Southern Europe.....	850,733	466,517
East Indies.....	2,015,198	1,686,897
China and Japan.....	49,163	30,820
Australia.....	1,179,344	1,009,536
British N A Colonies.....	704,516	885,436
Cuba.....	1,310,703	1,477,568
Hayti.....	1,739,114	2,662,669
Other West Indies.....	366,889	1,013,157
Mexico.....	3,029,356	3,219,545
New Granada.....	573,232	688,593
Venezuela.....	625,870	1,351,059
British Guiana.....	254,523	252,201
Brazil.....	539,215	496,169
Other S. American ports.....	1,115,630	1,220,032
All other ports.....	1,572,383	1,023,214
	404,603	461,890

The following will show the exports of specie from the port of New York for the week ending May 8, 1869:

May 4—	May 6—
St. Germania, Paris, Mexican dollars.....	St. Columbia, Havana, Spanish doubloons.....
\$25,750	\$125,000
Gold bars.....	7—St. City of Mexico, Havana.
68,900	Spanish doubloons.....
Silver bars.....	186,000
2,400	8—St. City of Baltimore, Liverpool, British gold.....
5—Sch. John Atwood, San Blas, American silver.....	14,640
2,000	
6—St. John Donau, Bremen, Foreign silver.....	
1,200	
Total for the week.....	\$425,890
Previously reported.....	10,914,451
Total since Jan. 1, 1869.....	\$11,340,341

Same time in	Same time in
1868.....	1859.....
\$25,849,903	\$20,431,929
11,161,843	11,333,491
8,201,711	11,422,045
6,693,849	9,477,159
19,816,788	11,457,549
17,867,475	10,583,446
14,371,423	4,891,005
2,901,791	9,823,839
11,314,821	

The imports of specie at this port during the past week have been as follows:

May 3—St. Alaska, Aspinwall,	Gold.....	\$126,480
Gold.....	\$2,781	
Gold dust.....	400	
Silver.....	2,000	
“ 3—B'g La Creole, Curacao,	Gold.....	565
Silver.....	133	
“ 5—St. Cimbria, Hamburg,	Gold.....	148,803
Silver.....	133	
Total for the week.....		\$148,803
Previously reported.....		8,314,442
Total since Jan. 1 1869.....		\$8,463,145
Same time, 1868.....		2,517,142
Same time, 1867.....		892,614

NATIONAL TREASURY.—The following forms present a summary of certain weekly transactions at the National Treasury and Custom House.

1.—Securities held by the U. S. Treasurer in trust for National banks

Date.	For Circulation.	For U. S. Deposits.	Total.
Feb. 6.....	342,555,900	24,492,350	377,048,250
“ 13.....	342,555,900	24,391,350	376,947,250
“ 20.....	342,567,900	24,217,350	376,785,250
“ 27.....	342,613,900	23,051,350	375,665,250
Mar. 6.....	342,622,900	23,116,350	375,739,250
“ 13.....	342,667,900	22,966,350	375,634,250
“ 20.....	342,690,200	22,716,350	375,406,550
“ 27.....	342,740,100	22,413,350	375,153,450
April 3.....	342,740,300	22,428,350	375,168,650
“ 10.....	342,798,300	20,875,350	373,673,650
“ 17.....	342,693,800	20,558,350	373,252,150
“ 24.....	342,693,800	20,455,350	373,149,150
May 1.....	342,736,800	20,255,350	372,992,150
“ 8.....	342,749,800	20,155,350	372,905,150

2.—National bank currency issued (weekly and aggregate), and the amount (including worn-out notes) returned, with the amount in circulation at date:

Week ending.	Notes issued.		Notes returned.	Notes in Circulation
	Current week.	Aggregate.		
Feb. 6.....	295,460	312,333,466	12,514,140	299,789,347
“ 13.....	197,240	312,530,726	12,787,949	299,742,777
“ 20.....	202,600	312,733,326	12,913,249	299,815,077
“ 27.....	192,840	312,926,166	13,011,149	299,945,017
Mar. 6.....	129,610	313,055,716	13,150,693	299,905,083
“ 13.....	145,600	313,200,936	13,299,213	299,901,923
“ 20.....	100,800	313,301,736	13,446,893	299,854,840
“ 27.....	159,160	313,460,896	13,564,573	299,896,323
April 3.....	136,860	313,597,756	13,785,923	299,811,833
“ 10.....	99,050	313,796,806	13,985,051	299,817,755
“ 17.....	305,880	314,100,686	14,301,951	299,800,735
“ 24.....	157,490	314,260,176	14,498,051	299,762,125
May 1.....	241,515	314,501,721	14,631,961	299,869,700
“ 8.....	129,320	314,641,041	13,824,576	209,806,465

3.—Fractional currency received from the Currency Bureau by U. S. Treasurer and distributed weekly; also the amount destroyed:

Week ending.	Received.	Distributed.	Destroyed
Feb. 6.....	869,000	604,831	638,618
“ 13.....	906,000	166,850	412,600
“ 20.....	891,000	222,850	637,700
“ 27.....	835,000	239,800	448,800
Mar. 6.....	129,610	411,462	369,185
“ 13.....	562,500	350,700	759,500
“ 20.....	538,500	683,099	431,921
“ 27.....	428,626	452,253	563,235
April 3.....	495,000	295,203	574,730
“ 10.....	476,230	406,000	536,600
“ 17.....	228,000	503,150	500,900
“ 24.....	None	571,800	607,000
May 1.....	None	320,183	438,900
“ 8.....	None	296,800	656,500

PACIFIC RAILROAD OPEN.—The following statement of time and distances is given by the *Western Railroad Gazette*:

	Miles.	Hours.
New York to Chicago, Ill.....	911	36½
Chicago to Omaha, Nebraska.....	491	24½
Omaha to Bryan.....	858	43
Bryan to Ogden, Utah.....	233	10½
Ogden to Elko, Nevada, via Central Pacific Railroad.....	278	12½
Elko to Sacramento, California, via Central Pacific Railroad.....	465	31
Sacramento to San Francisco, via Western Pacific Railroad.....	117	3½
Total.....	3,353	161½

Thus a total distance of 3,353 miles is made, according to the present schedule time, in 6 days and 17½ hours, actual time, by a traveler's watch, from which we deduct 3½ hours, difference of time, when going West, leaving the apparent time consumed in making the trip 6 days and 14 hours.

At San Francisco the mails will connect with the various steamship lines running on the Pacific, and may be landed at Honolulu in nine days from that city, or 15½ days from New York. They can reach Japan in 19 days from San Francisco, or 25½ days from New York, or 33 to 34 days from Great Britain—thus beating the British mails sent via Suez, three to four weeks. The trip between Yokohama, Japan, and either Hong Kong or Shanghai, is readily accomplished by the Pacific Mail steamships in from five to six days, which, added to the time in reaching Japan, will give the through time necessary to reach either of the above named ports of China. The mails for Australia, it is thought, will hereafter go via San Francisco, as the Australian and New Zealand Steamship Company intend transferring the terminus of their line, which has been running from Sydney to Panama, so as hereafter to run from Australia to Taluti, thence to Honolulu, and thence to San Francisco, making 28 days schedule time, which will give us monthly mail to Australia in 34 or 35 days through time.

—The *Lafayette Gazette* says: “Indiana will not long be behind her sister States in the amount and extent of her railroad interests. There are now in running order, within the border of this State, 2,566 miles of first-class railroad. The Tracks, engines, shops, and all their property complete was valued, one year ago, at \$164,224,000. The three roads that have the greatest number of miles of track are the Ohio & Mississippi, Louisville, New Albany & Chicago, and the Indianapolis,

Cincinnati and Lafayette, according to their old plats; but since the consolidation of the Indiana Central, Union, and Logansport, and Chicago and Air Line into the Columbus and Indiana Railway, the latter takes the lead of all; and, in a few days, the track to Vincennes will be added also. The construction of the new line to connect with the Alton and St. Louis Road, is a fixed fact. The Pittsburg and Fort Wayne, and the Cleveland, Columbus, Cincinnati and Indianapolis Railway, guarantee the means for building it. The route has been surveyed and planned, portions of it have been put under contract, and all will be in running order by next Fall. The building of this road will give two competing parallel railroad lines from St. Louis to New York, via Pittsburg, and both running through fine coal and iron beds between Indianapolis and Terre Haute. The work upon the Crawfordsville and Danville Road is progressing finely, and it is expected the iron will be laid from Crawfordsville to Indianapolis by the 26th inst.

THE CINCINNATI, HAMILTON AND DAYTON AND THE ERIE RAILWAY DIFFICULTY SETTLED.—The *Cincinnati Commercial* of April 29th has the following:

“We learn, by a private telegram from New York, that the recent difficulty between the Cincinnati, Hamilton and Dayton and the Erie Railway Companies has been amicably settled. The details of the arrangement have not been made public, but the main features, we understand, are about as follows: The contract is for ten years, and goes into effect immediately. The Erie is to have the exclusive use of the broad gauge track for a through business only; the local traffic, both passenger and freight, is expressly reserved to the Cincinnati, Hamilton and Dayton; the Erie runs its own trains, and receives and delivers its own freight, at its own expense. For the use of the track merely, including necessary depot facilities, the Cincinnati, Hamilton and Dayton is to receive one hundred and eighty thousand dollars per annum, in monthly installments of fifteen thousand dollars each, payable in advance. All damages and losses to be paid by the party causing the same.

“This arrangement would seem to be advantageous to both roads. While the Erie gets all that she needs, the Cincinnati, Hamilton and Dayton at the same time receives a handsome return on a hitherto profitless investment.

“Besides the one hundred and eighty thousand dollars from the Erie, the Cincinnati Hamilton and Dayton now receives from another company twenty-five thousand dollars per annum for track privileges on six miles of road; thus making its income from rents alone, two hundred and five thousand dollars, or very nearly 6 per cent on its entire capital stock of \$3,500,000. With such a showing, and such prospects, the stock of the Cincinnati, Hamilton and Dayton should take rank among the safest and most profitable railway investments in the United States.”

In this connection it is worthy of remark that the Ohio and Mississippi Railroad lost a great portion of its through freight while the difficulty lasted, and this fact accounts for a decrease in the April earnings.

—A proposition has been submitted to the Massachusetts Legislature to consolidate into one road the Boston and Lowell, Nashua and Lowell, Nashua and Concord, Northern Vermont Central and Ogdensburg Railroads, covering the entire line between Boston and Ogdensburg, N. Y. It is proposed to call it the Great Northern Railroad. The bill authorizes the purchase of all the above named roads, and limits the capital stock of the new corporation to the capital stock and amount of indebtedness of the several roads, with the railroad and steamboat lines now leased by them, which the corporation is also empowered to buy, the whole to be upon terms to be mutually agreed upon, and to be ratified by a majority of the stockholders of each road at a meeting to be called for the purpose. It is understood that all the roads above mentioned are in favor of the consolidation. A hearing upon the matter will be given at a future day.

—The Indianapolis and Chicago Air Line Railroad, by which the present distance by rail between Chicago and the capital and principal city of Indiana will be shortened twenty miles, is contemplated. The route was partially surveyed two years ago, and it is proposed to have it extend through five different county seats in Indiana—Frankfort, Clinton County; Delbi, Carroll County; Monticello, Pike County; Rensselaer, Jasper County, and Crown Point, Lake County. The Counties of Jasper and Clinton are now wholly without railway facilities, and the construction of the proposed line will bring these important localities in direct connection with Chicago. The right of way, from Indianapolis to the city limits of Chicago, has already been procured.

—Steel rails, it is reported, are to be laid on the entire length of the railroad from Paris to Marseilles. The change from iron to steel will require 137,000 tons of steel. From experiments made by the company, it has been calculated that in the vicinity of the stations iron rails will not last over four years, and on the whole line not over eight or ten years.

—The *Augusta Chronicle and Sentinel* mention a rumor that negotiations are pending between the Central and Georgia Railroads for a discontinuance of work on the Macon and Augusta Road beyond Milledgeville, the Central to discontinue the Madison branch and aid the Rabun Gap extension from Athens.

—The Baltimore City Council have granted the right of way through the streets of Baltimore to the Baltimore and Potomac Railroad Company for the construction of the road to Acquia Creek and a branch road to Washington.

—A dispatch dated Sacramento, Cal, announces the arrival in that city of a train of Springfield cars, which were the first to cross the continent.

The Bankers' Gazette.

DIVIDENDS.

The following Dividend has been declared during the past week:

NAME OF COMPANY.	PER CENT.	WHEN PAY'BLE	WHERE PAYABLE	BOOKS CLOSED.
<b>Railroad.</b>				
St. Louis, Alt. & T. H. pref.	7	June 1.	Company's Office.	May 25

FRIDAY, May 14, 1869, P. M.

**THE MONEY MARKET**—There is little variation in the course of money from the features noted last week. With the banks there is a steady gain in deposits, and private bankers also are receiving deposits from their country correspondents. The condition of the money markets of the interior cities is growing easier, and the surplus funds at those points gradually graduate toward this centre. The payment of coin interest by the Treasury and the weekly government sales of coin have increased very materially the reserve of the banks, which has a tendency to encourage freer lending. There is, however, a very free demand for discount at the banks, so that the easier condition of the supply does not appear in any material change in the rate for call loans. Brokers are able, in some instances, to borrow at 6 per cent on stocks but the general rate on stock loans is 7 per cent and on governments 6 per cent.

Discounts of prime paper are generally done at 7@8 per cent, with exceptions at 9 per cent.

The following are the quotations for loans of various classes:

Call loans	Per cent.	Good endorsed bills, 3 & 4 months	Per cent.
Loans on bonds & mort.	@ 7	do single names	8 @ 10
Prime endorsed bills, 2 months	@ 7	Lower grades	10 @ 12
	7 @ 8		12 @ 15

**UNITED STATES BONDS**—The bond market has been, on the whole, active and firm. The London market has recovered from the slight panic noted at the close of last week, and Five-Twenties have advanced from 76½, the lowest point of depression, to 79. Concurrently, the price of gold has advanced 2 points; so that a basis has thus been formed for a material rise in bonds here, and Sixty-Twos have advanced from 117½ on Friday last to 120½ today, and Sixty-Sevens from 115½ to 118½. On Wednesday the Government received tenders for the sale of \$1,000,000 Five-Twenty bonds of any issue. The total offers of bonds amounted to \$382,000, the prices ranging from 115.50 for registered Sixty-Twos to 117.85 for coupon Sixty-Sevens. The accepted offers were for \$600,000 Sixty-Fours, coupons, at 115.50; \$75,000 do. do. at 115.53; \$100,000 Sixty-Twos, reg., at 115.50; \$200,000 Sixty-Twos, reg., at 115.52; and \$25,000 Sixty-Fours, reg., at 115.53. The taking of \$1,000,000 bonds off the market, with a very light supply at the time, has not been without its effect upon prices, quotations having since ranged about ½ per cent higher.

Some moderate amounts of bonds have been sent to Europe during the week; but the condition of the foreign markets is not such as to encourage free shipments. To-day bonds opened at London at 78½—a decline of ½—were next quoted at 78½, and at the close fell back to 78½; which course of prices produces a little uneasiness among foreign bankers holding bonds, and has induced some sales by that class of dealers.

A temporary weakness in the market was produced by a Washington dispatch, stating that the Secretary of the Treasury does not propose to cancel the bonds, but simply to save the interest, holding the securities to be reissued if the necessities of the Treasury require such a course. This report, however, has since been authoritatively contradicted, and assurance is given that the bonds will be formally cancelled on purchase.

The following are the closing prices of leading government securities, compared with preceding weeks:

	April 2.	April 9	April 23.	April 30.	May 7.	May 14.
U. S. 6's, 1881 coup.	115½	116½	117½	118½	118½	121½
U. S. 5-20's, 1862 coup.	118½	120½	121	121½	117½	120½
U. S. 5-20's, 1864	113½	115	116½	117½	113½	116
U. S. 5-20's, 1865	115½	117½	118½	119½	114½	116½
U. S. 5-20's, 1865, July cpn	112½	113	115	116½	115½	118½
U. S. 5-20's, 1867, coup.	112½	113½	115	116½	115½	118½
U. S. 5-20's, 1868,	112½	113½	115	116½	115½	118½
U. S. 10-40's,	105½	105½	106½	108½	107½	109

The proportion of registered and coupon bonds of each issue of Five-Twenties as now outstanding is as follows:

	Coupon Bonds.	Reg'd Stock.
1862, May and November	\$335,889,250	\$128,882,350
1864, May and November	65,032,300	64,412,000
1865, May and November	140,510,410	62,816,800
1865, January and July	253,283,100	79,715,850
1867, January and July	298,623,250	80,883,250
1868, January and July	35,298,350	7,248,000
<b>Total</b>	<b>\$1,178,635,100</b>	<b>\$423,953,250</b>
<b>Total all Five-Twenties</b>		<b>\$1,602,588,350</b>

**STATE BONDS.**—In this class of securities there has been little variation calling for note. As yet the speculative movement in stocks has not extended to State securities, and in the way of investment the movement is quite limited. Prices range very close upon those of last week.

