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BLAKE BROTHERS & CO.,
52 Wall Street, New York.

BANKERS

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BANKERS
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Buy
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Citizens Bank

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Louisiana

Capital

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$20,000.

AGENCY

A. D. SELLECK,
37 Pine St., N.Y.

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London
Joint
Stock
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Bermond,
And
Co.,

London.
In
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in
noting
buyers
of
Sterling
or

Hatch, Foote & Co.,

BANKERS

AND

DEALERS
IN

GOVERNMENT
SECURITIES,

GOLD,

AND

GLORIOUS,

No.

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WASHINGTON,

A. DEPPEE,
GEO. OPPY

AND

CO.,

NO. 25 NASSAU

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(Corner of Cedar street.

DEPOSITED

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Brookfields,
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THE CHRONICLE.

[May 29, 1869]

THE CHRONICLE.

Financial Notices.

ST. CHARLES BRIDGE FIRST MORTGAGE.

Bidders will be open to the public at the Office of FISK & HATCH, next Monday, 3rd inst., when the Bond of the Central Pacific Railroad Company, to bear interest at ten per cent from the 22d day of May, 1869, will be sold in denominations of $100 each.

JAMESON, SMITH & COTTING.

No. 14 and 16 WALL STREET.

We offer for Sale
A LIMITED AMOUNT OF
City of Louisville, 7 Per Cent Bonds,
HAVING TWENTY YEARS TO RUN, interest payable semi-annually, in the hands of the Bank of Commerce, New York, at par and accrued interest.

The undersigned are the authorized agents for the sale of the above securities, and recommend them at first-class investment.

WILLIAM ALEXANDER SMITH & CO.

40 WALL STREET.

REMOVAL.

J. M. WEITH & CO.,

DEALERS IN
SOUTHERN AND MISCELLANEOUS SECURITIES
Have Removed to No. 9 New St., and will continue the business under the style of J. M. WEITH & AYRTS.

REMOVAL.

JACQUELIN & DE COPPET.

HAVE REMOVED THEIR OFFICE
TO NO. 18 NEW STREET.

United States Treasury,

New York, May 20, 1869.

SEVENTH SALE OF GOLD.—By direction of the Secretary of the Treasury, notice is hereby given that sealed proposals for the purchase of one million of dollars in gold will be received at this office until noon of MONDAY next, the best, when the same will be opened and the bids declared. Proposals will be received for sums not less than five thousand dollars ($5,000), and payment may be made either in lawful money or three per cent certificates. Successful bidders will be required to deposit five per cent of the amount of the purchase on the day of sale. The proposals will be received on Monday and Thursday of each succeeding week until otherwise ordered.

The amount awarded will not exceed two million of dollars per week, and the right is reserved to reject bids obviously adverse to the interests of the government.

H. B. VYNIE,
Assistant Treasurer.

F. M'CLELLAN & CO.,

BANKERS, 
Pi Edwards, Pa.

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. F. PAYSON, of the New York Stock Exchange, WM. E. ALEXANDER, Jr.

Bankers and Brokers,

HARVEY INC.

A. J. HAY."
Western Bankers.

GILMORE, DUNLAP & CO.,
105 & 110 West Fourth Street, CINCINNATI, OHIO.

Dealers in GOLD, SILVER and all kinds of GOVERNMENT BONDS.

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

CHECKS ON LONDON AND PARIS FOR SALE

G. F. Knepper, President, B. R. Boxevelt, Cashier.
THE COMMERCIAL BANK
OF WOOSTER, OHIO.

Dealers in Foreign and Domestic Exchange, Gold and Silver Coins and Government Securities, promptly on all accessible points.

ISAAC HARTER, G. D. HARTER, M. D. HARTER, BANKING HOUSE OFISAAC HARTER & Sons, CANTON, OHIO.

(S E T A B L E D 1834.) Special Attention given to the Collections of Bankers and Merchants.

THE COMMERCIAL NATIONAL BANK OF ST. LOUIS, MO.

CAPITAL $500,000.
H. F. Rawe, President, Wm. H. American, Vice-President, Wm. H. R. W. Smith, Cashier.

DIRECTORS.

L. A. Benoist & Co., BAKERS, ST. LOUIS, MISSOURI.

Buy and Sell, Exchange, on all the principal cities of the United States and Canada. Also Drafts on London and Paris, and Commercial correspondents.

HAYDEN, HUTCHINSON & CO., BANKERS, NO. 104 HIGH STREET, COLUMBUS, OHIO.

Do General Banking, Collection, and Exchange Business.

SECOND NATIONAL BANK, TITUSVILLE, PENN.

Capital $250,000.

Deposits accepted with U. S. Treasurer in the City, and Deposits 30 days.

G. C. HYDE, Cashier, CHAS. HYDE, Pres.

NATIONAL BANK OF THE STATE OF MISSOURI IN ST. LOUIS.
ESTABLISHED 1827.

Capital paid in $3,410,300.

This Bank, having regulated as a National Bank, is now prepared to do a general banking business, receiving deposits of Government, &c., in gold and silver bought and sold at current rates; giving interest on deposits at the rate of 3 per cent. per annum.


BANKERS AND BROKERS.

FIRST NATIONAL BANK OF IDAHO
Boise City, I. T.

Organized March 11, 1892, (with circulation,) under Act of Congress approved June 28, 1892.
CAPITAL, $100,000.
AUTHORIZED CAPITAL, $200,000.
M. D. DURREL, Pres., C. W. HOOKER, Cashier.
Collections on the principal cities in Idaho Territory, promptly attended to, and drafts on London, Paris, &c., can be purchased on this Bank on Commercial Paper, Transfer, Sight and Time Exchange, for Gold or Currency, can be purchased on this Bank on Commercial Paper, Transfer, Sight and Time Exchange, for Gold or Currency, can be purchased on this Bank on Commercial Paper, Transfer, Sight and Time Exchange, for Gold or Currency, can be purchased on this Bank on Commercial Paper.

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.

H. C. HARDY & SON,
No. 4 Wall Street, New York.

NATIONAL BANKERS.

A. W. CURTIS, M. P. LACOMBE, A. L. BRENNER, P. S. CHAPMAN.

ROBERT W. MUNROE, C. H. HARDY & SON.

No. 7 New York, New York.

J. F. CURTIS, M. P. LACOMBE, A. L. BRENNER, P. S. CHAPMAN.

H. C. HARDY & SON,
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No. 7 New York, New York.

J. F. CURTIS, M. P. LACOMBE, A. L. BRENNER, P. S. CHAPMAN.
Draw on New York, at Sight.

THE CHRONICLE.

[May 29, 1869.

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Financial.

WILLIAMS & GUION,
21 Wall Street, New York.


Advances made on consignments to our Correspondents, and Notes for the purchase of Merchandise, Travelers' and Commercial Credits issued, available in all parts of Europe, etc.