	May 7	May 14.		May 7.	May 14.
Tennessee Sixes, x c.	68	68½	Louisiana Sixes, levee	69	70
Tennessee Sixes, new	66½	65½	Louisiana Eigh's, levee	88	89½
North Carolina Sixes, old	60	60½	Alabama Fives	67	67
North Carolina Sixes, x. c.	55	55½	Alabama Eigh's	102	102
Virginia Sixes, old	58½	58	Georgia Sixes	83	83
Virginia Sixes, new	63	62	Georgia Sevens	86	96
Louisiana Sixes	73½	73	Missouri Sixes	83½	89

**RAILROAD AND MISCELLANEOUS STOCKS.**—The course of business at the Stock Boards has been interrupted by the change of arrangements growing out of the amalgamation of the Stock Exchange, Open Board of Brokers and the Government Board under one organization. The combined board retains the name of the New York Stock Exchange, and now comprises 1,030 members, with about \$750,000 in its treasury. Advances have been made by the Gold Room looking to its joining the consolidation; and it appears probable that such a course may be adopted, in which event the funds of the Exchange would be increased to about \$1,000,000 and a fine new building for the accommodation of the enlarged organization would probably be erected.

The market has showed a sharp reaction from the depression noted at the close of last week. The prospect of stock dividends and consolidations upon some six or eight principal roads produces a strong feeling among outside operators in favor of higher prices, and the cliques find little difficulty in unloading upon the street, when it suits their purpose to do so. The market has had little stimulus from the Vanderbilt stocks, the suspense as to the fate of the Consolidation and the Certificate bills having had a tendency to keep them quiet. To-day, however, it was announced apparently on good authority that the bills will be certainly signed this week, a report which is apparently confirmed by the fact that the stocks have to-day shown much firmness. From a comparison below it will be seen that prices range generally much higher than last week, the advance being entirely due to the speculative considerations above noted.

The following were the closing quotations of the regular board compared with those of the six preceding weeks:

	Mar. 25.	April 2	April 16.	April 23.	April 30.	May 7.	May 14.
Cumberland Coal	35	35½	30	31	31	29	30½
Quicksilver	20	21	21½	22	21½	20	19½
Canton Co.	59	58½	62½	62	62½	60	62½
Mariposa pref.	34½	34½	28½	43½	19½	42½	49½
Pacific Mail	88½	89½	94½	93½	93½	91½	94½
New York Central	162½	160	165	168	177½	177½	182½
Erie	33½	33½	33½	33½	29½	27½	30½
Hudson River	138½	128	149½	148½	157½	153½	157½
Reading	91½	90½	94½	95	96½	95½	96½
Mich. Southern	96½	118½	99½	98½	103½	104	106½
Michigan Central	117	118½	120	120½	125½	126	126
Clev. and Pittsb.	88½	x. d. 86½	91½	93½	93½	90½	93½
Clev. and Toledo.	106½	x. d. 96½	106½	106½	104	104	116½
Northwestern	84½	84	84½	84½	87	85	92
"    preferred	92½	93½	95½	96½	98½	96½	103½
Rock Island	132½	x. d. 128	131½	137½	138½	125½	128½
Fort Wayne	122½	123½	132½	132½	140	147½	155½
Illinois Central	133	140	140	145	144	145	145½
Ohio & Miss.	32½	32½	33½	33½	33½	32½	33½
Milw & St. Paul.	71½	71½	79½	77½	78½	75½	78½
"    pref	80½	80	86½	85½	87½	85	87½
Col., Wab. & W'n	67	66½	71½	72½	73½	72	76½

The following statement shows the volume of transactions in shares, at both the Stock Boards for the past and several previous weeks:

Week ending—	Bank.	Rail-road.	Coal.	Min. ing.	Im. pro't.	Tele. graph.	Steam-ship.	Other.	Total.
Jan. 7....	817	231,891	540	1,650	3,300	3,671	6,277	5,453	253,010
" 14....	961	328,704	1,901	3,100	11,800	3,807	11,980	5,336	367,986
" 21....	568	293,493	816	12,025	7,961	11,074	8,450	16,934	351,960
" 28....	1,042	373,971	2,637	13,000	7,650	18,190	12,492	19,085	448,960
Feb. 4....	440	243,766	2,149	6,400	3,200	13,175	16,881	9,675	295,785
" 11....	653	179,110	899	9,900	7,350	5,546	25,403	5,635	234,516
" 18....	512	175,231	2,350	3,200	5,400	10,456	13,575	7,435	218,212
" 25....	784	136,369	902	18,450	700	7,676	22,165	11,543	192,589
March 4....	582	177,884	544	28,766	900	6,548	8,697	12,615	258,237
" 11....	565	139,674	405	18,050	4,950	6,240	8,423	10,209	188,516
" 18....	546	177,818	1,445	23,200	1,950	15,118	9,271	8,604	260,421
" 25....	644	207,115	705	10,750	1,800	9,271	29,519	8,970	263,774
April 1....	410	138,420	235	7,150	1,000	14,549	15,290	5,977	183,031
" 8....	415	429,249	575	11,550	1,650	21,255	11,006	5,061	480,761
" 15....	835	193,817	175	8,769	3,600	8,916	8,566	6,398	231,076
" 22....	742	258,731	1,052	14,950	3,400	16,256	15,692	16,865	327,723
" 29....	1,039	542,773	332	32,100	1,500	14,334	15,463	13,445	620,986
May 6....	109	368,820	410	15,190	1,850	9,923	6,971	5,633	409,416
May 13....	890	671,000	369	6,300	1,100	7,130	20	686,899	

The following is a summary of the amount of Government bond and notes, State and City securities, and railroad and other bonds sold at Regular Board for the past and several previous weeks:

Week ending Friday.	Government Bonds.	State & City Bonds.	Company Bonds.	Total amount.
Jan. 7	4,057,710	683,000	299,560	5,030,260
Jan. 14	5,729,000	1,559,500	723,000	8,111,500
Jan. 21	4,823,100	2,335,900	655,000	7,819,000
Jan. 28	5,089,450	1,098,500	887,500	7,063,450

Feb. 4	3,659,400	649,500	841,000	5,149,900
Feb. 11	6,108,500	1,290,000	516,500	7,915,000
Feb. 18	9,031,300	994,000	720,000	10,745,300
Feb. 25	4,709,509	1,408,500	512,500	6,630,525
March 4	9,126,000	1,067,000	774,500	10,967,500
" 11	6,106,900	1,308,500	546,000	8,461,400
" 18	6,195,700	775,325	415,500	7,386,500
" 25	3,923,600	768,500	34,000	5,056,100
April 1	2,264,500	677,000	215,500	3,157,000
" 8	4,143,500	911,100	290,000	5,374,600
" 15	4,476,450	517,500	229,200	5,223,150
" 22	4,230,700	1,622,000	762,000	6,614,700
" 29	5,017,500	1,541,100	615,675	7,174,275
May 6	3,901,500	1,736,509	932,800	6,570,806
May 13	6,608,000	1,174,500	198,349	7,980,849

Balance in Sub-Treasury morning of May 8	81,985,389 15
Deduct payments during the week	19,833,571 78
Balance on Saturday evening	\$83,267,280 00
Increase during the week	1,281,890 95

Total amount of Gold Certificates issued, \$4,649,000. Included in the receipts of customs were \$114,000 in gold, and \$2,411,718 in Gold Certificates.

The following table shows the aggregate transactions at the Sub-Treasury a series of weeks :

Weeks Ending	Custom House	Sub-Treasury Payments	Sub-Treasury Receipts	Sub-Treasury Balances	Changes in Balances
Jan. 2	1,139,182	18,106,484	9,977,075	82,347,376	Dec. 8,129,459
Jan. 9	1,954,193	11,375,788	10,396,480	81,368,068	Dec. 979,308
Jan. 16	2,519,581	7,506,896	9,253,950	83,115,122	Inc. 1,747,051
Jan. 23	2,601,325	10,455,285	13,940,717	86,600,554	Inc. 3,485,432
Jan. 30	2,246,626	10,024,455	7,097,628	88,673,727	Dec. 2,926,826
Feb. 6	2,169,645	5,657,096	7,863,358	85,879,989	Inc. 2,216,265
Feb. 13	3,339,143	7,926,110	10,157,005	88,040,924	Inc. 2,161,945
Feb. 20	2,899,816	4,674,472	7,089,420	90,455,882	Inc. 2,414,945
Feb. 27	3,588,089	8,461,940	6,547,652	88,541,593	Dec. 1,914,288
Mar. 6	3,257,013	8,321,692	6,043,387	86,924,288	Dec. 1,617,309
Mar. 13	2,569,769	10,250,601	11,113,388	87,787,075	Inc. 862,778
Mar. 20	2,993,002	5,366,277	11,321,643	93,742,441	Inc. 5,955,366
Mar. 27	2,537,835	5,260,937	6,208,779	94,690,283	Inc. 947,848
April 3	2,868,793	15,891,946	8,081,928	86,880,266	Dec. 1,810,012
April 10	2,718,338	4,246,920	7,101,850	89,735,196	Inc. 2,854,930
April 17	2,391,842	5,373,388	5,610,469	89,972,277	Inc. 237,081
April 24	2,671,828	9,610,064	8,344,663	88,655,875	Dec. 1,316,401
May 1	2,150,455	17,063,636	10,393,150	81,985,389	Dec. 6,670,486
May 8	2,525,718	19,833,572	21,115,463	83,267,280	Inc. 1,281,891

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on May 8, 1869 :

BANKS.	AVERAGE AMOUNT OF				Net Deposits.	Legal Tenders.
	Capital.	Loans and Discounts.	Specie.	Circulation.		
New York	\$3,000,000	\$9,017,059	\$3,968,415	\$927,349	\$6,734,600	\$1,536,098
Manhattan	2,050,000	5,481,552	176,989	10,410	3,190,487	965,657
Merchants'	3,000,000	7,626,068	1,066,117	852,558	6,783,307	2,430,712
Mechanics	2,000,000	5,819,402	370,696	558,889	4,264,400	794,171
Union	1,500,000	4,060,146	198,391	473,779	2,362,245	508,049
America	3,000,000	7,149,911	1,179,838	1,695	5,645,309	1,526,250
Phoenix	1,800,000	4,090,842	280,990	527,790	2,751,546	730,462
City	1,000,000	5,225,047	700,450	.....	3,756,000	259,167
Tradesmen's	1,000,000	3,165,377	21,234	758,956	1,775,963	673,382
Fulton	600,000	2,226,945	184,462	.....	1,716,281	520,120
Chemical	300,000	6,901,955	341,902	.....	5,478,551	1,721,841
Merchants' Exchange	1,255,000	3,111,526	52,494	449,477	2,449,902	773,850
National	1,500,000	3,213,154	99,791	493,121	1,182,390	355,483
Butchers'	800,000	2,467,200	54,800	262,800	1,998,000	660,900
Mechanics and Traders'	600,000	2,062,199	27,663	195,720	1,633,825	496,974
Greenwich	200,000	1,076,871	.....	3,183	756,139	138,719
Leather Manuf. National	600,000	2,942,276	162,966	201,497	1,838,004	565,791
Seventh Ward National	500,000	1,322,552	45,758	179,755	788,267	294,793
State of New York	2,000,000	4,827,419	477,052	400,000	3,745,104	1,112,182
American Exchange	5,000,000	9,727,783	570,250	92,985	5,027,893	1,528,570
Commerce	10,000,000	23,743,310	431,401	5,676,505	6,647,855	1,926,968
Broadway	1,000,000	7,075,015	61,848	900,000	5,707,256	1,806,836
Ocean	1,000,000	3,234,581	101,726	780,578	2,149,105	751,507
Mercantile	1,000,000	3,283,530	57,223	481,000	2,706,931	764,681
Pacific	422,700	1,645,943	13,327	134,624	1,304,579	452,049
Republic	2,000,000	4,897,741	785,904	851,095	3,783,372	863,663
Chatham	450,000	2,318,111	46,855	131,188	2,485,536	700,465
People's	412,500	1,433,250	36,788	5,997	1,349,714	326,616
North American	1,000,000	2,321,501	101,528	4,266	1,880,879	329,000
Hanover	1,000,000	2,428,211	159,703	289,492	1,487,200	357,142
Irving	500,000	1,681,000	11,000	193,096	1,501,000	491,000
Metropolitan	4,000,000	10,998,406	775,408	2,186,842	5,458,558	1,256,167
Citizens	400,000	1,507,152	19,119	132,000	1,183,204	334,742
Nassau	1,000,000	2,035,563	31,611	4,004	1,772,311	406,276
Market	1,000,000	3,011,739	101,223	589,939	1,945,143	574,547
St. Nicholas	1,000,000	2,686,006	45,618	747,135	1,194,929	557,328
Shoe and Leather	1,500,000	3,846,000	32,500	92,470	2,101,300	755,000
Corn Exchange	1,000,000	2,944,092	20,296	6,108	1,509,751	218,000
Continental	2,000,000	4,214,334	130,522	564,031	2,467,756	632,000
Commonwealth	750,000	2,859,601	24,787	238,127	2,566,473	703,663
Oriental	300,000	1,440,484	10,165	5,150	1,116,746	217,619
Marine	400,000	1,813,070	58,860	360,000	1,512,030	550,050
Atlantic	300,000	1,168,549	39,057	88,319	862,121	220,001
Importers and Traders'	1,500,000	9,716,349	162,368	504,941	7,766,134	1,959,000
Park	2,000,000	13,005,495	816,069	1,010,332	15,162,621	3,670,560
Mechanics' Banking Ass.	500,000	1,066,753	9,352	304,239	1,099,507	407,593
Grocers'	300,000	862,005	7,811	51,250	836,352	308,520
North River	400,000	1,213,792	19,352	111,553	1,115,541	287,386
East River	350,000	1,007,951	8,634	283,500	659,779	212,561
Manufacturers & Mer.	500,000	1,238,134	9,465	698	853,996	153,093
Fourth National	5,000,000	17,042,368	67,983	2,940,729	13,404,120	3,718,650
Central National	3,000,000	12,557,003	163,821	1,780,000	11,099,878	3,164,794
Second National	300,000	1,459,629	.....	270,000	1,274,316	418,477
Ninth National	1,000,000	5,533,596	96,446	850,532	4,927,721	1,424,653
First National	500,000	4,117,065	48,592	373,831	4,430,578	1,178,710
Third National	1,000,000	4,335,084	113,770	790,851	3,994,285	1,555,993
New York N. Exchange	300,000	1,137,225	9,883	268,339	595,718	236,406
Tenth National	1,000,000	2,819,600	54,100	913,100	1,651,400	640,200
New York Gold Exch'ge	500,000	1,458,884	723,307	.....	1,393,669	50,000
Bull's Head	200,000	1,781,906	5,648	7,085	1,862,018	.....
National Currency	700,000	294,471	8,774	90,000	245,631	87,828
Bowery National	250,000	839,829	6,674	225,000	59,829	211,433
Stuyvesant	200,000	500,049	.....	.....	509,968	.....
Eleventh Ward	200,000	494,868	.....	.....	383,446	40,134
Eighth National	250,000	961,993	5,751	250,000	770,85	281,764
American National	500,000	709,785	11,726	449,50	495,277	220,110
Germania	.....	74,755	.....	.....	96,992	22,680
Total	\$3,970,200	268,486,372	16,081,489	33,986,160	193,893,137	55,109,573

The deviations from the returns of previous week are as follows:

Loans	Inc. \$8,051,212	Deposits	Inc. \$9,941,572
Specie	Inc. 6,813,854	Legal Tenders	Inc. 1,366,149
Circulation	Dec. 14,102		

The following are the totals for a series of weeks past

	Loans.	Specie.	Circulation.	Deposits.	Legal Tenders.	Aggregate Clearings.
Jan. 2	259,090,057	20,736,122	31,379,609	180,490,445	48,896,421	585,301,799
Jan. 9	258,792,562	27,384,730	34,344,156	187,908,539	51,141,128	707,772,051
Jan. 16	262,838,831	29,258,636	34,279,153	195,484,848	52,927,083	675,795,611
Jan. 23	264,954,619	2,864,197	34,265,946	197,101,163	54,022,119	671,234,542
Jan. 30	265,171,109	27,784,923	34,231,156	196,985,462	54,747,569	609,380,296
Feb. 6	266,541,732	27,939,404	34,246,436	196,602,899	53,424,133	670,229,470
Feb. 13	264,380,407	25,854,331	34,263,451	192,977,860	52,331,952	690,754,499

THE GOLD MARKET.—The upward tendency in the premium continues, the price having advanced from 135½, the lowest figure of last Friday, to 139½ after the close of Room hours to day. The rise appears to be mainly anticipatory, and but little due to any causes arising during the week, beyond a lack of confidence in the course of the foreign markets for our bonds. It appears to be very generally deemed probable that the foreign trade movement justifies an advance to about 145 during the summer, while it is deemed not impossible that phases of the Alabama and the Cuban questions may materially stimulate the upward tendency. At the same time, many of the foreign bankers are largely "short" in the market. The Treasury sales of coin do not appreciably check the upward tendency; first, because they are no more than usual at this period; and next, because it is taken for granted that all the gold that comes out of the Treasury will be required for export. The \$1,000,000 of gold sold by the Treasury yesterday, was taken by one firm at 138 42. An increased amount of specie will be shipped this week, no large amount is likely, however, to go out until exchange advances about ½ above its present figures.

The fluctuations in the gold market, and the business at the Gold Board during the week closing with Friday, are shown in the following table :

	Quotations.				Total Clearings.	Balances.	
	Open- ing.	Low- est.	High- est.	Clos- ing.		Gold.	Currency.
Saturday, May 8	138½	137½	139	137½	253,782,000	\$3,556,447	\$5,762,846
Monday, " 10	137	137	137½	137½	160,743,000	1,663,477	2,446,112
Tuesday, " 11	137½	137½	138½	138½	108,377,000	1,427,080	2,194,548
Wednesday, " 12	13½	137½	138½				

Table with columns for date (Feb 20 to May 8) and various financial figures (Capital, Loans, Specie, L. T. Notes, Deposits, Circulation).

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, Monday, May 10, 1869.

Table listing Boston National Banks (Atlantic, Atlas, Blackstone, etc.) with columns for Capital, Loans, Specie, L. T. Notes, Deposits, and Circulation.

The deviations from last weeks returns are as follows: Capital, Loans, Specie, Legal tender notes, Deposits, Circulation.

Table showing comparative totals for a series of weeks past (Dec 7 to May 10) with columns for Loans, Specie, Legal Tenders, Deposits, and Circulation.

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia Banks for the week preceding Monday, May 10, 1869:

Table listing Philadelphia Banks (Philadelphia, North America, Farmers & Mech., etc.) with columns for Capital, Loans, Specie, L. Tend., Deposits, and Circulation.

\* This column includes amounts due to banks.

Summary table for Seventh, Eighth, Central, Bank of Republic, and Exchange with columns for Capital, Loans, Specie, Legal Tenders, Deposits, and Circulation.

Total... 15,992,150 51,936,530 270,525 14,623,803 39,478,893 10,617,934

The annexed statement shows the condition of the Philadelphia Banks for a series of weeks.

Table showing the condition of Philadelphia Banks for a series of weeks (Dec 7 to May 10) with columns for Date, Loans, Specie, Legal Tend., Deposits, and Circulation.

BANK STOCK LIST.

Large table listing various banks and companies (America, American Exchange, Atlantic, etc.) with columns for Companies, Capital, Dividend, and Friday.

SALE-PRICES AT THE NEW YORK STOCK EXCHANGE,

REPRESENTED BY THE LAST SALE REPORTED OFFICIALLY ON EACH DAY OF THE WEEK ENDING FRIDAY, MAY 14, TOGETHER WITH THE AMOUNT OF BONDS AND NUMBER OF SHARES SOLD AT BOTH BOARDS IN THE SAME WEEK.

Table with columns for Stocks and Securities, dates (Sat., Mon., Tues., Wed., Thurs., Fri.), Week's Sales, and No. Includes sections for National, State, Municipal, Bank Stocks, and Railroad Stocks.

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.

Table with columns for COMPANIES, Stock outstanding, Dividend (Periods, Last paid, rate), FRIDAY (Bid, Ask), and FRIDAY (Bid, Ask). Rows include various railroad and canal companies like Albany and Susquehanna, Atlantic & St. Lawrence, etc.

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables. Bond List Page 1 will appear in this place next week.

Table with columns: DESCRIPTION, Amount outstanding, INTEREST (Rate, Payable), FRIDAY (Bid, Ask'd), and N.B.—Where the total Funded Debt is not given in detail in the 2d column it is expressed by the figures in brackets after the Co's name. The table lists various bonds for railroads, canals, and miscellaneous projects, including Atlantic & Gl. Western, Baltimore and Ohio, and many others.

SOUTHERN SECURITIES.

Quotations by J. M. Weith & Arents, 9 New Street.

Table of Southern Securities including State Securities (Alabama, Georgia, Louisiana, etc.), City Securities (Alexandria, Atlanta, etc.), and Railroad Securities (Alabama, Georgia, etc.). Columns include bid/ask prices and descriptions of securities.

PETROLEUM STOCK LIST.

Table of Petroleum Stocks with columns for Companies, Bid, and Ask prices. Includes companies like Beunehoff, Brevoort, and National.

GOLD AND SILVER MINING STOCK LIST.

Table of Gold and Silver Mining Stocks with columns for Companies, Bid, and Ask prices. Includes companies like Black Hawk, Bullion Consolidated, and Kipp & Buell.

INSURANCE STOCK LIST.

Table of Insurance Stocks with columns for Capital, Net Assets, Dividends, and Last Paid. Includes companies like Adriatic, Aetna, American, and many others.

COPPER MINING STOCK LIST.

Table of Copper Mining Stocks with columns for Companies, Bid, and Ask prices. Includes companies like Albany & Boston, Allouez, and Lake Superior.

\* Capital \$1,000,000, in 20,000 shares. † Capital \$500,000, in 100,000 shares. ‡ Capital of Lake Superior & Co. generally \$50,000 in 20,000

The Railway Monitor.

INDEX TO RAILROAD AND OTHER REPORTS published in the current volume of the CHRONICLE:

Table with columns: Company, Date, Page, Company, Date, Page. Lists various railroads and their report dates and page numbers.

RAILROAD EARNINGS (WEEKLY).—In the following table we compare the reported weekly gross earnings of the leading railroads for several weeks in 1868 and 1869:

Table showing weekly gross earnings for railroads like Chicago and N. West'n, Chicago, R. Isl. & Pac., Michigan Central, etc., with columns for Week, Miles of road, and Gross earnings for 1868 and 1869.

MICHIGAN SOUTHERN AND LAKE SHORE CONSOLIDATION.—The consolidation of these Companies has been consummated and a meeting of the stockholders is to be held at the office of the Lake Shore Company in Cleveland...

—The Burlington and Missouri Railroad Company has just received from the United States Government and State of Iowa, 375,000 acres of land lying within twenty miles of its road.

NEW YORK AND NEW HAVEN RAILROAD.—By the annual report of the Board of Directors to be submitted at the annual meeting in New Haven on the 20th inst., it appears that for the fiscal year ending March 31 last, the total income of the road realized from the transportation of passengers, freight, mails, and express, and other sources, amounted to \$2,163,875 34.

"The Legislature of Connecticut, at its May session, 1868 passed an amendment to the charter of the Company, authorizing an increase of the capital stock by the amount of \$3,000,000, thus making the total capital stock \$9,000,000.

—The Baltimore and Ohio Railroad Company has leased for a term of years with privilege of indefinite extension, the Sandusky, Mansfield and Newark Railroad, extending from Sandusky to Newark, O.

For other railroad items see "COMMERCIAL AND MISCELLANEOUS NEWS" on a previous page.

EARNINGS OF PRINCIPAL RAILROADS.

Large table with multiple columns showing earnings for various railroads (Atlantic & Great Western, Chicago and Alton, Chicago & Northwestern, etc.) for the years 1867, 1868, and 1869, broken down by month.

The Commercial Times. COMMERCIAL EPITOME.

FRIDAY NIGHT, May 14.

The course of trade has recovered slowly the past week. There has been less than the average of speculative feeling in mercantile circles; an indisposition to do business, to which probably the sultry weather has contributed. It certainly has seldom been more difficult to induce an operation for a rise, notwithstanding the advance in gold and the ease of the money market. Prices on the average are no better than when gold was 132, and the lowest discounts 12 per cent per annum.

Hides and Skins have ruled steady and moderately active, with rather more doing in Leather.

Petroleum has declined, especially for future delivery. The production of the Pennsylvania districts show a moderate increase. The sales at the decline have been very large, and refined closed firm. Oils have been firm, with a moderate business.

Naval Stores have been less active, with prices rather drooping, mainly owing to an advance in ocean freights. The arrivals of Spirits Turpentine and Tar have been liberal.

East India Goods rule very firm, with more movement in Calcutta Linseed.

Metals continue unsettled by the advance in gold, and business limited to jobbing parcels.

Tallow has been less active for export, but prices fully supported. Hops and Hay show no essential change. Whiskey is in slightly improved demand. Stearine has sold largely at a wide range of prices.

Building Materials show a marked decline in Brick, and are generally slightly lower.

Wool is firmly held but quiet.

Freights have but little improvement. The closing rates to-day were 3 1/2 d. @ 1 d. for Wheat, and 5-32 d. for Cotton to Liverpool by steam. Several charters have been made to Cork for orders with Wheat at 4s. 6d. Petroleum charters were active early in the week.

The general market for Hog products is without animation and prices somewhat unsettled, though the fluctuations continue too slight for either buyer or seller to gain any important advantage. The speculative feeling is still dormant and such little business as may be transacted from day to day is to supply domestic jobbers, or occasional small shipping orders.

New Mess Pork in wholesale parcels is without movement, and values to some extent nominal, though it was quite evident that none of the easily controlled supply could be bought below \$31. In fact, holders as a rule appear very confident of an ultimate upward turn on pork, and are unwilling to place their goods on sale, unless compelled to, or a better margin for profit offers itself. This position is based on the generally acknowledged fact that the bulk of the stock has cost present owners about \$31 or upwards, the natural falling off in shipments hither from the West with the approach of warmer weather, the high price of hogs, and the tendency of city packers to produce largely of box meats during the present season.

Receipts of Domestic Produce for the Week and since Jan. 1.

The receipts of domestic produce for the week and since Jan. 1 and for the same time in 1868, have been as follows:

Table with columns: This week, Since Jan. 1, Same time '68. Rows include: Ashes, Breadstuffs, Flour, Wheat, Corn, Oats, Rye, Malt, Barley, Grass seed, Flax seed, Beans, Peas, C. meal, Buckwheat, Cotton, Copper, Grease, Hemp, Hides, Hops, Leather, Lead, Molasses, Naval Stores, Cr. turpentine.

Exports of Leading Articles from New York.

The following table, compiled from Custom House returns, shows the exports of leading articles of commerce from the port of New York since January 1, 1869. The export of each article to the several ports for the past week can be obtained by deducting the amount in the last number of the CHRONICLE from that here given.

Large table with columns: Other W. Indies, Mexico, New Granada, Venezuela, British Guiana, Brazil, America, Others S. America, Total since same time January 1, 1869. Rows include: Breadstuffs, Flour, Cornmeal, Wheat, Rye, Barley, Oats, Corn, Peas, Candles, Coal, Coffee, Cotton, Domestic, Drugs, Hops, Naval Stores, Oil cake, Oils, Petroleum, Whale oil, Sperm oil, Lard oil, Provisions, Beef, Bacon, Butter, Cheese, Lard, Rice, Tallow, Tea, Tobacco, Tobacco leaf, Whalebones.

**Imports of Leading Articles.**

The following table, compiled from Custom House returns, show the foreign imports of certain leading articles of commerce at this port for the last week, since Jan. 1, 1869, and for the corresponding period in 1868:

[The quantity is given in packages when not otherwise specified.]

	For the week.	Since Jan. 1, 1869.	Same time 1868.		For the week.	Since Jan. 1, 1869.	Same time 1868.
China, Glass and Earthenware—				Metals, &c—			
China	324	3,737	2,675	Cutlery	49	1,643	1,515
Earthenware	1,432	23,238	11,174	Hardware	146	1,932	2,504
Glassware	6,521	221,924	150,204	Iron, RR bars	28,179	230,494	120,434
Glass plate	234	5,867	3,504	Lead, pigs	8,681	201,509	148,088
Buttons	231	3,996	1,436	Spelter, lbs.	33,000	5,843,303	1,026,650
Coal, tons	1,683	15,140	20,078	Steel	4,311	53,589	56,232
Cocoa, bags	100	2,366	3,063	Tin, boxes	46,918	481,029	234,745
Coffee, bags	42,141	434,186	336,915	Tin slabs, lbs.	926	1,593,288	2,275,653
Cotton bales	303	885	107	Rags	482	41,010	14,937
rags, &c.—				Sugar, hhd's, tcs & hbl's	15,433	151,347	150,300
Bark, Peruvian	927	8,212	4,609	Sugars, boxes & bags	16,206	371,230	258,400
Blea powders	246	13,099	10,398	Tea	55,933	496,165	537,178
Brimstone, tons	70	6,601	3,991	Tobacco	251	18,591	14,623
Cochineal	191	962	966	Waste	25	765	420
Cream Tartar	16	813	570	Wines, &c—			
Gambier	419	11,353	8,896	Champagne, bks	2,272	46,955	29,537
Gums, crude	144	3,266	255	Wines	7,622	54,115	26,526
Gum, Arabic	376	1,109	1,616	Wool, bales	1,632	20,985	12,425
Indigo	144	3,266	1,340	Articles report'd by value—			
Madder	200	5,041	3,396	Cigars	\$15,422	\$312,339	\$201,756
Oils, essence	2	66	232	Corks	172	44,789	65,815
Oil, Olive	2,500	21,262	14,807	Fancy goods	48,213	731,988	387,193
Opium	6	342	310	Fish	26,434	291,370	157,224
Soda, bi-carb.	1,600	42,008	34,409	Fruits, &c—			
Soda, sal	1,664	12,489	19,983	Lemons	3,137	88,560	100,423
Soda, ash	1,415	16,912	12,690	Oranges	7,152	415,306	413,718
Flax	189	796	447	Nuts	50,472	363,972	223,064
Furs	190	2,391	1,606	Raisins	3,345	581,541	600,910
Gunny cloth	99	4,458	2,166	Hides undressed	473,385	4,308,070	2,396,479
Hair	1,068	46,853	47,697	Rice	5,984	154,279	283,822
Hemp, bales	81	685	306	Spices, &c—			
Hides, &c—	1,300	5,041	2,978	Cassia	8,809	121,171	60,415
Bristles	819	17,466	14,516	Ginger	1,432	16,584	5,425
Hides, dressed	6	1,072	808	Pepper	6,401	48,316	72,316
India rubber	46	847	886	Saltpetre	13,319	108,015	100
Ivory	23	415	401	Woods—			
Jewelry, &c—	19,569	224,412	195,277	Cork	4,582	68,442	51,698
Watches	5,908	83,697	70,983	Fustic	5,254	38,056	51,698
Linseed				Logwood	8,071	169,639	121,599
Molasses				Mahogany	1,329	35,929	33,513

**COTTON.**

FRIDAY, P. M., May 14, 1869.

By special telegrams received by us to-night from each of the Southern ports we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening, May 14. From the figures thus obtained it appears that the total receipts for the seven days have reached 22,201 bales, (against 22,450 bales last week, 21,087 bales the previous week, and 29,423 bales three weeks since,) making the aggregate receipts since September 1, 1868 up to this date, 2,205,985 bales (of which 241,000 bales are overland shipments direct to the mills), against 2,277,054 bales (of which 175,000 bales are overland shipments), for the same period in 1867, being an excess last season over this season 61,069 bales. The details of the receipts for this week (as per telegraph) and the corresponding week of 1868 are as follows:

	Receipts—	Receipts—
	1869.	1868.
Received this week at—		
New Orleans	5,660	2,224
Mobile	2,458	620
Charleston	2,714	810
Savannah	4,935	2,500
Texas	1,130	1,737
Tennessee, &c	3,272	661
Received this week at—		
Florida	13	172
North Carolina	193	344
Virginia	1,821	1,654
Total receipts	22,201	10,723
Increase this year		11,478

The exports for the week ending this evening reach a total of 31,334 bales, of which 24,075 were to Great Britain, and 7,259 bales to the Continent, while the stocks at all the ports as made up this evening, are now 238,551 bales. Below we give the exports and stocks for the week, and also for the corresponding week of last season, as telegraphed to us by our own correspondents at the various ports to-night:

Week ending	Exported to—		Total	Same week	Stock
May 14.	G't Britain.	Cont'n't.	this week.	1868.	1869.
New Orleans	14,279	2,914	17,223	14,238	67,656
Mobile	1,300	...	1,300	...	33,114
Charleston	1,811	...	1,811	...	20,230
Savannah	...	...	...	7,726	9,434
Texas	...	1,500	1,500	658	6,801
New York	6,685	2,815	9,500	8,659	6,141
Other ports	...	...	...	...	12,713
Total	24,075	7,259	31,334	31,281	75,801
					21,432
					30,000
					189,074

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 53 bales, while the stocks to-night are 49,477 bales more than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports since Sept. 1, according to the latest mail returns. We do not include our telegrams to-night, as

we cannot insure the accuracy or obtain the detail necessary, by telegraph:

**Receipts and Exports of Cotton (bales) since Sept. 1, and Stocks at Dates Mentioned.**

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Shipments to Nor. Ports.	Stock
	1868.	1867.	Great Britain	France	Other Foreign	Total.		
New Orleans	759,808	573,913	283,991	145,420	99,412	528,823	178,666	81,182
Mobile	214,507	350,914	118,383	14,382	7,818	140,583	31,366	33,750
Charleston	180,104	233,887	46,420	...	3,056	49,476	122,517	11,869
Savannah	330,972	471,693	111,827	16,218	12,250	140,295	168,642	21,095
Texas	136,974	90,657	53,039	...	17,923	70,967	44,232	7,060
New York	95,052	106,087	215,070	16,316	53,495	285,411	...	75,801
Florida	15,167	28,982	...	...	...	...	7,339	...
North Carolina	54,133	33,701	...	...	...	...	34,133	...
Virginia	143,496	146,083	6,232	...	...	6,232	135,832	1,432
Other ports*	286,679	233,749	11,068	...	8,022	19,090	...	20,000
Total this year	2,196,892	...	846,030	192,866	201,981	1,240,877	722,867	252,189
Total last year	...	2,269,676	1,148,279	183,394	191,042	1,522,715	676,702	202,367

\*Under this head we have added the overland shipments direct to manufacturers to April 24, as follows: for the present year 241,000 bales, and for last year 175,000 bales.