SOUTTER & CO.,
BANKERS.
No. 51 WILLIAM STREET, NEW YORK.

Dealers in Bills of Exchange, Governments, Bonds, Stocks, Commercial Paper, and all Securities. Special allowed on Deposits subject to Sight Draft or Chase. Advances made on approved securities.


DUNCAN, SHERMAN & CO.,
BANKERS.
CORNER OF PINE AND NASSAU STS.,

Circular Notes and Letters of Credit.

For the use of Travellers abroad and in the United States, available in all the principal cities of the world; also, Commercial Credits.

For Europe, East and West Indies South America, and the United States.

LETTERS OF CREDIT FOR TRAVELLERS.

EXCHANGE ON LONDON AND PARIS.
Bought and Sold at the Stock Exchange on usus.

Interest Allowed on Deposits.

M. K. JESUP & CO.,
BANKERS AND MERCHANTS,
11 PINE STREET,

Negotiate Bonds and Loans for Railroad Cos., and Underwrite Iron or Steel Halls, Locomotives, Cars, etc., and underwrite all business connected with Railways.

JAMES ROBB, KING & CO.,
No. 50 Wall Street.

LETTERS OF CREDIT FOR TRAVELLERS.

DRAH Shalt-day Exchanges on Paris, Shorting Bills at Sight or Sixty days.

THE CITY BANK,
Hibbert & Co., 124 PINE STREET, LONDON.

Stocks and Bonds purchased and sold at the New York Stock Exchange.

Gibson, Beardston & Co.,
BANKERS.
No. 50 EXCHANGE PLACE.

Special facilities for Government Securities, Foreign Exchange, Loans, Bills of Exchange, and Cash. Special facilities for negotiating Foreign and Domestic Commercial Credits, and all such notes as will fit the wants of our Correspondents.

Money obtained on approved drafts in London or New York. Special facilities for negotiating Commercial Notes.

CHARTEE BY THE STATE.

DABUES & Co.,
No. 6 WALL STREET, NEW YORK.

Bought and sold at regular rates, subject to the approval of the London Exchange.

E. B. BERRY,
No. 12 RUE PAIX, PARIS.

Bought and sold at regular rates, subject to the approval of the London Exchange.

J. A. BERRY,
No. 51 WALL STREET, NEW YORK.

Bought and sold at regular rates, subject to the approval of the London Exchange.

Capital

$3,000,000.

For sale all descriptions of Government Bonds, City and County accounts. Deposits subject to the approval of the London Exchange.

Collections made in all parts of the United States and Canada.

RICHARD BERRY, President.

ANTHONY BALEY, Cashier.

Central National Bank,
20 BROADWAY.

Capital

$1,000,000.

For sale all descriptions of Government Bonds, City and County accounts. Deposits subject to the approval of the London Exchange.

Collections made in all parts of the United States and Canada.

RICHARD BERRY, President.

THE TRADESMEN.

National Bank,
20 BROADWAY, NEW YORK.

CAPITAL

$1,000,000.

For sale all descriptions of Government Bonds, City and County accounts. Deposits subject to the approval of the London Exchange.

Collections made in all parts of the United States and Canada.

RICHARD BERRY, President.

ANTHONY BALEY, Cashier.

THE TRADESMEN.

Tapscott, Bros. & Co.
46 SOUTH STREET, 24 BROADWAY, NEW YORK.

Agents wanted for every city and State. We handle particular facilities.
WALL STREET AND THE TREASURY.

There is one topic which is paramount in Wall street at present amidst all the exciting discussions of recent events. We refer to the influence exerted by the Treasury upon the money market and on the great currency machinery of the country. This machinery is extremely delicate and complex in its structure. The only elasticity of which it admits is given by means of the Treasury. For we have often urged the bank note and greenback currency remains rigidly fixed at one settled level, and does not expand and contract with the varying wants of business, as was the case under the old currency laws of the State banks. Now at various seasons of the year from $30,000,000 up to $80,000,000 more of currency are wanted than is sufficient at other times. The consequence is that with our inelastic circulation we have too much at one time and too little at another. We thus suffer in turn all the evils of a plethora in the money market during the dull summer season, while all the speculative jags and convulsions of monetary stringency afflict us in the active season, when our business should be as much fostered and as little impeded as possible. The positive loss which this imperfect bank machinery of the country has inflicted upon us cannot be estimated at less than many millions of dollars during the past year. And there is this point of special interest in the case, that the evil is getting worse. Never probably in the history of Wall Street has our currency system been so much at fault, or our money market so spasmodic and convulsed as during the last six months. How events will shape themselves next Fall, and how severe the stringency will become except a proper remedy can be devised and applied—these are questions which are agitating the thoughtful men of Wall street, and they all point to the Treasury as the only source from which under our present system relief is to be obtained. There are two things in regard to the Treasury policy in which the interest chiefly centres. The first is the absorption of currency into the Treasury vaults by the sales of gold. Under the present arrangement over one million of currency is taken for gold sales by Mr. Van Dyck, more than is paid out for bonds for the Sinking Fund. This process if continued will soon lock up a large amount of idle currency. Secondly, the income tax is now due and the payment of it will add greatly to the accumulated store of hoarded currency. In view of these two streams of currency pouring into the Treasury, the question arises how can this drain be sustained without some degree of monetary stringency, and the general opinion is that Mr. Boutwell must either sell less gold or buy more bonds. In view of the popular opposition to the purchase of bonds, it is now scarcely likely that the Secretary will buy more than he is now buying, especially as it is quite uncertain what view Congress will take of the new policy Mr. Boutwell has adopted in regard to the Sinking Fund.

Enough has been said to show that Wall street just now is narrowly watching every movement of the Treasury with the greatest anxiety. If Mr. Boutwell steers his financial barque safely through the troubled waters he is approaching, he will earn the proud distinction of being one of the greatest of our financial statesmen. If he should fail—which we do not for a moment anticipate—the consequences will be very serious both to himself, to the administration, and to the material interests of the country.

“WATERED” RAILROAD CAPITOL.

[Communicated]

Your recent remarks upon the “watering” of railroad stocks have attracted much attention among Wall street capitalists, and deservedly so from their inherent force and general truthfulness. It appears to me, however, that, in your zeal to check an indisputable evil, while you have spoken nothing but the truth, you yet have failed to give the whole truth. Permit, therefore, a careful reader of the Commercial Chronicle to present a few considerations which, taken together with your remarks, may perhaps afford a more complete survey of the question.