The market the past week has exhibited no feature of special interest. Continued fair receipts at the ports and a very dull trade for goods have, in the absence of any encouragement from Liverpool, made holders a little less confident as to the future the earlier part of the week, and rather freer sellers; but towards the close prices are a shade better and holders firmer. Of the poorer grades the offerings have been very liberal all the week. On Saturday last very little was done, holders not being disposed to force sales, and buyers showing little disposition to operate at the quotations current; the closing price at Liverpool was 11½d for Middling Uplands. Monday brought no change either in prices or tone of the market. Spinners confined their purchases to supplying their more pressing wants, while shippers picked up a few lots rather under the market. But on Tuesday the continued dullness and slight falling off in prices at Liverpool—Middling Uplands closing at 11½d—together with the continued fair receipts at our own ports, induced some holders to yield a little in price here, so that the offerings of all grades became very liberal, and the transactions were fair, though buyers continued to operate with caution. Wednesday there was some improvement in the business done, the offerings, especially of the low grades, being quite liberal. On Thursday, the reports by cable showing the Liverpool market to be a little firmer, with an increase in the sales, our own market was strengthened, prices becoming steadier and, for the better grades, a shade higher. To-day there has been increased activity, the sales reaching 5,063 bales, but no change in quotations, and the close is firm. The transactions for forward delivery have been very limited, the total sales reported reaching only 400 bales low middling, of which 200 were on Monday, at 27½c, and the same amount on Thursday, at 27¾c—all for delivery during the balance of the month. The total sales for immediate delivery this week foot up 18,020 bales (including 60 bales to arrive), of which 5,642 bales were taken by spinners, 2,153 bales on speculation, 8,508 bales for export, 1,717 bales in transit, and the following are the closing quotations:

	Upland & Florida.	Mobile.	New Orleans.	Texas.
Ordinary	25 @	25½ @	25½ @	25½ @
Good Ordinary	26 @	26½ @	26½ @	26½ @
Low Middling	27½ @	28 @	28½ @	28½ @
Middling	28½ @	29 @	29½ @	29½ @

Below we give the sales and price of middling cotton at this market each day of the past week:

	Total sales.	Upland & Florida.	Mobile.	New Orleans.	Texas.
Saturday	2,096	28½ @	29 @	29½ @	29½ @
Monday	1,633	25½ @	29 @	29½ @	29½ @
Tuesday	2,923	28½ @	28½ @	29 @	29½ @
Wednesday	3,077	28½ @	28½ @	29 @	29½ @
Thursday	3,218	28½ @	29 @	29½ @	29½ @
Friday	5,063	25½ @	29 @	29½ @	29½ @

THE WEATHER IN THE SOUTH.—There has been an improvement in the weather throughout the South during the past week, but cotton is undoubtedly backward, and will need much and immediate cleaning to ensure a good stand. We hear some talk of abandoning portions of the land planted, the weeds, they claim, having grown so fast as to make it necessary to give up part to secure the balance. It is very difficult to say what reliance is to be placed on these early rumors of injury done. Of course, the disposition is always to exaggerate, and such rumors do not lose anything by traveling; but we are inclined to think, as stated above, that thus far the start has not been favorable, and that the trying time is now to come, the question being reduced to a contest between the weeds and the labor supply.

The exports of cotton this week from New York show a small decrease, the total reaching 8,962 bales, against 10,090 bales last week. Below we give our table showing the exports of cotton from

New York, and their direction for each of the last four weeks; also the total exports and direction since September 1, 1868; and in the 1st column the total for the same period of the previous year:

**Exports of Cotton (bales) from New York since Sept. 1, 1868**

EXPORTED TO	WEEK ENDING				Total to date	Same time prev. year.
	April 20.	April 27.	May 4.	May 11.		
Liverpool.....	8,665	12,436	7,726	6,195	212,015	267,390
Other British Ports.....	.....	30	.....	.....	3,055	7,359
<b>Total to Gt. Britain.</b>	<b>8,665</b>	<b>12,466</b>	<b>7,726</b>	<b>6,195</b>	<b>215,070</b>	<b>274,749</b>
Havre.....	1,536	.....	244	.....	16,846	24,896
Other French ports.....	.....	.....	.....	.....	.....	203
<b>Total French.....</b>	<b>1,536</b>	<b>.....</b>	<b>244</b>	<b>.....</b>	<b>16,846</b>	<b>25,099</b>
Bremen and Hanover.....	848	1,290	1,470	1,478	30,172	31,417
Hamburg.....	350	154	650	465	18,478	10,057
Other ports.....	.....	.....	.....	824	1,157	6,505
<b>Total to N. Europe.</b>	<b>1,198</b>	<b>1,444</b>	<b>2,120</b>	<b>2,767</b>	<b>49,807</b>	<b>47,959</b>
Spain, Oporto and Gibraltar &c	.....	862	.....	.....	2,498	2,172
All others.....	.....	.....	.....	.....	1,190	2,666
<b>Total Spain, etc.....</b>	<b>.....</b>	<b>862</b>	<b>.....</b>	<b>.....</b>	<b>3,688</b>	<b>4,838</b>
<b>Grand Total.....</b>	<b>11,399</b>	<b>14,772</b>	<b>10,090</b>	<b>8,962</b>	<b>285,411</b>	<b>352,645</b>

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since September 1, 1868:

RECEIPTS FROM	NEW YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.....	458	89,113	326	58,613	.....	6,371	.....	1,485
Texas.....	666	37,175	.....	9,771	.....	.....	.....	298
Savannah.....	1,595	131,595	.....	1,573	406	13,470	198	11,789
Mobile.....	.....	14,243	.....	5,567	.....	333	.....	60
Florida.....	.....	7,083	.....	.....	.....	.....	.....	.....
South Carolina.....	1,737	96,021	.....	4,470	114	5,754	197	15,662
North Carolina.....	236	6,851	.....	152	.....	1,305	3	2,324
Virginia.....	1,013	66,395	366	18,040	.....	.....	287	22,504
North'n Ports.....	211	11,544	577	58,542	.....	.....	27	119
Tennessee, &c.....	1,299	93,419	1,061	31,079	433	19,597	429	15,330
Foreign.....	58	5.8	.....	650	.....	.....	.....	28
<b>Total this year.....</b>	<b>7,273</b>	<b>273,967</b>	<b>2,330</b>	<b>188,487</b>	<b>1,001</b>	<b>46,830</b>	<b>1,141</b>	<b>69,639</b>
<b>Total last year.....</b>	<b>4,684</b>	<b>571,854</b>	<b>551,205,940</b>	<b>705</b>	<b>27,754</b>	<b>641</b>	<b>72,721</b>	

**SHIPPING NEWS.**—The exports of cotton from the United States the past week, as per latest mail returns, have reached 30,780 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests only up to Tuesday night, to make the figures correspond with the official week. Below we give a list of the vessels in which these shipments from all ports, both North and South, have been made:

Exported this week from—	Total bales.
NEW YORK—To Liverpool, per steamers City of Boston, 620.....	6,195
Baltimore, 650... Erin, 1,602... Hecla, 588... Idaho, 1,036... Siberia, 61... Denmark, 545... Palmyra, 777... City of Manchester, 316.....	1,478
To Bremen, per steamers Bremen, 788... Donau, 690.....	465
To Hamburg, per steamer Cimbria, 465.....	824
To Cronstadt, per bark Alka, 824.....	.....
NEW ORLEANS—To Liverpool, per ships Marcia Greelaf, 3,737... Amaranth, 3,884... Margaret Pollock, 2,559... per bark Mary Ann, 1,026.....	11,206
To Bremen, per ship Hanea, 822.....	882
MOBILE—To Liverpool, per ship Tuscarora, 3,748.....	3,748
To Havre, per ship Neptune, 1,802.....	1,802
GALVESTON—To Liverpool, per barks Rhea, 1,345... Ezra, 871.....	2,216
BALTIMORE—To Liverpool, per ship Fr. B. Cutting, 1,302.....	1,302
To Bremen, per steamer Baltimore, 1,508.....	1,508
BOSTON—To Liverpool, per steamer Hecla, 13 Sea Island.....	13
To British Provinces, 12.....	12

Total exports of cotton from the United States this week .... bales. 30,780  
The particulars of these shipments arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bre-men.	Ham-burg.	Cron-stadt.	British Prov.	Total.
New York.....	6,195	.....	1,473	465	824	.....	8,962
New Orleans.....	11,206	.....	882	.....	.....	.....	12,088
Mobile.....	3,748	1,802	.....	.....	.....	.....	5,550
Galveston.....	1,345	.....	.....	.....	.....	.....	1,345
Baltimore.....	1,302	.....	1,508	.....	.....	.....	2,810
Boston.....	13	.....	.....	.....	.....	12	25
<b>Total.....</b>	<b>23,509</b>	<b>1,802</b>	<b>3,868</b>	<b>465</b>	<b>824</b>	<b>12</b>	<b>30,780</b>

**GOLD EXCHANGE AND FREIGHTS.**—Gold has fluctuated the past week between 137 and 139, and the close to-night was 138½. Foreign exchange closed steady, with a moderate demand and a light supply of bills. The latest transactions reported were effected on a basis of 109¼ @109½ for London prime bankers' long, 110¼ @110½ for bankers' sight, and 108½ @109 for prime commercial. Freights show a little more activity, but without change of rates, engagements being still reported at 5-32d. by steam to Liverpool.

**BY TELEGRAPH.**—The following despatches from the Southern ports and from Liverpool contain some matters of interest not given above:

**BOSTON, Mass., May 14.**—Exports this week—to Great Britain and Continent, none. Stock on hand, 14,000 bales.  
**BALTIMORE, Md., May 14.**—Exports this week—to Great Britain and Continent, none. Stock on hand, 3,042 bales.  
**NORFOLK, Va., May 14.**—Net receipts of the week, 1,756 bales. Exports—coastwise, 1,906 bales. Stock on hand and on shipboard not cleared, 638 bales. Market quiet; Low Middlings 26½c. Sales of the week, 235 bales.  
**WILMINGTON, N. C., May 14.**—Total receipts of the week, 73 bales. Exports—coastwise, 142 bales. Stock on hand, in store and on shipboard, 183 bales. Market dull. Total sales of the week, 110 bales.

**CHARLESTON, S. C., May 14.**—Net receipts of the week, 2,714 bales; coastwise, 1 bale—total, 2,715 bales. Exports—to Great Britain, 1,811 bales to other foreign ports, none; coastwise, 3,388 bales. Stock on hand, 9,431 bales. Market quiet; Middlings 27¼ @27½c, Sea Island, 50c @ \$1 00. Sales of the week, 2,360 bales.

**SAVANNAH, Ga., May 14.**—Net receipts of the week, 10 bales Sea Island and 4,925 bales Uplands—total, 4,935 bales; coastwise, 1 bale. Exports—to Great Britain and Continent, none; coastwise, 204 bales Sea Island and 1,754 bales Uplands. Stock on hand, 883 bales Sea Island and 24,090 bales Uplands—total, 24,973 bales. Market quiet and steady; Middlings, 27c. Sales of the week, 1,900 bales.

**MOBILE, Ala., May 14.**—Receipts of the week, 2,458 bales. Exports—to Great Britain, 1,330 bales; coastwise, 1,791 bales. Stock on hand 33,114 bales. Sales of the week, 4,000 bales. Sales to-day, 500 bales. Market quiet; Low Middlings, 26½c. Receipts, 377 bales.

**NEW ORLEANS, La., May 14.**—Receipts of the week, 5,660 bales; receipts to-day, 1,459 bales—gross, 6,514 bales. Exports to-day, 300 bales; exports for the week—to Great Britain, 14,279 bales; to the Continent, 2,944 bales; coastwise, 2,917 bales. Stock on hand, 67,656 bales. Sales to-day, 2,500 bales; sales for the week, 11,900 bales. Market unchanged.

**GALVESTON, Tex., May 14.**—Receipts of the week, 1,130 bales. Exports—to Bremen, 1,500 bales; to New York, 526 bales; to New Orleans, 23 bales. Stock on hand, 6,141 bales. Market dull and depressed; Good Ordinary 18½c. Sales 970 bales.

**LIVERPOOL, May 14—4:30 P. M.**—The market opened quiet and closed a shade easier, with sales of the day amounting to 8,000 bales. The sales of the week have been 52,000 bales, of which 7,000 were taken for export and 3,000 on speculation. Stock in port and on shipboard is estimated at 374,000 bales, of which 183,000 are from the United States. The stock at sea bound to this port is estimated at 583,000 bales, of which 183,000 are American.

For the convenience of our readers we give the following, showing the sales and stocks at and afloat for Liverpool each of the last four weeks:

	May 14.	May 7.	April 30.	April 23.
Total sales.....	52,000	47,000	51,000	50,000
Sales for export.....	7,000	7,000	9,000	8,000
Sales on speculation.....	3,000	3,000	6,000	4,000
Total stock.....	374,000	362,000	351,000	393,000
Stock of American.....	183,000	165,000	168,000	167,000
Total afloat.....	583,000	584,000	487,000	451,000
American afloat.....	183,000	196,000	182,000	153,000

The shipments from Bombay to the 8th instant since the last report (according to private advices) have been 60,000 bales.

**Trade Report.**—The market for yarns and fabrics at Manchester is firmer. The following table will show the daily closing prices of the week:

	Sat.	Mon.	Tues.	Wed.	Thu.	Fr.
Price Midd. Uplds.	11½	11½-¾	11½	11½	11½	11½
“ “ Orleans...	12	11½-¾	11½	11½	11½	11½
“ Up. to arrive.	.....	.....	.....	11½	.....	.....

**HAVRE, May 14.**—The market has run quiet and steady to-day at 141 francs per cwt. for tres ordinaire on the spot and 133 francs for low middlings afloat.

**EUROPEAN AND INDIAN COTTON MARKETS.**—Inference to these markets, our correspondent in London, writing under the date of May 1, states:

**LIVERPOOL, May 1.**—The cotton market has been dull throughout the week, and considerable pressure has been evinced to sell. The consequence has been that prices have further declined. Sea Island cotton is 1d to 2d per lb cheaper than it was two months since. Middling and inferior American cotton has declined ¼d; East India, ¼d per lb; while Brazilian and Egyptian produce is rather lower in price.

In cotton to arrive the transactions have been comparatively limited; the latest quotations are: American, basis of Middling, from Savannah, ship named, 11½; New Orleans, March shipment 12 1-16d; ship named, 11½; Ceara, basis of fair, ship named, 11½; Maceio, basis of fair, ship named, 11½; Broach, fair new Merchants; ship named, 9½d; Dhollerah, fair new Merchants, ship named, 9½d; 9d; Oomrawuttee, fair New Merchants, ship named, 9½d; early February sailing, 10d; early March 9½d per lb. The following are the prices of American cotton compared with those of last year:

Description.	Ord. & Mid.	Fair & g'd fair	G'd & fine.	Same date 1863.
Sea Island.....	24 26 ..	29 -31 34 -54	27 30 28	28
Stained.....	10 12 ..	13 -15 17 -20	13 14 17	17
Upland.....	10½-11½ 11½	13 .. ..	12½ 13½	13½
Mobile.....	10½-11½ 12	.....	12½ 13½	13½
New Orleans.....	10½-11½ 12½	13½-..	12½ 13½	13½
Texas.....	10½-11½ 12½	13½-..	12½ 13½	13½

The following are the prices of middling qualities of cotton at this date and since 1866:

	1866.	1867.	1868.	1869.	1866.	1867.	1868.	1869.
Mid. Sea Island 30d. 1st d. 27d. 26d.	13½	11½	12½	11½	15d	11½d	12½d.	11½
Upland.....	11	11½	12½	12	8	11	10½	8½
Mobile.....	14½	11½	12½	12½	8	8	9½	8½
Orleans.....	.....	.....	.....	.....	8	8	9½	8½

Annexed is a statement showing the stocks of cotton in Liverpool and London, and also the stocks of American and Indian produce ascertained to be afloat to those ports:

	1868.	1869.
Stock in Liverpool.....	Bales 526,230	351,540
“ London.....	45,520	71,922
American cotton afloat.....	139,000	182,000
Indian.....	255,067	394,638
<b>Total.....</b>	<b>965,817</b>	<b>1,006,120</b>

Since the commencement of the year the transactions on speculation and for export have been to the following extent:

	Actual export from Liverpool, Hull and other ports to this date—	Actual exp't from U. K. in 1868.
—Taken on spec. to this date—		
1869. bales.	1868. bales.	1868. bales.
American..... 81,550	170,480	34,330
Brazilian..... 14,140	37,140	2,330
Egyptian, &c. 10,500	5,420	4,860
West Indian..... 200	3,180	590
East Indian..... 158,290	74,620	31,840
<b>Total....</b>	<b>264,780</b>	<b>73,950</b>
	1869. bales.	1868. bales.
	28,795	58,431
	17,114	15,755
	2,629	4,627
	3,834	4,564
	63,399	132,781
<b>Total....</b>	<b>115,771</b>	<b>216,158</b>
		1868. bales.
		177,970
		89,840
		10,160
		21,580
		615,570

The following statement shows the sales and imports of cotton for the week and year, and also the stocks of produce on hand on Thursday evening last:

SALES, ETC., OF ALL DESCRIPTIONS.									
Sales this week.				Total	Same	Average			
Trade.	Ex- port.	Specu- tion.	Total.	this year.	period 1868.	1869.	1868.	1869.	1868.
American..bales.	15,770	2,900	3,330	22,000	450,030	745,200	19,460	30,410	
Brazilian.....	7,800	280	580	8,740	162,910	250,640	7,500	10,920	
Egyptian.....	3,870	130	70	4,070	80,040	131,920	3,920	5,100	
West Indian....	1,410	310	.....	1,720	23,950	38,660	1,270	1,720	
East Indian....	10,090	5,340	1,890	17,320	519,610	431,650	15,000	11,470	
<b>Total.....</b>	<b>39,020</b>	<b>8,960</b>	<b>5,870</b>	<b>53,850</b>	<b>1,236,530</b>	<b>1,657,930</b>	<b>47,150</b>	<b>59,620</b>	

Of the present stock of cotton in Liverpool 47 1/2 per cent is American, against 64 1/2 per cent last year. Of Indian cotton the proportion is 18 per cent, against 7 1/2 per cent.