The original capital of our railroads cannot be said to repre-
sent their value in their present condition. The roads have been built gradually, the structure produced from the original capital being a mere skeleton of ties and rails, running through country of but little iron and costing but a nominal sum to the companies. From the year of their opening, up to the present time, they have been undergoing a steady process of completion, until at last our leading roads, in respect to solidity of structure, quality of work, and equipment, compare favorably with the railroads of Europe. Fragile wooden bridges and trestle viaducts have been in many cases substituted by works of masonry; stations which originally were little better than frame barns, have been replaced by commodious, frequently handsome and generally durable ercations; store-houses have been enlarged or new ones built on the larger roads; immense workshops have been erected and completely furnished; on roads having their termini on the lakes or the rivers, extended wharfage accommodation has been provided; in not a few instances iron rails have been replaced by steel, and thousands of miles of road have received an additional want of the country, their rolling stock has been largely increased and improved. This process of completion has been conducted not by subscriptions of new capital, the system very generally adopted on the English roads, but, as a rule, by the steady absorption of a certain proportion of the earnings, which otherwise would have been available for dividends. The amount required each year for these purposes has not been large and did not appear to call for new issues of stock, so long as the stockholders were willing to forego dividends for the permanent improvement of their property. When this process, however, has been carried on for a period of twenty or thirty years, it is evident that a very large aggregate of new capital has been put into the roads, without any corresponding change in the capital stock. Moreover, the real estate of the companies has largely increased in value, even without taking into account the inflation growing out of the existing financial derangements. The roads have opened new territory, and have been instrumental in the building of towns and cities on their routes, thus giving a value to their own lands and buildings, largely in excess of their original cost; and this appreciation must be regarded as permanent, under any and all future fluctuations in values. The construction effected by the use of earnings, until 1868, was upon a low scale of prices; while, since that period, high prices have checked construction works, leaving a larger proportion of the receipts for dividends. Now, if for a quarter of a century the earnings of the roads have been steadily reinvested in permanent structures and appendages, it is clear that in no sense can the original stock be said to represent the capital actually put in by the shareholders. The primary capital may be viewed as what was required to start the roads; the capital since contributed was needed to complete and expand them, adapting them to the constant growing wants of the country. The later increments of capital are unrepresented in the nominal capital, as "watering" proposes to give them a formal recognition; and neither more nor less. It would be interesting to learn wherein this course is unsound in principle. If there ought to be any correspondence between the nominal capital and the actual investment, why should not the capital contributed since the opening of the roads be represented in the capital stock? I think the enemies of "watering" would find it difficult to give a candid answer to this question. There is, however, a very proper policy underlying most cases of "watering." The improved condition and capacity of the roads, effected by these gradual reinvestments of earnings, has increased their profits to such an extent as to enable them to pay enormous dividends upon the original limited capital. Legislatures view corporations with a superficial and sometimes ignorant jealousy; and these liberal dividends naturally tempt them to curtail the privileges and reduce the rates of the roads to a point which will bring down the dividends to which they conceive to be a fair percentage on the capital stock. This art of interference is essentially unjust. The large earnings are not the product of the original limited capital represented by the stock, but equally of the large subsequent contributions paid by the shareholders out of the annual earnings. If the stockholders are to be allowed only a moderate dividend upon their original investment, then they are to be deprived of income from the funds which for twenty or thirty years they have been investing in the roads instead of receiving them in dividends; in other words, the public are to be benefited by the spoliation of the stockholders. Railroad capitalists see themselves to be imminently exposed to this injustice; and they therefore deem it prudent, in order to place themselves in a true position before the public and the legislatures, to bring up the capital stock of the roads to a point more nearly representing the amount actually invested by the stockholders. This may be "thoughtless denounced as watering" or inflation; but I do not hesitate to put it before the sober, reflecting readers of the "Chronicle" as challenging the closest scrutiny upon the most conservative grounds.

Yours, etc.,

A CONSERVATIVE STOCKHOLDER.

MILWAUKEE AND ST. PAUL RAILWAY.

The corporation owning the Milwaukee and St. Paul Railway line is a consolidation of the Milwaukee and St. Paul Railway (Milwaukee to La Crosse) and the Milwaukee and Prairie du Chien Railroad (Milwaukee to Prairie du Chien) Companies, a consolidation perfected in 1868 by the purchase of the latter by the former company. The line in Iowa and Minnesota was acquired by the assumption of its cost and indebtedness. During the last fiscal year the company extended its Northern line from Omro to Winneconne (opened November, 1868) a distance of five miles, and at the close of the said year were engaged in the completion of the Watertown branch from San Prairie to Madison, a distance of about 12 miles. The opening of the latter section of road will shorten the distance between Milwaukee and the Mississippi River by about 17 miles. The company have also purchased the elevator at Milwaukee for $300,000, so that the several roads now owned by the company may be described as follows:

<table>
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<tr>
<th>Road Name</th>
<th>Miles</th>
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<tr>
<td>Milwaukee, Wis., to La Crosse, Wis.</td>
<td>310 4/6</td>
</tr>
<tr>
<td>Milwaukee, Wis., to St. Paul and Minneapolis, Minn.</td>
<td>373 6/6</td>
</tr>
<tr>
<td>Milwaukee, Wis., to La Crosse, Wis.</td>
<td>310 4/6</td>
</tr>
<tr>
<td>Milwaukee, Wis., to Portage, Wis.</td>
<td>56</td>
</tr>
<tr>
<td>Milwaukee, Wis., to the Horns, Wis.</td>
<td>310 4/6</td>
</tr>
<tr>
<td>Milwaukee, Wis., to Watertown, Wis.</td>
<td>310 4/6</td>
</tr>
<tr>
<td>Watertown, Wis., to Sun Prairie, Wis.</td>
<td>310 4/6</td>
</tr>
<tr>
<td>Milwaukee, Wis., to Waukesha, Wis.</td>
<td>310 4/6</td>
</tr>
<tr>
<td>Milwaukee, Wis., to Madison, Wis.</td>
<td>310 4/6</td>
</tr>
</tbody>
</table>

Total length of all lines: 306 miles.

The rolling stock in use on the several lines at the close of 1868 consisted of 135 (an increase in the year of 10 locomotives; 64 (increase 4) first class, and 10 (increase 2) second class passenger cars; 6 sleeping cars; 53 (increase 5) baggage, mail, and express cars; 2,070 (increase 220) box freight cars, and 430 (increase 32) flat and stock cars. The repair and renewal of track in 1868 consumed the following, viz.: new iron rail 704 tons; new steel rail 110 tons; rerolled rail 5,784 tons; splices 385,000 lbs.; chairs 130,054 lbs.; bolts 112,045 lbs., and spikes 337,097 lbs. Also 190,770 crossties. The value of fuel and supplies on hand at the close of year amounted to $509,882 62. The company now have several new connections in process of construction. 1. McGregor and Sioux City Railway. The franchises of this company have been purchased by the Milwaukee and St. Paul Company as far West as Charles City, about 50 miles, and are to be paid for in al area and first mortgage bonds. This
The Chronicle

Deduct from these amounts as follows:

Ordinary expenses... $360,439 49 $1,099,967 92 $839,497 43 $3,717 49
Extra ordinary exp's... 293,339 84 780,784 94 297,384 84 $1,480,784 94
Science expenses... 393,440 32 $1,099,967 92 $839,497 43 $3,717 49
Total expenses... $1,203,917 85 $1,099,967 92 $839,497 43 $4,717 49

Net earnings... $1,190,939 07 $701,048 97 $537,332 76 $4,614,044 79

The extraordinary expenses charged to income include re-works of track, bridges, new fences, new buildings, new locomotives and cars, tools, and machinery, United States taxes on manufactures, two elevators, and interest and exchange. These charges were shown against new capital the net earnings would have been $3,494,233 29, instead of $2,484,044 99 as shown in the above account. Compared with the earnings and expenses of 1867, those of 1868 were increased by the following amounts:

La Crosse & Prairie d’ll Iowa & Total.

1864... $1,041,015 96 $3,113,092 78 $4,154,108 74
1865... $1,034,930 43 $3,142,527 81 $4,177,458 24
1866... $2,559,046 99 $2,424,172 80 $5,033,219 79
1867... $2,544,106 07 $3,100,802 13 $5,644,908 20
1868... $2,530,078 76. $3,144,156 22 $5,674,235 98

From the above tables we make the following summary of comparative results for 1868, reducing the primary figures to relative proportions:

La Crosse & Prairie d’ll Iowa & Total.

Miles of road opened... 523 523 523
Miles of track to date... 523 523 523
Passengers carried... 230 230 230

The gross earnings and expenses on all the divisions for the year ending December 31, 1867 and 1868 amounted to:

La Crosse & Prairie d’ll Iowa & Total.

Green earnings... $2,338,658 89 $5,912,488 78 $8,251,147 67
Leaving net earnings... $2,060,772 07 $4,802,979 84

This residue is charged with interest on the mortgage indebtedness and previous to the extinguishment of the preferred stock of the Prairie du Chien Company with the dividend thereon. The past year has seen the first dividend on the preferred and common stock of the consolidated Company. In pursuance of the authority of the stockholders, conferred January 1, 1869, the directors declared a cash dividend of $7 per share, and a stock dividend of $10 per share on the preferred stock from the net earnings of 1867 and 1868; and $14 per share on the common stock from the earnings of 1866, 1867, and 1868, the stock payments being made in both cases in the common stock of the Company. The Company are now free from floating debts, at least free the report says from any debt which they are not prepared to pay at sight.

The consolidation of the two companies constituting the present corporation was not completed at the close of the fiscal year, 1867. We now give the consolidated balance sheet as at January 1, 1868. The company have purchased during the year then ending addition property to the amount of $801,291 17.

LIABILITIES

Capital stock, preferred... $2,530,078 76 $5,912,488 78 $8,442,567 54
Common... $2,544,106 07 $3,100,802 13 $5,644,908 20
Mill & Western Toll p. c. bonds... $37,743,971 67
R. R. stock, bonds... $260,000
R. R. per c. bond... $260,000

Total... $10,743,971 67

Per cent. on bonds... 7%
Per cent. on stock... 6 1/2%

Bearings... $8,442,567 54

Mortgage bonds... $3,100,802 13

 Treasury... $10,743,971 67

Property... $37,743,971 67

Income account... $260,000

Total... $37,743,971 67

The gross earnings of the several divisions, including mails, rents, express, &c., were as shown in the following summary:

La Crosse & Prairie d’ll Iowa & Total.

Freight... $409,945 45 $709,505 05 $1,119,450 50
Passengers... $250,944 45 $250,944 45 $250,944 45
Horse and mules... $396,594 45 $396,594 45 $396,594 45
Miscellaneous... $608,945 45 $608,945 45 $608,945 45
Wages... $119,755 45 $119,755 45 $119,755 45
Remittances... $194,945 45 $393,890 90 $588,780 35
Rivettage... $220,045 45 $220,045 45 $220,045 45

Total gross earnings... $1,048,045 97 $1,190,939 07 $2,239,984 04

The gross earnings and expenses of the company for the last five years are as follows:

La Crosse & Prairie d’ll Iowa & Total.

1864... $1,041,015 96 $3,113,092 78 $4,154,108 74
1865... $1,034,930 43 $3,142,527 81 $4,177,458 24
1866... $2,559,046 99 $2,424,172 80 $5,033,219 79
1867... $2,544,106 07 $3,100,802 13 $5,644,908 20
1868... $2,530,078 76 $3,144,156 22 $5,674,235 98

The importance of these connecting roads is evident. They are either extensions of the Wisconsin and St. Paul roads, or will become valuable feeder to that work. The principal freight of all and each will be the lumber of Minnesota for consumption on the prairies, and the coal and provisions of Iowa used in Minnesota, Wisconsin, &c., and for transmission to the lakes and Canada. Such an interchange of commodities will fill the cars both ways.

The following is a summary of operations on the several divisions of the company's railways for the fiscal year 1868, and of the results thereof:

<table>
<thead>
<tr>
<th>La Crosse &amp; Prairie d’ll Iowa &amp; Total</th>
<th>Northern Division</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles run by trains...</td>
<td>230</td>
</tr>
<tr>
<td>Passenger...</td>
<td>230</td>
</tr>
<tr>
<td>Freight...</td>
<td>230</td>
</tr>
<tr>
<td>Total miles run...</td>
<td>230</td>
</tr>
<tr>
<td>Tons of freight carried...</td>
<td>230</td>
</tr>
<tr>
<td>Tons east...</td>
<td>230</td>
</tr>
<tr>
<td>both ways...</td>
<td>230</td>
</tr>
<tr>
<td>both west...</td>
<td>230</td>
</tr>
<tr>
<td>Total east...</td>
<td>230</td>
</tr>
<tr>
<td>Total west...</td>
<td>230</td>
</tr>
<tr>
<td>Revenue east outward...</td>
<td>230</td>
</tr>
<tr>
<td>Revenue west inward...</td>
<td>230</td>
</tr>
<tr>
<td>Revenue...</td>
<td>230</td>
</tr>
<tr>
<td>Revenue per mile...</td>
<td>230</td>
</tr>
<tr>
<td>Per mile east...</td>
<td>230</td>
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<td>Total revenue...</td>
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</tr>
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</tr>
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<tbody>
<tr>
<td>Miles run by trains...</td>
<td>523</td>
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<tr>
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<td>523</td>
</tr>
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<tr>
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</tr>
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<td>523</td>
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</tbody>
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### Table: State of the lawful money reserve (by sections 31 and 32 of the National Banking Act) of the National Banking Associations located in the United States Territories, as shown by their reports of their condition at the close of business on the 17th day of April, 1869.