LONDON, May 1.—The market has been very dull, and prices have declined 1/2 @ 1/d per lb. The following are the particulars of imports, deliveries and stocks:

	1867.	1868.	1869.
Imports, Jan. 1 to April 29..... Bales.	42,141	55,266	97,734
Deliveries.....	51,972	113,783	165,041
Stocks April 29.....	47,929	45,530	77,922

ALEXANDRIA, April 116—There has been much inactivity in this market, but prices are firm. Fair open ginned produce is quoted at 13 1/4 d; and good fair do at 13 3/4 d per lb free on board. The shipments have been:

From—	G. Britain,	Continent,	Total.
Nov. 1, 1868, to April 15, 1869.....bales.	122,145	40,527	162,672
same period 1867-8.....	133,311	96,949	176,260
" " 1866-7.....	143,032	26,731	169,763
" " 1865-6.....	119,239	24,420	143,659
" " 1864-5.....	169,485	33,311	202,796

BOMBAY, May 1.—Our cotton market this week opened strong, but on receipt of later telegrams from Liverpool the demand has subsided, and former rates are no longer obtainable. We quote: New fair Dhollera, 9 1/4 d, cost and freight; new fair Broach 9 1/2, cost and freight; new fair Oomrawuttee, 9 1/2 d, cost and freight; new fair saw-gioned Dharwar, 10 1/2 d, cost and freight. Weekly sales, 7,500 candies "spot," and 800 candies for forward delivery. Sailings for the week, 47,000 bales for Liverpool and 1,000 for Havre. Our piece goods market has been active, and a good business has been done at hardening prices. 8 1/2 lb shirtings, 6r. 7a.; 7 lb shirtings, 5r. 7a.; No 40 mule twist, 12a.

**TOBACCO.**

FRIDAY, P. M., May 14, 1869.

There is a further increase in the exports of crude tobacco this week, the total from all the ports reaching 4,927 hhds, 259 cases, 411 bales, 167 hhds. stems, and 77 tierces, against 2,441 hhds., 941 cases and 492 bales for the previous seven days. Of these exports for this week, 2,268 hhds., 1,209 cases, 356 bales, and 28 tierces were from New York, 1,834 hhds., 167 do stems, and 49 tierces from Baltimore. The direction of the shipments of hhds. was as follows: To Bremen, 3,099; 167 stems; to Amsterdam, 934; to Liverpool, 117; to Gibraltar, 161, and the balance to different ports. During the same period the exports of manufactured tobacco reached 237,040 lbs., of which 65,088 were to Sydney. The full particulars of the week's shipments from all the ports were as follows:

Exp'd this week from	Hhds.	Cases.	Bales.	Hhds. Stems.	Tcs.	Pkgs.	Man'd lbs.
New York.....	2,268	1,209	356	.....	28	6	229,089
Baltimore.....	1,834	.....	.....	167	49	.....	5,851
Boston.....	16	50	13	.....	.....	35	.....
Philadelphia.....	.....	.....	.....	.....	.....	.....	2,100
New Orleans.....	819	.....	42	.....	.....	.....	.....
Portland.....	.....	.....	.....	.....	.....	.....	.....
San Francisco.....	.....	.....	.....	.....	.....	.....	.....
<b>Total.....</b>	<b>4,927</b>	<b>1,259</b>	<b>411</b>	<b>167</b>	<b>77</b>	<b>41</b>	<b>237,040</b>
Total last week.....	2,441	941	377	.....	1	769	81,154
Total previous week.....	1,004	1,225	253	.....	18	172	79,925

Below we give our usual table showing the total export of Tobacco from all the ports of the United States, and their direction, since November 1, 1868:

**Exports of Tobacco from the United States since November 1, 1868.**

To	Hhds.	Cases.	Bales.	Cer's & stems.	Pkgs.	Man'd lbs.
Great Britain.....	3,878	748	668	350	1,905	1,002,990
Germany.....	11,914	10,847	8,156	617	1,574	103,501
Belgium.....	1,569	92	100	.....	.....	26,264
Holland.....	5,282	650	100	1	268	12,235
Denmark.....	388	277	1	.....	.....	.....
Italy.....	586	122	.....	.....	.....	6,316
France.....	3,691	302	.....	.....	.....	2,286
Spain, Gibralt. &c.....	7,511	927	355	.....	14	96,489
Mediterranean.....	.....	.....	.....	.....	.....	.....
Austria.....	.....	.....	.....	.....	.....	.....
Africa, &c.....	830	213	12	.....	.....	81
China, India, &c.....	.....	830	.....	.....	.....	46
Australia, &c.....	1	330	2	24	.....	3
B. N. Am. Prov.....	208	518	511	.....	1,338	121,699
South America.....	219	711	1,995	.....	1,676	11,379
West Indies.....	736	327	3,315	17	.....	1,000
East Indies.....	.....	261	.....	.....	.....	1
Mexico.....	.....	41	89	.....	.....	2,900
Honolulu, &c.....	.....	131	.....	.....	.....	5,463
All others.....	166	69	1,504	2	.....	387
<b>Total since Nov 1.....</b>	<b>36,804</b>	<b>16,872</b>	<b>15,846</b>	<b>1,015</b>	<b>1,856</b>	<b>7,106 2,946,486</b>

The following table indicates the ports from which the above exports have been shipped:

From	Hhds.	Cases.	Bales.	Tcs. & cer's.	Stems	Bxs. & pkgs.	Lbs. Man'd
New York.....	18,420	14,580	13,363	888	14	4,227	2,705,934
Baltimore.....	14,872	63	150	50	1,845	228	13,126
Boston.....	705	1,655	1,995	30	.....	3,063	147,870
Philadelphia.....	.....	.....	.....	.....	.....	.....	71,410
New Orleans.....	2,253	2	279	.....	.....	303	.....
San Francisco.....	.....	557	59	.....	.....	6	.....
Virginia.....	368	.....	.....	47	.....	.....	2,026
Portland.....	.....	15	.....	.....	.....	89	3,850
<b>Total since Nov 1.....</b>	<b>36,804</b>	<b>16,872</b>	<b>15,846</b>	<b>1,015</b>	<b>1,856</b>	<b>7,106</b>	<b>2,946,486</b>

The tobacco market the past week has been active and firmer for Kentucky Leaf, but otherwise quiet and unchanged.

Kentucky Leaf has been in active demand both for export and speculation, with a fair business to manufacturers and dealers. The speculative demand has been mainly in Lugs and Low Leaf, which has advanced 1 cent per lb. The medium grades are 1/2 cent higher. The sales of the week foot up the large aggregate of 2,800 hhds, making 4,109 hhds thus far for May, but for the past day or two the demand has been liberal. The advance has somewhat checked business.

The market for Seed Leaf Tobacco has, on the contrary, been dull and depressed. Receipts are liberal, and accounts from abroad are not favorable to maintaining present gold prices. Sales are: 56 cases New Connecticut, 22 cents; 80 cases Old State, private terms; 29 cases Connecticut Wrappers, crop of 1866, 18 cents; 26 cases Connecticut Wrappers New, 28 cents; 160 cases New State, 14@18 cents; 50 cases Old Connecticut, 25 cents.

Spanish Tobacco is dull. As we remarked last week, the advance in gold prevents holders accepting late currency prices, and they cannot get any advance. Sales, 150 bales Havana at 98@110 cents.

Manufactured Tobacco remains quiet, but is firm.

The receipts of tobacco at New York this week, and since Nov. 1 have been as follows:

From	This week		Previously		Total since Nov. 1	
	hhds.	pkgs.	hhds.	pkgs.	hhds.	pkgs.
Virginia.....	267	1,670	3,745	24,888	4,012	26,558
Baltimore.....	43	415	921	1,355	964	1,800
New Orleans.....	2	.....	110	461	112	461
Ohio, &c.....	2,048	465	14,295	22,101	16,343	22,566
Other.....	.....	.....	349	537	349	537
<b>Total.....</b>	<b>2,360</b>	<b>2,550</b>	<b>19,420</b>	<b>49,372</b>	<b>21,780</b>	<b>51,922</b>

The following are the exports of tobacco from New York for the past week:

EXPORTS OF TOBACCO FROM NEW YORK.*						
	Hhds.	Cases.	Bales.	Tcs.	Pkgs.	Lbs.
Liverpool.....	42	.....	.....	28	.....	52,785
London.....	6	.....	.....	.....	.....	40,609
Glasgow.....	.....	.....	.....	.....	.....	5,715
Bremen.....	1,479	1,127	130	.....	.....	.....
Hamburg.....	.....	.....	151	.....	.....	.....
Antwerp.....	220	24	.....	.....	.....	22,201
Gibraltar.....	161	3	.....	.....	.....	65,038
Sydney.....	.....	.....	.....	.....	3	63
Danish West Indies.....	.....	.....	.....	.....	.....	17,098
British N. A. Colonies.....	.....	.....	.....	.....	.....	4,725
British West Indies.....	124	1	.....	.....	.....	.....
French West Indies.....	36	.....	.....	.....	.....	10,100
Cuba.....	.....	.....	.....	.....	.....	.....
Haiti.....	.....	.....	.....	.....	.....	.....
Mexico.....	.....	.....	.....	.....	.....	1,445
New Granada.....	.....	2	75	.....	.....	3,200
Venezuela.....	200	1	.....	.....	3	172
Argentine Republic.....	.....	50	.....	.....	.....	5,887
<b>Total.....</b>	<b>2,068</b>	<b>1,209</b>	<b>356</b>	<b>28</b>	<b>6</b>	<b>229,089</b>

\* The exports in this table to European ports are made up from manifests, verified and corrected by an inspection of the cargo.

The direction of the foreign exports for the week, from the other ports, has been as follows:

From Baltimore—To Bremen, 825 hhds, 167 do stems.... To Liverpool, 75 hhds, 49 tierces.... To Amsterdam, 934 hhds.... To Havana, 5,851 lbs manufactured.

From Boston—To Capetown, 5 hhds, 30 boxes.... To St. Pierre Martinique, 11 hhds.... To Port Au Prince, 25 half bales.... To British Provinces, 50 cases, 5 boxes.

From New Orleans—To Bremen, 795 hhds.... To Liverpool, 24 hhds.... To Brazos St. Jago, 42 b les.

From Philadelphia—To Kingston, 2,100 lbs manufactured.

**BREADSTUFFS.**

FRIDAY, May 14, 1869, P. M.

The breadstuffs market has been exceedingly variable and unsettled the past week.

The receipts of flour have been less liberal, while the demand has been very fair, especially for common shipping extras, which have advanced 10@15 cents per bbl, while the low grades, as well as the family brands have remained unchanged. It will be noticed that while the receipts the past week are 11,000 bbls. less, the exports are 10,000 bbls. greater than in the corresponding week of last year; this fact has served to strengthen the views of holders, especially as the low price stimulates consumption. The business for export has been mainly in extra State, for which \$6 40 has been the ruling price for good lines, but the close is weak.

The wheat market has shown less buoyancy, although favored by low freights, an improvement in exchange, higher quotations from abroad, and diminished receipts at the Western markets. But these favorable circumstances have been counterbalanced by the desire to close out supplies in store, preparatory to the reception of supplies from canal, which may be expected in large quantities next week. No. 2 Spring has sold, to arrive, to the extent of about 100,000 bushels, at \$1 44@ \$1 44½, but the close is dull and unsettled. Winter wheats are dull.

Corn was pressed down under the anxiety to realize, and as low as 80 cents has been accepted for new mixed, and 81 for old mixed, in store, but from these prices there has been a sharp rally, partly speculative, and the close is very firm. Information received leaves no doubt that the local distilleries will be in operation in a few weeks, and they will require large quantities of corn. Stocks are very small.

There has been a break in oats down to 81c for Western cargoes, in store. The receipt of considerable supplies, by rail and down the Hudson River, was the principal cause of the decline, but these disposed of, there is a steadier feeling, and the principal holders are not offering. Rye has been steady, with more doing. Barley has declined. The only business reported has been in Hungarian at \$1 75. It is near the end of the season for barley. Barley malt is unsettled, and merely nominal. Nothing has been done in Canada peas.

The following are closing quotations :

Flour—		Corn Meal.....	\$4 30@ 4 85
Superfine.....	6 bbl. \$5 60@ 6 00	Wheat, Spring, per bush.	1 35@ 1 55
Extra State.....	6 20@ 6 50	Red Winter.....	1 55@ 1 60
Shipping R. hoop Ohio.	6 30@ 6 60	Amber do.....	1 65@ 1 70
Extra Western, com-		White.....	1 65@ 2 00
mon to good.....	6 20@ 6 50	Corn, Western Mix'd, old	91 @ 93
Double Extra Western		Western Mixed, new.....	84 @ 87
and St. Louis.....	6 75@ 11 25	Yellow new.....	90 @ 92
Southern supers.....	6 40@ 7 00	White new.....	90 @ 92
Southern, extra and		Rye.....	1 33@ 1 38
family.....	7 15@ 11 25	Oats, West.....	78@ 82
California.....	7 00@ 9 75	Barley.....	1 75@ 1 80
Rye Flour, fine and super-		Malt.....	1 80@ 1 90
fine.....	4 75@ 6 85	Peas Canada.....	1 20@ 1 50

FOREIGN EXPORTS FROM NEW YORK FOR THE WEEK AND SINCE JAN. 1

To	Flour, bbls.	C. meal, bbls.	Wheat, bush.	Rye, bush.	Barley, bush.	Oats, bush.	Corn, bush.
Gt. Brit. week....	5,135	..	123,737	..	..	..	107,466
Since Jan. 1.....	73,353	10	2,588,836	..	..	17,000	1,084,483
N. A. Col. week..	5,922	1,763	..	..	..	..	..
Since Jan. 1.....	44,444	14,059	..	..	..	..	13,549
West Ind. week..	8,093	5,524	..	..	..	1,810	4,518
Since Jan. 1.....	128,778	12,552	..	..	..	21,034	68,595
Total exp't, week	25,212	7,452	126,233	..	..	1,967	112,184
Since Jan. 1, 1869.	311,218	63,582	2,648,390	..	..	55	38,071
Same time, 1868..	218,785	72,612	1,637,187	152,993	..	..	2,877,189
Since Jan. 1 from—							
Boston.....	48,001	11,487	..	..	..	61,238	8,121
Philadelphia.....	31,042	18,256	2,214	..	..	6,452	56,501
Baltimore.....	92,903	11,202	..	..	10	3,028	425,039

The movement in breadstuffs at this market has been as follows:

RECEIPTS AT NEW YORK.

	1869.		1868.	
	For the week.	Since Jan. 1.	For the week.	Since Jan. 1.
Flour, bbls.....	53,325	722,945	64,065	727,440
Corn meal, bbls.....	5,005	126,195	3,945	153,555
Wheat, bush.....	57,835	1,716,710	913,995	2,555,280
Corn, bush.....	85,580	2,062,820	350,555	4,471,405
Rye, bush.....	8,860	23,780	22,440	147,045
Barley, &c., bush.....	29,525	599,160	125,600	586,715
Oats, bush.....	83,190	742,545	567,730	1,267,000

EXPORT OF BREADSTUFFS TO GREAT BRITAIN AND IRELAND FROM SEPT. 1, 1868.

From	Date.	Flour, bbls.	Wheat, bush.	Corn, bush.
New York.....	May 7, 1869..	226,131	5,160,041	2,028,580
New Orleans.....	Apr. 30, 1869..	11,700	118,808	296,604
Philadelphia.....	" 30, 1869..	2,357	..	57,108
Baltimore.....	" 30, 1869..	2,112	..	347,652
Boston.....	" 30, 1869..	458	..	..
California.....	" 7, 1869..	8,521	3,918,185	..
Other ports.....	" 30, 1869..	21,811	755,614	69,807
Total.....		273,090	9,952,644	2,799,751
To about same period, 1868.....		442,787	10,738,537	6,282,466
To about same period, 1867.....		122,147	4,278,400	6,778,509

TO THE CONTINENT.

	Flour, bbls.	Rye, bush.	Wheat, bush.	Corn, bush.
From New York to May 7, 1869.....	14,895	..	118,031	27,613
From other ports to latest dates.....	6,383	..	..	39,774
Total.....	21,278	..	118,031	67,387
To about same period, 1868.....	52,935	552,538	310,695	50,636
To about same period, 1867.....	2,123	151,882	74,407	10,360

RECEIPTS AT LAKE PORTS for the week ending May 8, viz.:

At	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago.....	48,112	170,500	403,601	214,375	3,018	8,477
Milwaukee.....	10,448	193,748	2,996	21,299	618	616
Toledo.....	14,060	40,387	103,000	40,290	142	290
Detroit.....	17,553	27,956	7,000	5,703	375	107
Cleveland.....	3,560	36,450	18,000	16,150	950	450
Totals.....	93,523	469,041	534,597	297,817	5,103	9,940
Previous week.....	98,458	331,977	419,891	203,716	13,363	17,349
Correspond'g week, '89.	77,316	540,886	568,835	300,360	4,442	7,607
" " " " " " " "	46,273	170,592	1,059,110	186,106	26,536	16,890
" " " " " " " "	98,920	637,711	1,061,822	355,203	22,532	25,913

Comparative receipts at the same ports, from January 1 to May 8:

	1869.	1868.	1867.	1866.
Flour, bbls.....	1,882,698	1,179,749	997,515	1,016,515
Wheat, bush.....	6,625,471	4,188,905	2,805,395	3,359,371
Corn, bush.....	9,457,224	9,807,356	6,913,780	5,035,562
Oats, bush.....	2,978,137	2,504,794	1,632,540	2,467,647
Barley, bush.....	371,140	365,618	462,268	247,621
Rye, bush.....	442,465	168,024	360,693	301,266
Total grain, bush.....	19,374,337	17,034,597	12,173,666	12,411,467

THE STOCK OF WHEAT IN STORE at Chicago and Milwaukee in 1867' 1868 and 1869 were near upon the following figures at a late date:

	1867.	1868.	1869.
Chicago..... bush.	193,200	710,600	781,600
Milwaukee.....	115,000	273,000	976,000
Total.....	308,200	883,600	1,757,600

EASTWARD MOVEMENT OF FLOUR AND GRAIN from Chicago, Milwaukee and Toledo for the week ending May 8, 1869 :

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Total.....	67,648	375,193	562,266	240,963	570	1,750
Previous week.....	60,285	903,433	703,934	155,278	826	2,200
Cor. week, 1868.....	58,212	462,098	1,034,690	290,289	200	..
" " " " " " " "	1867.....	19,503	122,889	505,004	85,733	220
" " " " " " " "	1866.....	51,602	585,080	331,559	254,870	375

GROCERIES.

FRIDAY EVENING, May 14, 1869.

The influence of the high price of gold, which has remained during the week near the top figures of last week's quotations, has made itself apparent in the various markets, much as indicated last week. Where sales are made for gold, business has been checked, but where currency is taken in payment, prices are strengthened and business improved.

Sugars have been active, and prices firmer, although at the improved rates. Importers are frequently selling without profit, and are storing the better qualities of their receipts.

Molasses has met with a good demand for all the superior grades. Those suitable for the use of the trade and the best work of refiners have sold readily, and from scarcity at full prices.

Coffee has been flat for all kinds, and the limited sales evince a mere nominal inquiry for any description.

Teas have been steadily active in sales of rather limited amounts, and in greens more especially, the sales give a fair total for the week. For Japans there has been but little demand.

Imports for the week have been very small, including no receipts of tea, only one cargo of Rio coffee, and scarcely any of other sorts. The imports of sugar and molasses have not been very large.

The following table shows the exports of sugar to to the United States from Havana and Matanzas, and the exports of molasses from Havanna, Matanzas, and Cardenas, for the first quarter of 1869 :

	Sugar, boxes.	Molasses, hhds.	1868-67.
1869.....	310,988	50,318	126,164
1868.....	190,374	40,814	117,542
1867.....	104,407	25,898	119,846

The imports at New York for the week, and the several ports since January 1, are given below under the respective heads. The totals are as follows :

	At N. York, this Week.	Total at all ports, From Jan 1 to date—
Tea..... lbs.	..	1869. 1868.
Tea (indirect import)..... pkgs.	..	27,774,351 26,677,384
Coffee, Rio..... bags.	5,500	15,253 4,205
Coffee, other..... bags.	345	484,237 379,796
Sugar..... boxes.	15,937	177,834 176,147
Sugar..... hhds.	12,029	327,234 223,812
Sugar..... hhds.	5,274	230,159 243,417
Molasses..... hhds.	5,430	240,204 182,020
Molasses, New Orleans..... bbls.	..	178,731 178,372
		17,497 10,925

TEA.

The week has been undistinguished by a new phase in the trade. There has been a constant trade during the week of no large amount, but evincing some considerable demand, more particularly for greens, and closing with full as much activity in the market as at any time since our last report. In such a state of the market as has prevailed for some time past, holders are not, sometimes from necessity, rigorous in demanding full prices, and some of the business of the past week has been at somewhat yielding prices. As a general thing, however, the current rates have been well sustained. Sales comprise 7,009 half chests greens, 3,936 do Oolong, and 100 Souchongs.

There have been no imports of tea during the week. Later advices

from Hong Kong are to March 22; at which date the total shipments to the United States for the season had been \$7,858,931 lbs., against \$1,748,207 lbs. for the same time last year, showing an excess of about 5,600,000 lbs this year. There is a large increase in the Green and Japan teas, and a considerable decrease in Blacks.

The following table shows the shipments of Tea from China and Japan to the United States from June 1, 1868, to March 22, 1869, the date of latest advices by mail; and importations into the United States (not including San Francisco), from Jan. 1 to date, in 1868 and 1869.

Table with 4 columns: SHIPMENTS FROM CHINA & JAPAN FROM JUNE 1, '68, TO MARCH 22, '69; IMPORTS FROM CHINA & JAPAN INTO U.S. SINCE JAN 1, 1868; Black; Green; Japan; Total.

COFFEE.

There have been but one or two sales, and these of moderate account, to break the monotony of the dull market for all descriptions of Coffee which has prevailed throughout the week. Java and Singapore are still firmly held at our quotations. For all other descriptions the prices are steadier than could be expected in the total absence of any inquiry. Stocks are not pressed upon the market to any extent, and a small decline in gold would probably effect an entirely different appearance to the market. Sales comprise 1,098 bags of Rio here, and 328 do to arrive.

Imports of the week have been very small, including only 5,500 bags of Rio, per "Artisan," and 345 bags of sundries.

The stock of Rio May 13, and imports since Jan. 1, are as follows:

Table with 7 columns: H. Bags; New York; Philadel.; Balti-more; New Orleans; Savan. & Mobile; Gal-veston; Total.

Of other sorts the stock at New York May 13, and the imports at the several ports since Jan. 1 were as follows:

Table with 7 columns: In bags; Stock; New York; Boston; Philadel.; Balt. N. Orleans; Total imports at all the ports.

\* Includes mats, &c., reduced to bags. † Also 21,875 mats.

SUGAR.

During the earlier part of the week, and at its close, the market for raw sugars has been quite active. The high price of gold, and the firmness shown by holders in the support of prices, added to the indifference on their part as to putting stocks upon the market, have carried prices a fraction higher. Quotations having gained 1/2c during the week. The present prices are not considered remunerative, however, and much of the sugar arriving now, particularly of the grades which will suffer least by shrinkage, is stored. The sales embrace 7,258 hds, including Cuba, clarified do, and Porto Rico, 38 do Barbadoes, and 3,624 boxes Havana.

Imports for the week at New York, and stock on hand May 13, were as follows:

Table with 6 columns: Cuba, bxs.; Cuba, hds.; P. Rico, hds.; Other, hds.; Brazil, bgs.; Manila, bgs.

Imports at the several ports since Jan. 1, have been as follows:

Table with 6 columns: Boxes; Hhds; Brazil, Manila bgs.

Total at all ports... Including tierces and barrels reduced to hds.

MOLASSES.

This market has continued to derive some strength from the high price of gold, and better rates have been secured for the fine grades, which have been more particularly in demand. There has been some little movement also in the inferior qualities at current rates, partly for out of town markets, but not much of this description has been taken at home. The sales include 2,123 hds of Cuba of various grades, 529 hds of Porto Rico, 23 do Barbadoes, and 5,492 brls of New Orleans.

The receipts of the week at New York, and the stocks on hand May 13, were as follows:

Table with 5 columns: Cuba, hds.; P. Rico, hds.; Demerara, hds.; Other, hds.; N. O. Bbls.

Imports at the several ports since January 1 have been as follows:

Table with 4 columns: Total imports since Jan. 1 at New York; Portland; Boston; Philadelphia; Baltimore; New Orleans.

Total at all ports... \*Including tierces and barrels reduced to hds.

SPICES.

The trade has been marked by much quiet. The sales have been in the same jobbing way noticed for some time past and only to a limited extent. There have been some light sales of Cassia for export and a cargo of some 2,000 bags Pepper has arrived at Boston, but is not yet in the market. In the latter Spice we reduce our quotations slightly.

FRUITS.

Foreign Dried have been rather dull, and the price has been a slight settling of prices in one or two kinds. There is a less active demand for Almonds, which hardly exhibit the same degree of firmness noticed for the last few weeks. Prunes are steady, and considerable strength has accrued to the market for this fruit from some extensive sales made for speculative purposes. Purchasers have no difficulty in supplying themselves at current rates, however. In Domestic Dried there is a better business at somewhat less firm prices. Sicilian Green Fruit is scarce, but little having come upon the market since our last and prices are firmer. West Indian is somewhat more abundant in the line of Pineapples, Cocoa nuts and Bananas owing to liberal arrivals, and are selling freely. Pines at \$12@16 per C; Cocoa-nuts at \$59 per M for Barracoa, and \$1 75@2 38 for Bananas.

We annex ruling quotations in first hands:

Tea.

Table with 2 columns: Duty paid; Duty paid.

Coffee.

Table with 2 columns: Rio, Prime, duty paid; Native Ceylon; Maracabo; Laguayra; St. Domingo; Jamaica.

Sugar.

Table with 2 columns: Cuba, inf. to com. refining; do fair to good; do prime; do fair to good grocery; do pr. to choice; do centrifugal hds & bxs; do Melado; do molasses; Havana, Box, D.S. No. 7 to 9; do do do 10 to 12; do do do 13 to 15; do do do 16 to 18; do do do 19 to 20; do No. 12, in bd, n.c (gold); Porto Rico, refining grades; do grocery grades; Brazil, bags; Manila, bags; Crushed; Granulated; Soft White; Soft Yellow.

Molasses.

Table with 2 columns: New Orleans; Porto Rico; Cuba Maracovado; do Clayed; Barbadoes.

Fruit.

Table with 2 columns: Raisins, Seedless; do Layer; do Valencia; Currants; Citron, Leghorn; Prunes, Turkish; Dates; Almonds, Languedoc; do Provence; do Sicily, Soft Shell; do Shelled; Sardines; Sardines; Figs, Smyrna; Brazil Nuts; Filberts, Sicily; Walnuts, Bordeaux; Macaroni, Italian; Dried Fruit; Apples, State; Blackberries; Peaches, pared new; Peaches, unpared.

THE DRY GOODS TRADE.

FRIDAY, P. M., May 14, 1869.

The features of the market have been such as usually characterize the period between seasons, with the additional circumstance in the present instance that the seasons at the best are dull and unsatisfactory, and the intervening period is naturally more so. It is gratifying, however, to be able to report that the rumors of failures which had been so industriously set afloat have not been fulfilled, and there is more confidence felt that with the beginning of the next season prices

will be upon a more settled basis, and trade in all respects more satisfactory.

The unfavorable results of business in the past must have one good effect, namely, that of making manufacturers and importers more cautious as to the quantity of goods they get on hand; and we regard the fact of this market having been often overstocked with goods during the past few years, as one which must exert a very favorable influence upon the future of the dry goods trade.

It is becoming more and more apparent to merchants that the country is not in such a settled condition that the course of trade can be calculated on with the same degree of certainty formerly attainable, and until our currency is nearer a gold basis, and the annual supply of cotton to be furnished to the world each year has approached near to a fixed quantity, we must expect that fluctuations in the market will be frequent, and the demand for dry goods in the country will vary largely from year to year.

The most improvement this week has been in foreign dress goods, for the better styles of which there has been a good demand and an advance in prices.

In brown sheetings there have been some concessions without stimulating business. In other cotton goods prices have been firm.

The exports of dry goods for the past week, and since January 1, 1868, and the total for the same time in 1867 and 1869 are shown in the following table:

Exports to	FROM NEW YORK.		FROM BOSTON.	
	Domestics. pkgs.	D. Goods. Val.	Domestics. pkgs.	Dry Goods. Val.
Cuba .....	5	\$231	3	.....
British West Indies .....	7	577	.....	.....
French West Indies .....	1	50	.....	.....
Mexico .....	19	3,221	.....	.....
New Granada .....	15	1,462	.....	.....
Argentine Republic .....	123	7,887	.....	.....
Africa .....	357	42,651	.....	.....
Liverpool .....	.....	.....	2	468
Glasgow .....	.....	.....	1	300
Canada .....	.....	.....	7	1,699
Venezuela .....	.....	.....	1	79
Haiti .....	.....	.....	.....	.....
British Provinces .....	.....	.....	10	.....
Total this week .....	537	\$55,779	11	\$2,546
Since Jan. 1, 1869 .....	9,340	963,953	1,196	25,162
Same time 1868 .....	10,192	950,400	1,333	593,748
" " 1869 .....	37,714	.....	.....	21,175

We annex a few particulars of leading articles of domestic manufacture, our prices quoted being those of the leading jobbers:

BROWN SHEETINGS AND SHIRTINGS have been sparingly dealt in, and rather less steadiness is noticed than last week. In a few instances concessions are made, and on Wednesday a prominent house put Lawrence C goods at 14 1/2 cents. But little effect as yet has been produced in other lines by this however, beyond a weakened tone and very limited sales. Fine browns are fairly steady, and the goods are taken for immediate wants with some confidence. Agawan 36 inches 12 1/2, Amoskeag A 36 15, do B 8 —, Atlantic A 36 15 1/2, do H 36 15, do P 36 13, do L 36 —, do V 36 12 1/2, Appleton A 36 15, Augusta 36 14 1/2, do 30 13 1/2, Bedford R 30 10, Boott H 27 11, do O 34 11 1/2, do S 40 13 1/2, do W 45 13, Commonwealth O 27 8 1/2, Grafton A 27 9, Graniteville AA 36 —, do EE 36 15, Great Falls M 36 12 1/2, do S 33 11 1/2, Indian Head 36 15 1/2, do 30 —, Indian Orchard A 40 14, do C 36 13 1/2, do BB 36 12, do W 34 11 1/2, do NN 36 14, Laconia O 39 14, do B 37 —, do E 36 13, Lawrence A 36 13, do E 36 12 1/2, do F 36 13, do G 34 11 1/2, do H 27 11, do LL 36 12 1/2, Lyman C 36 14 1/2, do E 36 15, Massachusetts BB 36 13, do J 30 11 1/2, Medford 36 —, Nashua fine 33 14, do 36 15 1/2, do E 39 17, Newmarket A 12 1/2, Pacific extra 36 15, do H 36 15, do L 36 13 1/2, Pepperell 6-4 30, do 7-4 32 1/2, do 8-4 37 1/2, do 9-4 45, do 10-4 50, do 11-4 55, Pepperell E fine 39 15, do R 36 14, do O 33 13, do N 30 12, do G 30 12, Pocasset F 30 10, do K 36 12 1/2, do 40 15 1/2, Saranac fine O 33 14, do R 36 15, do E 39 16 1/2, Sigourney 36 10, Stark A 36 15, Swift River 36 12, Tiger 27 9, Tremont M 33 11.

BLEACHED SHEETINGS AND SHIRTINGS have shown little variation since last report; but the trade in the goods is in no respect improved, and accumulation in some of the less known brands is evident. Wide goods are in better supply, with prices unchanged. Amoskeag 46 20, do 54 24, do A 36 15, Androscoggin 36 17 1/2, Appleton 36 17, Attawaugan XX 36 14, Atlantic Cambrie 36 26, Ballou & Son 36 14, do 33 12, Bartlett's 36 15 1/2, do 33 14 1/2, do 30 13 1/2, Bates 36 18 1/2, do B 33 15, Blackstone 36 14 1/2, do D 36 13, Boott B 36 15 1/2, do C 33 14, do E 35 12 1/2, do H 28 11, do O 30 13, do R 23 10, do L 36 15 1/2, do W 45 19, Dwight 40 22, Ellerton E 42 20, do 27 10, Elmwood 33 22 1/2, Forestdale 36 16 1/2, Fruit of the Loom 36 18, Globe 27 —, Gold Medal 36 15, Greene Mfg Co 36 11 1/2, do 30 10 1/2, Great Falls K 36 16, do M 33 13, do S 31 12, do A 33 14, Mill's Semp. Idem 36 17 1/2, do 33 16, Hope 36 14, James 36 14 1/2, do 33 13 1/2, do 31 12 1/2, Lawrence B 36 16, Lonsdale 36 18, Masonville 36 18, Newmarket C 36 14 1/2, New York Mills 36 25, Pepperell 6-4 32 1/2, do 8-4 45, do 9-4 52 1/2, do 10-4 57 1/2, Rosebuds 36 16 1/2, Red

Bank 36 11 1/2, do 32 14, Slater J. & W. 36 14, Tuscarora 36 20, Utica 5-4 35, do 6-4 40, do 9-4 —, do 10-4 —, Waltham X 33 12 1/2, do 42 17 1/2, do 6-4 —, do 8-4 42 1/2, do 9-4 50, do 10-4 55, Wamsutta 45 32, do 40 29, do 36 22 1/2, Washington 33 10.

BROWN DRILLS are scarcely as plenty, and less disposition is shown to make concessions, even by the package. Amoskeag 17, Boott 16 1/2, Graniteville D 16 1/2, Laconia 17, Pepperell 17, Stark A 16 1/2, do H 15 1/2.