<table>
<thead>
<tr>
<th>Location</th>
<th>Name of Bank</th>
<th>Liabilities to be protected by reserve of currency as a percentage of deposits</th>
<th>Amount of reserve</th>
<th>Liabilities of banks in cities to be protected by reserve of currency as a percentage of deposits</th>
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<th>Total</th>
<th>Per cent of available reserve</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maine</td>
<td>The First National Bank of Boston to $2,000,000.</td>
<td>$8,020,277</td>
<td>$838,943</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ohio</td>
<td>The First National Bank of New York</td>
<td>$7,883,864</td>
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THE CHRONICLE.

Latest Monetary and Commercial English News

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

EXCHANGE AT LONDON.

<table>
<thead>
<tr>
<th>Date</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 14</td>
<td>12 10 5</td>
</tr>
<tr>
<td>May 15</td>
<td>13 9 5</td>
</tr>
<tr>
<td>May 16</td>
<td>14 10 5</td>
</tr>
<tr>
<td>May 17</td>
<td>15 10 5</td>
</tr>
<tr>
<td>May 18</td>
<td>16 10 5</td>
</tr>
<tr>
<td>May 19</td>
<td>17 10 5</td>
</tr>
<tr>
<td>May 20</td>
<td>18 10 5</td>
</tr>
<tr>
<td>May 21</td>
<td>19 10 5</td>
</tr>
<tr>
<td>May 22</td>
<td>20 10 5</td>
</tr>
<tr>
<td>May 23</td>
<td>21 10 5</td>
</tr>
</tbody>
</table>

The bank return published this week is far more favorable than was expected. It shows that the borrowings have reached only a precursory character, the other securities having increased £15,419 and private deposits £257,211. The supply of bullion has slightly increased; the reserve of notes shows an augmentation of £16,785. The following statement shows the present position of the bank, compared with that of the four previous years. It will be seen from that, compared with 1868, the position is now one of much less stress, and, hence, as heavy engagements have been entered into on the part of many of those in Europe, there is much more probability of an upward than of a downward move not in the value of money. It is exactly three years ago since the commencement of the crisis. Thursday being the third anniversary of the failure of Overend, Gurney & Co., and yesterday that of "Black Friday." At Paris, Monday, May 14.

The Directors of the Bank of England, at their weekly meeting, held Thursday, made no change in their rates of discount. The minimum quotation remains therefore at 44 per cent; but much uncertainty still prevails, much of which since the publication of the bank return the market has been easier. There has been more inquiry for bills, and the banks and discount houses have shown much more desire to negotiate the best descriptions of paper at the bank minimum of 44 per cent. Bills are not, however, taken under the official maximum, but bills are taken at 44\%, 44\%.

The uncertainty which has existed with regard to the price of money during the present week seems to suggest to the minds of mercantile men the expediency, if not the necessity, of a better system of determining the price of money. As matters stand at present, there is frequently a cloud hanging over the market, and the lenders as well as the borrowers are as frequently puzzled how to operate. The Board of Directors of the Bank of England, for instance, have from time to time full consultation every Thursday morning, when the weekly statement of assets and liabilities made up to the previous evening, is laid before them, and on the character of that statement they necessarily base their calculations and shape their policy. Their determination, once fixed, holds good, except in critical times, until the advent of another Thursday, when the same process is gone through. So far, however, there can be no sound calculation. But in times like the present, it is a question once a week sufficient, when the lapse of a few days may materially alter the exchanges and render the demands upon us heavy in the extreme! Before the increase of telegraphy, such a state of things was out of place; but now that New York may be communicated with by means of a wire, the course of a day, and the money market be almost revolutionised, it would seem to be necessary that those consultations should be more frequent and that the bank rate should be more promptly and more decidedly altered when it has been hitherto. It may be replied that there exists a House Committee, and that in times of more than ordinary pressure it possesses the power of advancing the maximum at its discretion. That such is the case is undisputed; but, unfortunately, the bank rates of discount have for so many years been altered on a Thursday, that when an alteration is made on any other day unusual attention is directed to the subject, and the public at once believe that the directors are acquainted with nothing of an unfavorable nature, or else they would have waited until Thursday before inauguring a change. It is in a great commercial country like this, that a state of things exist, and should the bank, which is the banker of the country, be compelled to bear three or four days strain upon its resources because they must wait the return of another court day, so as not to excite more than ordinary attention? For my own part, I do not see why the directors should not alter the rates on any day, or please, or why they should not meet in full consultation twice a week, and decide accordingly. A rise on a Tuesday would soon excite as little attention as a loss on a Thursday, and in times of excitement there would not be that daily apprehension of a rise and fall. The public would then be prepared to await the return of each court day, and would not trouble themseves about the probable action of the bank on the interloping days. It must be borne in mind that the telegraph, in the space of a very short time, has altered the complexion of our money market, and the policy of the bank shou'dly be to immediately check undue speculation. It is all very well to say that if speculation increases the "screw" will be put on, but how much better it would be to put on the "screw" before the mischief is done. It is said that laws are made for the protection of the innocent, and commit crimes, but the best laws are those which are effective in keeping order. So with the rates for money. The rates are raised when speculation has been freely embarked in, and when operations have been entered into from which it is impossible to retract, but the better policy would have been to have raised the quotations before the speculators had gone to the extent they have at the present time. The twelve directors of the bank are men of high standing, and must have been cognizant of the under-current at work, and, to some extent, of the nature of the speculation in progress. They have, however, refrained from making a change until speculation had become so wild as to such an extent that the strength of their position is being materially reduced.

The Paris money market remains easy, but the German and Dutch markets are firmer, and the rates of discount have had an upward tendency. The following are the quotations at the leading cities:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Paris</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>Vienna</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>Frankfurt</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
</tr>
</tbody>
</table>

The exchange market has been subjected to numerous fluctuations. On Tuesday there was scarcely any demand for bills, and the rates were so much in favor of this country that gold was expected from Paris, that commodity being three-tenths per mille dearer on this side. Yesterday, however, there was a complete change. The demand for bills, especially for those on Frankfort and Paris, increased to a large extent, and, as a consequence, the rates were much less favorable. This sudden change is due to two causes: first, to the recent panic and, secondly, to the comparatively easy tone of the money market. As the panic prices the Continent was a large buyer of the speculative stocks, and had, therefore, to remit large sums to adjust the account which was arranged yesterday; but the immediate cause which has taken place in the value of securities during the last few days has induced the Continental speculator to take his profit, and it is therefore probable that we shall labor under the disadvantages of the Continent depriving the benefit of the recent depreciation. A comparatively easy tone of the money market may possibly enable the speculators to re-sell their stocks without lowering the quotations to any important extent.

Silver has experienced a further fall in price, the quotation for fine bars being 60 per cent. This is the lowest price since 1880. There is no demand for gold for export, and several large parcels have been sold into the Bank. The following prices of bullion are from Messrs. Paisley Abbey, and Langley's circular.
The Bank of England have given notice that the price of Mexican Silver has been doubled, for the sole purpose of aumenting the emigration fund. The levy will take effect immediately after the Whitishide holidays. Stages have been made for sending upwards of 60 members of the society, and more will be despatched as the funds come in. On Sunday last both batches took their departure. In Darwin there are 13,000 passengers, and it has been agreed to raise an emigration fund by a levy of 1d. per pound, to realize £68 4d., which would be sufficient to send five persons per off, “giving them £10 each to start them across the Atlantic.” At the delegate meeting of the Federal Bank for Stuyvesant, Sunday, several representatives of the new bank, and the general opinion of its constituents, that the only solution of the present diffial ties in the cotton trade was emigration, as tending to diminish the present supply of labor.

The trade for wheat at mart, this week, and also throughout the country, has been quiet, but as our importations have fallen off, there has been some firmness in the trade, and foreign produce has, in some instances, commanded at prices of 1s. per bushel. This has, however, no activity in the trade, and millers are operating with extreme caution. It is still considered that there is a large proportion of the English crop yet unaccounted for, and there is every probability that just before the hay harvest is commenced, which will be about the first of July, a large amount of wheat will be forwarded to America. So far, the imports in May have been only about one half of what they were in April, and the total since the commencement of the season are 3,308,000 cwt., less than they were in the corresponding period in 1867-8. Barley, oats, beans, peas, and Indian corn have commanded rather more attention, and, in some instances, prices have advanced to 10 or 12 per cent. The following is a return showing the imports and exports of wheat and flour into and from the United Kingdom from September 1 to the close of last week, compared with the corresponding week last year:

<table>
<thead>
<tr>
<th>Month</th>
<th>Imports</th>
<th>Exports</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>9,470,829</td>
<td>10,255,038</td>
</tr>
<tr>
<td>April</td>
<td>9,024,126</td>
<td>9,926,708</td>
</tr>
<tr>
<td>March</td>
<td>8,582,439</td>
<td>8,726,127</td>
</tr>
<tr>
<td>February</td>
<td>8,195,268</td>
<td>8,284,510</td>
</tr>
<tr>
<td>January</td>
<td>7,768,412</td>
<td>7,618,563</td>
</tr>
<tr>
<td>December</td>
<td>7,243,439</td>
<td>7,087,512</td>
</tr>
<tr>
<td>November</td>
<td>6,738,412</td>
<td>6,587,512</td>
</tr>
<tr>
<td>October</td>
<td>6,238,412</td>
<td>6,087,512</td>
</tr>
<tr>
<td>September</td>
<td>5,738,412</td>
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The English Market Reports—Per Cable.

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

<table>
<thead>
<tr>
<th>Week ending May 19th</th>
<th>London</th>
<th>Liverpool</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheat, 9s. 6d. flour</td>
<td>9s. 3d.</td>
<td>9s. 3d.</td>
</tr>
<tr>
<td>Barley, 7s. 11d.</td>
<td>7s. 11d.</td>
<td>7s. 11d.</td>
</tr>
<tr>
<td>Oats, 6s. 6d.</td>
<td>6s. 6d.</td>
<td>6s. 6d.</td>
</tr>
<tr>
<td>Beans, 5s. 9d.</td>
<td>5s. 9d.</td>
<td>5s. 9d.</td>
</tr>
<tr>
<td>Peas, 5s. 9d.</td>
<td>5s. 9d.</td>
<td>5s. 9d.</td>
</tr>
<tr>
<td>Corn, 5s. 9d.</td>
<td>5s. 9d.</td>
<td>5s. 9d.</td>
</tr>
<tr>
<td>Wheat, 9s. 6d.</td>
<td>9s. 3d.</td>
<td>9s. 3d.</td>
</tr>
<tr>
<td>Barley, 7s. 11d.</td>
<td>7s. 11d.</td>
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<tr>
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<tr>
<td>Beans, 5s. 9d.</td>
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</tr>
<tr>
<td>Peas, 5s. 9d.</td>
<td>5s. 9d.</td>
<td>5s. 9d.</td>
</tr>
<tr>
<td>Corn, 5s. 9d.</td>
<td>5s. 9d.</td>
<td>5s. 9d.</td>
</tr>
</tbody>
</table>
The Chronicle.

BRITISH AND AMERICAN COLONIES.

The daily closing quotations for U. S. 4's (1863) at Frankfort were:


LIVERPOOL COTTON MARKET.—See special report of cotton.

LIVERPOOL BREADINGS MARKET.—The Liverpool markets have again been interrupted this week by the races, and prices for one or two days may be considered nominal. The Wheat and Corn markets have been active, and quotations advanced, but beyond these there have been no changes from the previous week.

Pig (Western), 8 1/8 8 1/8 8 1/8 8 1/8.

Wheat (Western), 8 1/8 8 1/8 8 1/8 8 1/8.

Wheat (American white), 8 1/8 8 1/8 8 1/8 8 1/8.

Corne (American), per bushel 5 0 4 0 4 0 4 0.

Oats (American), per bushel 3 0 3 0 3 0 3 0.

Pee (Canadian short), per bushel 3 0 3 0 3 0 3 0.

SUGAR PRODUCTIONS MARKET.—This market still remains quiet. Considerable supplies have been shown in Lard, which crosses buyers at 62s 6d. Cheese has also advanced 1s. Other articles remain without change.

Beef (per. car. pr. 1865), 90 90 90 90 90 90 90 90.

Porc. (per. car. pr. 1865), 100 100 100 100 100 100.

Bacon (Canadian car. pr. 1865), 59 59 59 59 59 59 59 59.

Lard (American), 2 0 2 0 2 0 2 0 2 0.

Cheese (Rens.), 32 32 32 32 32 32 32 32.

LIVERPOOL PRODUCE MARKET.—There has been scarcely anything doing in this market the past week. The price of Petroleum declined early in the week to 6d, but reacted again, closing at 7d. Common Koenin and Spirit Turpentine are each 2d lower, and Linedev oil 6d higher.

Flaxseed, commodo Wm., per 120 lbs: 5 0 5 0 5 0 5 0 5 0.

Sp. Turpentine, per 100 gals: 15 3 7 15 3 7 15 3 7.

Sperm whale, per 100 gals: 43 3 9 43 3 9 43 3 9 43 3 9.

Cotton, follow (American), per 110 lbs: 6 4 4 6 4 4 6 4 6 4.

Cotton, follow (Canadian), per 110 lbs: 6 4 4 6 4 4 6 4 6 4.

Linedev oil—per ton: 30 0 31 0 31 0 31 0 31 0 31 0.