PRINTS are becoming unsettled, and considerable confusion is caused by the irregular rates at which some of the medium brands are held by the different houses. Prices for standard goods are steady however for best styles, and lower rates are not even hinted at. Allens 12, American 12, Amoskeag —, Arnolds 10, Cocheco 14, Conestoga 12, Dunnell's 12 1/2, Freeman 10, Gloucester 12, Hamilton 12 1/2, Home 8 1/2, Lancaster 12, London mourning 11-11 1/2, Mallory 11 1/2, Manchester 11 1/2-12, Merrimac D 12 1/2, do pink and purple 15, do W 14 1/2, Oriental 12, Pacific 12 1/2, Richmond's 12, Simpson Mourning 11-11 1/2, Sprague's purple and pink 13, do blue and white 13 1/2, do shirtings 13, Wamsutta 8 1/2-9 1/2.

GINGHAMS continue very steady in price; in fact less change has been noticed throughout the season in this class of goods than in almost any other. Allamance plaid 8, Caledonia 14, Earleton 22 1/2-25, Glasgow 16, Hampden 16, Lancaster 17, Manchester 13 1/2.

MUSLIN DELAINES are quite neglected, and few new styles are being shown; while prices are unchanged. Pacific Armures 20, do Alpacas 3-4 25, do 6-4 26, Pekins 22 1/2, Oriental Lustres 13.

TICKINGS are firmly held, and few concessions are to be obtained. Albany 10 1/2, American 14 1/2, Amoskeag A C A 35, do A 29, do B 24, do C 22, do D 20, Blackstone River 16, Conestoga 25, do extra 30, Cordis 29, do BB 17 1/2, Hamilton 25, do D 21, Lewiston 36 35, do 32 30, do 30 23, Mees. and W'km's 29, Pearl River 32, Pemberton A A 25, do E 17, Swift River 16 1/2, Thorndike 17 1/2, Whittenden A 22 1/2, Willow Brook 27 1/2, York 30 26, do 32 32 1/2.

STRIPES are taken freely at full rates. Some brands tend upward in price. Albany 10 1/2, American 15, Amoskeag 21-22, Boston 15, Everett 13 1/2, Hamilton 21 1/2, Haymaker 16, Sheridan A 14, do G 14 1/2, Uncasville dark 16, do light 15, Whittenton AA 21 1/2, do A 20, do BB 17, do C 15, York 21 1/2.

DENIMS continue very firm, and no over supply is visible; but rather the reverse in a few makes. Amoskeag 30, Blue Hill 15, Beaver Cr. blue 27 1/2, do CC 19, Columbian extra 30, Haymaker 18, Manchester 20, Otis AXA 27 1/2, do BB 25, do CC 20, Pearl River 29, Thorndike 19, Tremont 20.

CORSET JEANS are without change, the market being kept well supplied. Amoskeag 15, Androscoggin 16, Bates 12 1/2, Everetts 15 1/2, Indian Orch. Imp 13 1/2, Laconia 15 1/2, Naumkeag 15 1/2, Newmarket 14, Washington satteen 17.

CAMBRICS show no movement of note in price or transactions. Amoskeag 10, Portland 8, Pequot 10 1/2, Victory H 9, do A 10, Washington 10.

COTTON BAGS are a little more active, and a few styles are at an advance. American 42 1/2, Androscoggin 42 1/2, Arkwright A 44, Great Falls A 45, Lewiston 45, Ludlow AA 45, Ontarios 45, Stark A 47, do C 3 bush 65, Union A 27 1/2.

COTTON YARNS without any change to notice. Best Georgia Cotton Yarns Nos. 6 to 12 40, Best South Carolina small skeins 44.

SPool Cottons are firmly held, and foreign goods tend towards an advance through the rise in gold.

FOREIGN DRESS GOODS in seasonable fabrics show more activity, and slight advances in price have been obtained on some styles. Staple styles of summer fabrics have realized better prices at auction in a few instances, but the extensive offerings of the last day or two at some of the rooms, have proved that the trade are not in condition to take large quantities of anything, however desirable; and with the exception of the very best and scarcest styles prices have ruled low, while much indifference has been shown by buyers generally.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending May 13, 1869, and the corresponding weeks of 1867 and 1868, have been as follows:

	1867.		1868.		1869.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	252	\$98,539	703	\$217,306	447	\$158,338
do cotton...	281	106,383	641	179,849	599	153,657
do silk...	96	123,382	107	325,225	215	386,756
do flax...	501	136,303	713	199,529	562	112,315
Miscellaneous dry goods...	166	87,334	254	89,718	185	64,292
Total .....	1,399	\$542,241	2,718	\$1,011,507	2,108	\$775,348

  

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.						
	1867.		1868.		1869.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	312	\$160,389	351	\$119,835	478	\$164,377
do cotton...	275	85,712	170	51,229	275	76,363
do silk...	109	121,926	50	51,289	58	67,309
do flax...	238	61,166	246	55,606	351	61,614
Miscellaneous dry goods...	3,864	82,785	3,070	34,102	1,897	33,755
Total .....	4,899	\$402,078	3,886	\$313,021	3,059	\$403,418
Add ent'd for consu'p'n .....	1,399	542,241	2,718	1,011,507	2,108	775,348
Total th'wn upon mak't .....	6,198	\$1,004,119	6,604	\$1,324,528	5,167	\$1,178,766

ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.						
	1867.		1868.		1869.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	388	\$168,550	535	\$119,976	712	\$248,432
do cotton...	216	29,539	192	51,576	447	109,739
do silk...	65	74,188	50	49,910	63	75,780
do flax...	193	57,081	257	54,418	733	139,176
Miscellaneous dry goods...	3,611	117,038	3,663	45,305	148	54,523
Total .....	4,669	\$446,392	3,997	\$320,198	2,103	\$627,650
Add ent'd for consu'p'n .....	1,399	542,241	2,718	1,011,507	2,108	775,348
Total entered at the port .....	2,995	\$912,820	6,735	\$1,332,005	4,211	\$1,402,998

**Dry Goods.**

**American Silks.**

THE BEST QUALITY OF  
**BLACK GROS GRAIN**  
Manufactured in this Country offered for Sale by  
**C. A. AUFFMORDT & CO.,**  
134 & 134 DUANE STREET.

**JENKINS, VAILL &  
PEABODY,**

46 LEONARD STREET,

DRY GOODS COMMISSION MERCHANTS.

Sole Agents for the sale of

**COTTONS AND WOOLENS,**

Of Several Mills.

**AMERICAN SILKS.**

MANUFACTURED BY

**CHENEY BROTHERS.**

Machine Twist,

Sewing Silk,

Trams and Organzines.

FINE ORGANZINES FOR SILK MIXTURE, CASSIMERES.

Foulards and Florentines,

Pongee Handkerchiefs,

Silk Warp Poplins,

Silk Dress Goods,

Belt Ribbons.

SILKS FOR SPECIAL PURPOSES TO ORDER.

AGENTS:

**EDWARD H. ARNOLD & SON,**

102 Franklin Street, New York.

**HENEY & MILLIKEN,**

4 Otis Street, Boston.

**LEONARD BAKER & CO.,**

210 Chestnut Street, Philadelphia

**CHASE, STEWART & CO.,**

10 and 12 German Street, Baltimore.

**SPOOL COTTON.**

**JOHN CLARK, Jr. & CO'S.**

Mile End, Glasgow.

IS UNSURPASSED FOR HAND AND MACHINE SEWING.

**THOS. RUSSELL, Sole Agent.**

88 CHAMBERS STREET, N.Y.



SHOE THREADS,  
LINEN THREADS,  
CARPET THREADS,  
SEWING MACHINE THREADS,  
GILL NETT TWINES, FISH LINES,  
TWINES, FLAX, ETC.

**BARBOUR BROTHERS,**

99 Chambers Street, Corner Church Street, New York

**WORKS. PATERSON, NEW JERSEY**

ABM. MILLS

E. J. SHIPMAN

**MILLS & SHIPMAN,**

WOOL BROKERS,

NO. 50 BROADWAY, NEW YORK.

We are prepared to make cash advances upon Wool, on the spot or in transit.

**THOS. H. BATE & Co.,**

MANUFACTURERS OF

**DRILLED-EYED NEEDLES,**

Fish Hooks and

Fishing Tackle.

NO. 7 WARREN STREET, NEAR BROADWAY,  
NEW YORK.

**Dry Goods.**

**JOHN S. &  
EBEN WRIGHT & Co.,**  
92 & 94 Franklin Street, New York,  
14 Devonshire Street, Boston

AGENTS FOR THE

Otis Company, Belknap Mills,  
Columbian Mfg Company, Grafton Mills,  
Warren Cotton Mills, Summer Falls Mills,  
Boston Buck Company, Gilmanton Hosiery Mills,  
Cordis Mills, Pepper Hosiery Mills,  
Thorndike Company, Otis Hosiery Mills,  
And Arlington Mills,  
Fancy Dress Goods, 3-4 and 6-4 Roubaix Cloth, Imperial Chinese, Alpaca, Repe, Coburgs, &c., &c.

**Blue Denims.**

Shirtings, Flannels, Rob Roys, Cassimeres, Repellants, Cottonades, Domestic, Boys' Checks, Sulloways, Shaker Flannels.

**Hosiery.**

Otis Co., Pepper and Gilmanton Mills' Sulloways, Shaker Socks, &c., &c.

**Blue Denims.**

Columbian Heavy, Otis AXA, BB, CC, D, O, E, G, Union, Arlington, Oxford, Mt. Vernon, Beaver Creek AA, BB, CC, Thorndike, C. Haymaker, Palmer, Boston, Northfield, Pawnee, Farmers' and Mechanics'

**Brown Denims.**

Columbian XXX, Otis BB, Warren A.B.D.X.

**Ticks.**

Cordis ACE, AAA, BB, Duck A.A.B., Thorndike A.C. Swift River, Palmer, New England.

**Stripes.**

Cordis Awaiting, Thorndike, B.C., Otis CC, Mount Vernon, Columbus, Eagle,

**Warren F.F. Fine Sheetings.**

BLEA. AND BROWN.

**Brown and Bleached Goods.**

Thorndike H. B. & C. Brown and Bleached Sheetings, Hingham, Farmers' AA and Swift River Brown Sheetings, 40-in. Rocky Mountain Duck, Bear, Raven's Duck

**Theodore Polhemus & Co.**

Manufacturers and Dealers in

**COTTONS SAIL DUCK**

And all kinds of

COTTON CANVAS, FELTING DUCK, CAR COVERING, BAGGING, RAVENS DUCK, SAIL TWINES &c. "ONTARIO" SEAMLESS BAGS, "AWNING STRIPES."

Also, Agents

**United States Bunting Company.**

A full supply all Widths and Colors always in stock.

59 Broad Street, New York.

E. A. BRINCKERHOFF,

THEODORE POLHEMUS.

J. SPENCER TUNNER.

H. D. POLHEMUS, Special.

**GEO. J. BYRD & Co.,**

Manufacturers of

**UMBRELLAS AND PARASOLS,**

Nos. 12 & 14 WARREN STREET NEW YORK.

**C. B. & J. F. Mitchell,**

COMMISSION MERCHANTS.

87 & 89 Leonard Street, New York.

Sole Agents for

**JOSEPH GREER'S CHECKS.**

Suitana Shawls.

Fond du Lac Blue Jeans.

Fine 6-4 Cheviot Coatings.

Oxford Gold mixed and Brown Jeans.

Shirting Flannels and

Balmoral Skirts.

**Steamship Companies.**

PACIFIC MAIL STEAMSHIP COMPANY'S  
**THROUGH LINE**

**To CALIFORNIA & CHINA,**



Touching at Mexican Ports

AND

CARRYING THE UNITED STATES MAILS.

On the 1st, 11th and 21st of Each Month.

Leave PIER 42 NORTH RIVER, foot of Canal street at 12 o'clock noon, as above (except when those dates fall on Sunday, and then on the preceding Saturday), for ASPINWALL, connecting via Panama Railway with one of the Company's Steamships from Panama for SAN FRANCISCO, touching at ACAPULCO. Departure of 1st connect at Panama with steamers for SOUTH PACIFIC and CENTRAL AMERICAN PORTS. Those of the 1st touch at MANZANILLO. One hundred pounds baggage allowed each adult. Baggage-masters accompany baggage through, and attend to ladies and children without male protectors. Baggage received on the dock the day before sailing, from steamboats, railroads, and passengers who prefer to send them down early. An experienced surgeon on board. Medicine and attendance free. For passage tickets or further information apply the Company's ticket office, on the wharf, foot Canal street North River, New York.

F. R. PARV. Agent.

**EXTENSION TABLES**  
(EXCLUSIVELY),

Of Every Style and Quality, at Greatly Reduced Prices.

**W. M. HEERDT, Manufacturer,**  
150 WOOSTER STREET,  
BETWEEN PRINCE AND ROUSTON STREETS  
NEW YORK.

**Miscellaneous.**

**CAUTION!**

TO THE TRADE

AND TO CONSUMERS OF

**J. & P. COATS'**

**BEST SIX-CORD THREAD.**

A COUNTERFEIT, OR ROUGH FAC-SIMILE OF their trade-mark upon the wrappers of thread, is in circulation, and may be readily detected by comparison with the genuine. The black and gold labels upon the spools are larger than the genuine. The white labels bearing the name of "Andrew Coats, General Agent for the United States," are roughly cut out by hand.

The spurious article, having been smuggled into the U. S., is also liable to seizure by the customs.

All dealing in Thread with these Forged Labels will be prosecuted by J. & P. Coats.

**JOHN & HUGH AUCHINCLOSS,**

Sole Agents in New York for J. & P. COATS.

**GANO, WRIGHT & Co.,**

COMMISSION MERCHANTS,

Cotton, Flour, Grain and Provisions.

NO. 27 MAIN ST., CINCINNATI, O.

**Henry Lawrence & Sons,**

MANUFACTURERS OF CORDAGE

FOR EXPORT AND DOMESTIC USE.

152 FRONT STREET, NEW YORK

**Scovill Mnfg. Company,**

Manufacturers of

**SHEET BRASS, GERMAN SILVER PLATED METAL, BRASS BUTT HINGES,**

Gilt, Lasting, Brocade, and Fancy Dress Buttons,

**Kerosene Oil Burners**

And Lamp Trimmings,

And Importers and Dealers in every Description of

**Photographic Goods.**

No. 4 Beekman street & 36 Park Row, NEW YORK,  
Manufactured by WATERBURY CT.

NEW YORK

**Burleigh Drill Company,**

Principal Office 43 New St., N. Y.

**JOHN T. DALY,**

President of the New York Burleigh Drill Company has been appointed

GENERAL AGENT

For the sale of FOREIGN AND HOME TERRITORY AND MACHINERY.

The Burleigh Rock Drill is now in practical working operation in New York City; persons interested and desirous of seeing the machines at work, by application at the office of the Company, will be informed of their location. Address letters to

**J. T. & W. H. DALY,**

43 New St., P. O. Box 2597,  
New York.

**CHRISTY DAVIS,**

PURCHASING

WOOL BROKER

No. 58, BROADWAY, NEW YORK,

Cor. of Exchange Place.

**John Dwight & Co.,**

MANUFACTURERS OF

**SALERATUS,**

**SUPER CARB. SODA, &C.,**

No. 11 Old Slip, New York.

**Iron Cotton Ties.**

The undersigned, Sole Agents in New York, for the sale and distribution of the

**IRON TIE AND SELF-FASTENING WROUGHT IRON BUCKLE TIES.**

Manufactured by J. J. McCOMB, Liverpool, respectfully solicit orders for delivery in New York or other ports in the United States, or at Liverpool.

**SWENSON, PERKINS & CO.,**

50 BEAVER STREET.

**Insurance.**

**OFFICE OF THE  
Pacific Mutual Insurance  
COMPANY.**

HOWARD BUILDING, 176 BROADWAY.

New York, January 13th. 1869.  
The following Statement of the affairs of the Com-  
pany is published in conformity with the requirements  
of Section 12 of its charter:

Outstanding Premiums January 1, 1868.....	\$119,049 43
Premiums received from Jan. 1, to Dec. 31, 1868 inclusive.....	524,448 47
Total amount of Marine Premiums.....	\$643,497 90

THIS COMPANY HAS ISSUED NO POLICIES, EX-  
CEPT ON CARGO AND FREIGHT FOR THE  
VOYAGE.

**No Risks have been taken upon Time  
or upon Hulls of Vessels.**

Premiums marked off as Earned, during the period as above.....	\$539,034 44
Paid for Losses and Expenses, less Savings, &c., during the same period.....	251,484 90
Return Premiums.....	46,862 74

**The Company has the following assets:**

Cash in bank and on hand.....	\$1,949 81
United States and other stocks.....	532,648 50
Loans on stocks drawing interest.....	188,700 00
Premium notes and bills receivable.....	\$813,294 31
Subscription notes in advance of premiums.....	254,572 95
Re-insurance and other claims due the Company, estimated at.....	76,000 00
Total assets.....	\$1,163,324 33

**Six Per Cent. Interest,**

on the outstanding Certificates of Profits will be paid  
to the holders thereof, or their legal representatives,  
on and after Tuesday the 2d day of February next.  
The whole of the

**outstanding Certificates of the Com-  
pany of the issue of 1864,**

will be redeemed and paid in cash, to the holders  
thereof, or their legal representatives, on and after  
Tuesday, the 2d day of February next, from which  
date interest thereon will cease. The Certificates to  
be produced at the time of payment and cancelled.

A Dividend in Scrip of FORTY Per Cent is declared  
on the net amount of Earned Premiums for the year  
ending December 31st, 1868, for which Certificates will  
be issued on and after Tuesday, the sixth day of April  
next.

By order of the Board.

**TRUSTEES:**

- |                     |                    |
|---------------------|--------------------|
| John K. Myers,      | Alex. M. Earle,    |
| A. C. Richards,     | Oliver K. King,    |
| G. L. H. Gillespie, | Wm. T. Blodgett,   |
| C. E. Milnor,       | C. H. Ludington,   |
| Martin Bates,       | J. L. Smallwood,   |
| Moses A. Hoppock,   | Thomas Eakin,      |
| B. W. Bull,         | H. C. Southwick,   |
| Horace B. Clafin,   | Wm. Hegeman,       |
| W. M. Richards,     | James K. Taylor,   |
| Ephraim L. Corning, | Adam T. Bruce,     |
| A. S. Barnes,       | Albert B. Strange, |
| Egbert Starr,       | A. Augustus Low,   |
| A. Wesson,          | Dean F. Fenner,    |
| John A. Hadden,     | Emil Heineman,     |
| William Leconey,    | Jehal Read,        |
| John A. Bartow,     | John K. Waller.    |
- JOHN K. MYERS, President.  
WILLIAM LEONEY, Vice-President.  
THOMAS HALE, Secretary.

**Hanover Fire Insurance**

**COMPANY,**

No. 45 WALL STREET.

Cash capital.....	JULY 1st, 1867.
Surplus.....	\$400,000
	206,63

Gross Assets.....	\$606,634
Total Liabilities.....	50,144

BENJ. S. WALCOTT, Presl  
RENSSEN LAKE, Secretary

**Germania Fire Insurance**

**COMPANY.**

Office, No. 175 Broadway

BRANCH OFFICES:

No. 357 Bowery, New York.

No. 377 Fulton Street, Brooklyn

Cash Capital.....	\$500,000 00
Assets, July 1, 1868.....	925,150 92
Liabilities.....	45,000 00

**Policies Issued Payable in Gold, if  
Desired.**

RUDOLPH GARRIGUE, President.  
JOHN EDW. KAHL, Vice-President.  
HUGO SCHUMANN, Secretary.



**Thwaites & Bradshaw's**

**A Table Sauce beyond Comparison!**

"No Breakfast or Dinner complete without it."—  
SOYER.  
The finest relish and appetizer ever offered.  
Sold by all Family Grocers and Fruit Stores.  
G. G. YVELIN, 203 Fulton Street.  
HUGH B. JACKSON, 192 Fifth Avenue.  
GERRY & KENDALL, 719 Broadway.  
J. THOMAS, 585 Broadway.  
M. S. BROWN, 685 Broadway.  
J. J. MORRIS, cor. 12th St. and University Place.  
E. MOESSNER, 121 6th Avenue.  
Wholesale Depot, S. E. HUSTED & CO., 183 Green-  
wich street.

**Insurance.**

**FIRE INSURANCE.**

**North American Fire  
Insurance Co.,**

OFFICE 114 BROADWAY,  
BRANCH OFFICE 9 COOPER INSTITUTE, THIRD  
AVENUE.

INCORPORATED 1823.

Cash Capital.....	\$500,000 00
Surplus.....	245,911 93
Cash Capital and Surplus, July 1st, 1868, \$745,911 93.	

Insures Property against Loss or Damage by Fire at  
the usual rates.  
Policies issued and Losses paid at the office of the  
Company, or at its various Agencies in the principal  
cities in the United States.

JAMES W. OTIS, President.  
R. W. BLEECKER, Vice Pres  
F. H. CARTER, Secretary.  
J. GRISWOLD, General Agent.

**ÆTNA**

**Insurance Company,**

OF HARTFORD.

INCORPORATED 1819.

CASH CAPITAL.....\$3,000,000\*

NEW YORK AGENCY

NO. 62 WALL STREET.

Assets Jan. 1, 1869.....	\$5,150,931 71
Liabilities.....	289,553 98

**FIRE AND INLAND INSURANCE.**

Policies Issued Payable in GOLD when Desired.

JAS. A. ALEXANDER, Agent.

**Mercantile Mutual**

(MARINE)

**INSURANCE COMPANY,**

NO. 35 WALL STREET, NEW YORK.

Capital.....	\$1,000,000
Assets.....	1,500,000

This Company takes Marine and Inland Navigation  
Risks on Merchandise, Freight and Hulls of Vessels.  
On the payment of Premiums a Rebate or Discount  
on the current rates is made IN CASH, as an equivalent  
for the Scrip Dividends of a Mutual Company. The  
amount of such Rebate being fixed according to the  
character of the business, gives to dealers a more just  
apportionment of profits than by the mutual system;  
and being MADE IN CASH, on payment of the Pre-  
miums, is more than equivalent to the CASH VALUE  
of the average Scrip Dividends of Mutual Companies.  
Policies issued, making loss payable in Gold in this  
City, or in Sterling at the Office of the Company's  
Bankers in Liverpool, if desired.

**TRUSTEES:**

- |                      |                     |
|----------------------|---------------------|
| James Freeland,      | Geo. W. Hennings,   |
| Samuel Willets,      | A. Foster Higgings, |
| Robert L. Taylor,    | Francis Hathaway,   |
| William T. Frost,    | Aaron L. Reid,      |
| William Watt,        | Henry Eyre,         |
| Cornelius Grinnell,  | Joseph Slagg,       |
| James D. Fish,       | Edward Merritt,     |
| Edwood Walter,       | Daniel T. Willets,  |
| D. Colden Murray,    | L. Edgerton,        |
| Bryce Gray,          | Henry R. Kunhardt,  |
| N. L. McCready,      | John S. Williams,   |
| William Nelson, Jr., | Charles Dimon,      |
| Harold Dollner,      | Paul N. Spofford,   |

Jos. Willets,  
ELLWOOD WALTER, President.  
ARCH. G. MONTGOMERY, Jr., Vice-Pres.  
ALANSON W. HEGEMAN, 2d Vice-Pres.  
C. J. DESPARD, Secretary.

**Sun Mutual Insurance**

**COMPANY.**

(INSURANCE BUILDINGS)  
49 WALL STREET.

Incorporated 1841.

Capital and Assets.....	\$1,614,540 78
-------------------------	----------------

This Company having recently added to its previous  
assets a paid up cash capital of \$500,000, and subscrip-  
tion notes in advance of premiums of \$300,000, continue  
to issue policies of insurance against Marine and In-  
land Navigation Risks. No Fire Risks disconnected  
from Marine taken by the Company. Dealers are en-  
titled to participate in the profits.

MOSES H. GRINNELL, President.  
JOHN P. PAULISON Vice-President.  
ISAAC H. WALKER, Secretary.

**BUNTING BROTHERS,**

BROKERS IN METALS.

112 JOHN STREET.

COPPER, TIN LEAD, SPELTER, RAILROAD IRON  
PIG IRON ORES &C., &C.

**Insurance**

OFFICE OF THE

**ATLANTIC**

**Mutual Insurance Co.,**

NEW YORK, JANUARY 26, 1869.

The Trustees, in conformity to the Charter of the  
Company, submit the following statement of its  
affairs on the 31st December, 1868:

Premiums received on Marine Risks, from 1st January, 1868, to 31st Dec., 1868.....	\$6,782,969 82
Premiums on Policies not marked off 1st January, 1868.....	2,563,002 80
Total amount of marine premiums....	\$9,345,972 12

No policies have been issued upon  
life risks; nor upon fire risks dis-  
connected with marine risks.

Premiums marked off from 1st Janu- ary, 1868, to 31st December, 1868...	\$6,807,970 89
Losses paid during the same period.....	\$3,081,080 49

Reports of premiums and expenses.....	\$1,383,230 61
--	----------------

The Company has the following as-  
sets, viz.:

United States and State of New York stock, city bank and other stocks...	\$7,587,435 00
Loans secured by stocks and other- wise.....	2,214,100 00
Real estate and bonds and mortgages	210,000 00
Interest, and sundry notes and claims due the Company, estimated at.....	290,530 03
Premium notes and bills receivable...	2,953,267 53
Cash in bank.....	405,548 83
Total amount of assets.....	\$13,660,881 39

**Six per cent interest on the outstand-  
ing certificates of profits will be paid  
to the holders thereof or their legal representatives  
on and after Tuesday the Second of  
February next,**

The outstanding certificates of the issue of  
1865 will be redeemed and paid to the hold-  
ers thereof, or their legal representatives, on and  
after Tuesday the Second of February  
next, from which date all interest thereon will  
cease. The certificates to be produced at the time  
of payment and canceled.

**A Dividend of Forty Per Cent is  
declared on the net earned premiums  
of the Company, for the year ending 31st  
December 1868, for which certificates will be  
issued on and after Tuesday, the Sixth of April  
next.**

By order of the Board,

J. H. CHAPMAN,  
Secretary.

**TRUSTEES:**

- |                     |                      |
|---------------------|----------------------|
| J. D. Jones,        | Joseph Gaillard, Jr, |
| Charles Dennis,     | C. A. Hand,          |
| W. H. H. Moore,     | James Low,           |
| Henry Coit,         | B. J. Howland,       |
| Wm. C. Pickersgill, | Benj. Babcock,       |
| Lewis Curtis,       | Robert B. Minturn,   |
| Charles H. Russell, | Gordon W. Burnham,   |
| Lowell Holbrook,    | Frederick Chauncey   |
| R. Warren Weston,   | R. L. Taylor,        |
| Royal Phelps,       | Geo S. Stephenson,   |
| Caleb Barstow,      | William H. Webb,     |
| A. P. Pillot,       | Paul Spofford,       |
| William E. Dodge,   | Sheppard Gandy,      |
| David Lane,         | Francis Skiddy,      |
| James Bryce,        | Charles P. Burdett,  |
| Daniel S. Miller,   | Robert O. Fergusson, |
| Wm. Sturgis,        | Samuel G. Ward,      |
| Henry K. Bogert,    | William E. Bunker,   |
| Dennis Perkins,     | Samuel L. Mitchell,  |
|                     | James G. De Fcrest.  |

JOHN D. JONES, President.

CHARLES DENNIS, Vice-President.

W. H. H. MOORE, 2d Vice-Pres't.

J. D. HEWLETT, 3d Vice Pres't.

PRICES CURRENT.

In addition to the duties noted above, a discriminating duty of 10 per cent. ad val. is levied on all imports under flags that have no reciprocal treaties with the United States.

On all goods, wares, and merchandise, of the growth or produce of Countries East of the Cape of Good Hope, when imported from places this side of the Cape of Good Hope, a duty of 10 per cent. ad val. is levied in addition to the duties imposed on any such articles when imported directly from the place or places of their growth or production; Raw Cotton and Raw Silk excepted. The ton in all cases to be 2,240 lb.

Anchors—Duty: 2 1/2 cents per lb. Of 200 lb and upward per lb 8 @ ..

Ashes—Duty. 20 per cent ad val. Pot, 1st sort... per 100 lb 7 75 @ 7 87 1/2 Pearl, 1st sort... nominal.

Beeswax—Duty, 20 per cent ad val. American yellow. per lb 45 @ 47

Bones—Duty: on invoice 10 per cent. Rio Grande shin per ton 39 00 @ ..

Bread—Duty, 30 per cent ad val. Pilot... per lb @ 6 Navy... @ 4 1/2 Crackers... 6 1/2 @ 14

Breadstuffs—See special report.

Bricks. Common hard... per M. 12 50 @ 14 50 Crotons... 19 00 @ 21 00 Philadelphia Fronts... 43 00 @ 45 00

Bristles—Duty, 15 cents; hogs hair 1 per lb. Amer n, gray & wh. per lb 40 @ 2 50

Butter and Cheese.—Duty: 4 cents. Butter—Creamery pails... @ .. State firkins, prime... 40 @ 41

Cheese—Factory prime... per lb 22 @ 23 Factory fair... 19 @ 22 Farm dairies prime... 21 @ 22

Candles—Duty, tallow, 2 1/2; spermaceti and wax 8; tallow and adamantine, 5 cents per lb. Refined sperm, city... @ 48

Cement—Rosendale per bbl 2 00 @ .. Chains—Duty, 2 1/2 cents per lb. One inch & upward per lb 7 1/2 @ 7 1/2

Coal—Duty, bituminous, \$1 25 per ton of 28 bushels 80 lb to the bushel; other than bituminous, 40 cents per 28 bushels of 80 lb per bushel.

Cocoa—Duty, 3 cents per lb. Caracas (in bond) (gold) per lb 14 @ 15 Maracaibo do... (gold) 27 @ 30

Coffee.—See special report.

Copper—Duty, pig, bar, and ingot, 2 1/2; old copper 2 cents per lb; manufactured, 35 per cent ad val.; sheathing copper and yellow metal, in sheets 42

Cordage—Duty, tarred, 3; untarred Manila, 2 1/2 other untarred, 3 1/2 cents per lb. Manila... per lb 22 1/2 @ 24 1/2

Corks—Duty, 50 per cent ad val. 1st Regular, qrts per gro 55 @ 70 do Superfine... 1 40 @ 1 70

Cotton—See special report.

Drugs and Dyes—Duty, Alcohol, 2 50 per gallon; Aloes, 6 cents per lb; Alum, 30 cents per 100 lb; Argols, 6 cents per lb; Arsenic and Assafœtida, 20; Antimony, Crude and Regulus, 10; Arrowroot, 30 per cent ad val

Alcohol, 95 per cent... 1 82 @ 1 85 Aloes, Cape... per lb 19 @ 20 Aloes, Socotrine... 75 @ .. Alum... 3 1/2 @ .. Annato, good to prime... 75 @ 90

do, French EXF.F. do 1 61 @ .. Gout, Curacao per lb cur. 45 @ 52 do Buenos A... cur. 45 @ 50

Manna, large flake... @ 2 00 Manna, small flake... 95 @ .. Mustard Seed, Cal... @ 13 Mustard Seed, Trieste... 10 1/2 @ ..

Duck—Duty, 30 per cent ad val. Ravens, Light... per pce 16 00 @ .. Ravens, Heavy... 18 00 @ ..

Dye Woods—Duty free. Camwood, gold, per ton 166 00 @ .. Fustic, Cuba... 30 00 @ 32 00

Feathers—Duty: 30 per cent ad val. Prime Western... per lb 90 @ 95 Tennessee... 88 @ ..

Fish—Duty, Mackerel, \$2; Herrings, \$1; Salmon \$3; other pickled, \$1 50 per bbl.; on other Fish, Pickled, Smoked, or Dried, in smaller pkgs. than barrels, 50 cents per 100 lb.

Flax—Duty: \$15 per ton. North River... per lb 16 @ 23

Fruits—See special report.

Furs and Skins—Duty, 10 per cent. Beaver, Dark... per skin 1 00 @ 5 00 do Pale... 1 00 @ 4 00

Skins—Duty: 10 per cent ad val. Goat, Curacao per lb cur. 45 @ 52 do Buenos A... cur. 45 @ 50

Glass—Duty, Cylinder or Window Polished Platenot over 10x15 inches 2 1/2 cents per square foot; larger and not over 16x24 inches, 4 cents per square foot; larger and not over 24

American Window—1st, 2d, 3d, and 4th qualities. Subject to a discount of 45 @ 50 per cent 6x 8 to 7x9... 50 ft 7 75 @ 6 00

French Window—1st, 2d, 3d, and 4th qualities. (Single Thick) New York of Mar. 11 Discount 45 @ 50 per cent 6x 8 to 8x10... 50 feet 8 50 @ 6 25

Groceries—See special report.

Gunny Bags—Duty, valued at 1 cent or less per square yard, 3; over 10, 4 cents per lb. Calcutta, light & h'y 15 1/2 @ 16

Gunny Cloth—Duty, valued at 10 cents or less per square yard, 3; over 10, 4 cents per lb. Calcutta, standard, y'd 21 1/2 @ 22

Gunpowder—Duty, valued at 20 cents or less per lb, 6 cents per lb, all 20 per cent ad val.; over 20 cents per lb, 10 cents per lb and 20 per cent ad val. Blasting (B) per 25 lb keg @ 4 00

Hair—Duty FREE. Rio Grande, mixed per lb gold 30 @ .. Buenos Ayres, mixed... 28 @ 30

Hay—North River, in bales per 100 lb for shipping... 60 @ ..

Hemp—Duty, Russian, \$40; Manila \$25; Jute, \$15; Italian, \$40; Sunn and Sisal, \$15 per ton; and Tampico 1 cent per lb. Amer. Dressed per ton 275 00 @ 325 00

Hides—Duty, all kinds, Dry or Salted and Skins 10 per cent ad val. Dry Hides—Buenos Ayres per lb g'd 21 @ 21 1/2

Wet Salted Hides—Bue Ayres per lb g'd 11 1/2 @ 12 Rio Grande... do 11 1/2 @ 11 1/2 Calicut... do 11 @ 11

Table listing various commodities such as Upper Leather Stock, Honey, Hops, Horns, India Rubber, Indigo, Iron, Pig Charcoal, Bar Swedes, Ivory, Lead, Leather, Lime, Lumber, and Vermillion, with their respective prices and units.

Table listing commodities including Mahogany, Cedar, Rosewood, Molasses, Nails, Naval Stores, Oil Cake, Oils, Paints, and Vermillion, detailing their prices and specifications.

Table listing commodities such as Vermillion, Petroleum, Provisions, Rice, Salt, Saltpetre, Seeds, Shot, Silk, Spelter, Spices, Spirits, and Steel, with their market prices.

Table listing commodities including Sumac, Sugar, Tallow, Teas, Tin, Tobacco, Wines, Wire, and Wool, providing price information for each item.

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