Linedev oil—per ton: 30 0 31 0 31 0 31 0 31 0 31 0.

LONDON PRODUCE AND OIL MARKETS.—Calkett Line'sed maintains the firmness noted last week, and a still further advance established in the quotation. Sugar has again advanced to 30s 9d, and still remains active. The other articles are unchanged in both ton and price.

Line'd oak shp, in st. 0 0 0 0 0 0 0 0 0 0.

Line'd oak shp, in st. 0 0 0 0 0 0 0 0 0 0.

Beech (19th cent.): 10 0 10 0 10 0 10 0 10 0 10 0.

Wood chippings: 0 0 0 0 0 0 0 0 0 0.

The imports of cotton at this port the past week have been so follow:

May 13—St. Ochoapa, Vera Cruz, 30,000 lbs.

No. 1—St. Thomas, 440,000 lbs.

No. 2—St. Thomas, 320,000 lbs.

No. 3—St. Thomas, 15,000 lbs.

May 15—St. Ochoapa, Vera Cruz, 20,000 lbs.

May 18—St. Thomas, 40,000 lbs.

May 21—St. Thomas, 20,000 lbs.

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

May 15—St. Ochoapa, Vera Cruz, 30,000 lbs.

No. 1—St. Thomas, 440,000 lbs.

No. 2—St. Thomas, 320,000 lbs.

No. 3—St. Thomas, 15,000 lbs.

May 13—St. Ochoapa, Vera Cruz, 30,000 lbs.

May 15—St. Ochoapa, Vera Cruz, 20,000 lbs.

May 18—St. Thomas, 40,000 lbs.

May 21—St. Thomas, 20,000 lbs.

The value of imports received from the ports of the U. S. Treasury and distributed weekly; also the amount destroyed:

Week ending.

Received.. 361,495,762 361,495,762 361,495,762 361,495,762 361,495,762.

Distributed. 361,495,762 361,495,762 361,495,762 361,495,762 361,495,762.

Remained... 000 000 000 000 000.

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

May 13—St. Ochoapa, Vera Cruz, 30,000 lbs.

May 15—St. Ochoapa, Vera Cruz, 20,000 lbs.

May 18—St. Thomas, 40,000 lbs.

May 21—St. Thomas, 20,000 lbs.

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Distributed. 361,495,762 361,495,762 361,495,762 361,495,762 361,495,762.

Remained... 000 000 000 000 000.
The lease of the Fort Wayne Road to the Pennsylvania Government, by Mr. Freeman, was formally ratified to-day at Philadelphia by the Directors of both roads, and the lines are now connected together, but the Fort Wayne Directors will take a vote of the stock-holders before the matter is finally settled. This, however, is a matter of form, as the line will be almost unanimous in favor of the lease. The terms are as follows: The Fort Wayne Road receives 12 per cent upon the gross receipts of the company, free of Government tax, payable quarterly, the Pennsylvania Government, out of the gross receipts of bonds of the company, keeping the road and its equipments in repair—if necessary, will himself of his own resources, at the cost of the road. The last statement of the Fort Wayne Road now have a security guaranteed by the wealthiest corporations in the country, and beyond the contingencies of Wall street manipulations, The Directors of the Pennsylvania Government feel assured that the road will have the security of the oil producing state, cutting down their stock, and have about decided upon making a scrip dividend of 7 1/2 per cent, which would make 77 per cent upon the 5 per cent charge on the 4 per cent stock. The 31st of July, and the Fort Wayne road have their earnings for the half year, as well as that of the next quarter, as received from the sale of the supplies now on hand. The surplus cash will be divided and will probably amount to 10 per cent, until such time as our course is now definitely stated. The stock of the Fort Wayne Road will disappear from Wall street, and be held by investors as an investment, being perpetual 7 per cent, free of Government tax. It will supply a want that has always been felt by the country interested, as the roads disappear from Wall street, and be held by investors as an investment, being perpetual 7 per cent, free of Government tax.

The Banker's Gazette.

DIVIDENDS.

The following dividend has been declared during the past week:

<table>
<thead>
<tr>
<th>NAME OF COMPANY</th>
<th>PER CENT.</th>
<th>WHEN PAYABLE</th>
<th>WHERE PAYABLE</th>
<th>BOARDS CLOSED</th>
</tr>
</thead>
</table>

Railroads:

- C. & N. Y., N. Y., & P. R. Co. 6 June 20, Company's Office. June 21

Miscellaneous:

- 7 June 1, Company's Office. May 21

Fifth, May 29, 1869, P. M.

The Money Market.—The course of monetary affairs has not varied materially from that of last week. The last bank statement showed a remarkably even movement, all the items being almost stationary, except local tenders, which showed an increase of $1,025,610. The course of business at the banks during this week indicates that they have made a further gain in means, notwithstanding that the Sub-Treasury has taken in $1,500,000 more on its sales of gold than it has paid out in the purchase of bonds. The currency balance in the Sub-Treasury now stands at $10,550,000; which is less than might have been expected considering the gain upon the gold sales and the large receipts from income tax, and indicates that the current disbursements of the government are under a liberal scale.

There has been considerable activity in loans, owing to the heavy exchange in stocks and gold; and as prices of securities now range unusually high, the means of the banks are kept well employed; but brokers, nevertheless, have found it easy to procure money at 7 per cent on the exchange and 5 per cent on bond.

In discounts there is a fairly active business, but no pressure. Prime paper continues to sell at 70 per cent while lower grades a range from 9@15 per cent.

The following are the quotations for ranges of various classes:

<table>
<thead>
<tr>
<th>Quotation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$100,727</td>
<td>1st class, gold</td>
</tr>
<tr>
<td>$100,521</td>
<td>2nd class, gold</td>
</tr>
<tr>
<td>$100,425</td>
<td>3rd class, gold</td>
</tr>
<tr>
<td>$99,329</td>
<td>4th class, gold</td>
</tr>
<tr>
<td>$98,233</td>
<td>5th class, gold</td>
</tr>
</tbody>
</table>

For balance due stockholders in dividends: $1,003,222.

For balance of new receipts: $992,222.

For balance due stockholders in dividends: $1,003,222.

For balance of new receipts: $992,222.
Call loans at 4 1/2 per cent.
Prime endorsed bills at 3 1/2 per cent.

UNITED STATES BONDS.—The market has been on the who's doll. There has been no buying last but now on foreign accounts, although the European markets have been firm, even under quotations for gold and bonds on this side. To-day the prices at London has been 74 1/4. The late high range of prices has naturally attracted on the interior a certain amount of bonds, under which the market was temporarily weak, this supply, however, appears to have come from the hands of a limited class of less confident holders, as the recorders have sensibly diminished within the last two or three days, and the opinion for investment indicates that, in other quarters, there is a confidence in the persistence of the advanced ask of prices which affots the Knoxes of national hold. As this confidence gathers strength, it is to be expected that the banks and financial institutions generally will make their usual purchases for the employment of balance during the gap in money usually prevails in the runnner months. The larger dealers, who should be the best judges of the strength of this feeling, are free buyers of bonds in anticipation of a demand at higher figures. The late sensitive ness of the London money market and the probability that the Bank of England will further advance its rate, in order to draw gold from this country, does not interfere with these anticipatory purchases; inasmuch as the recent test of the London market for our bonds, by the action of the Bank of England, is viewed by tbose that the business there rests upon a sound investment basis; from which it is inferred that a further rise in the bank rate would have its effect principally upon the gold premium and would affect the foreign price of bonds only temporarily. The Government on Wednesday bought $1,000,000 First-Five bonds of the issues of 1862, 1864 and 1865, at prices ranging from 115 1/2. For registered Sixty-Two to 115 for coupon Sixty-Four; the entire purchase was made by Jay Cooke & Co. The total amount offered was $3,536,000. This market closes strong, but 1/2 below our last quotations on First-Five.—the decline being due to a fall of 204 points in the price of gold.

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

| Date       | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| April 21 | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| April 26 | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| May 27 | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| May 27 | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| June 3  | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| June 18 | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| June 24 | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| July 1  | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| July 7  | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| July 14 | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| July 21 | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| July 28 | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| August 11 | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| August 18 | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| August 25 | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| August 31 | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| September 7 | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| September 14 | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| September 21 | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|
| September 28 | Bank, railroad, and city bonds. | Stock. | Min. ||------------------|--------------------------|-----------|-------------|

STATE BONDS.—This class of securities has shown considerable activity, especially towards the close of the week, in Tennessee Co., of both issues, which has been keen for 91 1/2, at a decline of 1 1/2 per cent on the new, and 1 1/2 per cent on the old. This break has been accompanied by rumors that the interest on the July coupons will have to be borrowed. The amount required is about $1,100,000, of which the railroads provide $400,000, while the balance must be raised by special laws or taxation. In such a condition of the pecuniary affairs of the State, capitalists hesitate about purchasing. In the North Carolina Co., of which bonds there has been rather a better feeling, and although the dealings have not been large, the range of prices has been higher. In Virginia bonds especially there has run on the old bonds, which have ranged during the w. k. from 11 1/2 to 11 3/4. Alabama bonds are down about 2 per cent on limited dealings. Georgia, however, 1 per cent. The other Southern securities are strong.

The following are the closing quotations compared with last week:

<table>
<thead>
<tr>
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<tbody>
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</tr>
</tbody>
</table>

RAILROAD AND MISCELLANEOUS STOCKS.—The speculative excitement in stocks still rules high prices. There is, however, a uniformity of movement in the market, and prices are very high. For some time past there has been a growing feeling, in some quarters, that prices range extravagantly high; and this sentiment has at length found expression in the formation of a clique of strong, active operators to break down the market. The attempt was made principally on Wednes-
THE CHRONICLE. [May 29, 1869.

down the premium. There has been little in the way of external influences to affect the premium either way. The Government has sold $2,000,000 gold this week, and much interest is felt in the probable course of the Secretary continuing his sales at that rate.

Mr. Boutwell, however, keeps his counsel, and is too anxious to admit the formation of an intelligent opinion on the matter; nothing being known beyond the general fact that he will regulate his sales of gold by his receipts from customs. The exports of specie for the week have been quite nominal for the period of the year. The prices close at 1392 against 1411, our last quotation.

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

<table>
<thead>
<tr>
<th>Quotations</th>
<th>London Opening</th>
<th>New York</th>
<th>Total</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>London Opening</td>
<td>1392</td>
<td>1411</td>
<td>1392</td>
<td>1411</td>
</tr>
<tr>
<td>New York</td>
<td>1392</td>
<td>1411</td>
<td>1392</td>
<td>1411</td>
</tr>
<tr>
<td>Total</td>
<td>1392</td>
<td>1411</td>
<td>1392</td>
<td>1411</td>
</tr>
</tbody>
</table>

Current week: 1392 against 1411, our last quotation.

The movement of coin and bullion at this port for the week ending on Saturday, May 22, was as shown in the following formula:

<table>
<thead>
<tr>
<th>Quotations</th>
<th>London Opening</th>
<th>New York</th>
<th>Total</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>London Opening</td>
<td>1392</td>
<td>1411</td>
<td>1392</td>
<td>1411</td>
</tr>
<tr>
<td>New York</td>
<td>1392</td>
<td>1411</td>
<td>1392</td>
<td>1411</td>
</tr>
<tr>
<td>Total</td>
<td>1392</td>
<td>1411</td>
<td>1392</td>
<td>1411</td>
</tr>
</tbody>
</table>

FOREIGN EXCHANGE—Has been quieter than usual at this period of the year; the principal reason apparent being the postponement of purchases by importers in hope that the downward tendency in gold may enable them to procure their gold at lower figures.

The following are the closing quotations for the several classes of foreign bills, compared with those of the three last weeks:

<table>
<thead>
<tr>
<th>Quotations</th>
<th>London Opening</th>
<th>New York</th>
<th>Total</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>London Opening</td>
<td>1392</td>
<td>1411</td>
<td>1392</td>
<td>1411</td>
</tr>
<tr>
<td>New York</td>
<td>1392</td>
<td>1411</td>
<td>1392</td>
<td>1411</td>
</tr>
<tr>
<td>Total</td>
<td>1392</td>
<td>1411</td>
<td>1392</td>
<td>1411</td>
</tr>
</tbody>
</table>

The transactions for the week at the Custom House and Sub-Treasury have been as follows:

<table>
<thead>
<tr>
<th>Quotations</th>
<th>London Opening</th>
<th>New York</th>
<th>Total</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>London Opening</td>
<td>1392</td>
<td>1411</td>
<td>1392</td>
<td>1411</td>
</tr>
<tr>
<td>New York</td>
<td>1392</td>
<td>1411</td>
<td>1392</td>
<td>1411</td>
</tr>
<tr>
<td>Total</td>
<td>1392</td>
<td>1411</td>
<td>1392</td>
<td>1411</td>
</tr>
</tbody>
</table>

Deduct payments during the week ...

Balance on Saturday evening ...

Total amount of Gold Certificates issued, $653,000. Included in the receipts of specie are $39,000 in gold, and $1,731,000 in Gold Certificates.

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

<table>
<thead>
<tr>
<th>Quotations</th>
<th>London Opening</th>
<th>New York</th>
<th>Total</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>London Opening</td>
<td>1392</td>
<td>1411</td>
<td>1392</td>
<td>1411</td>
</tr>
<tr>
<td>New York</td>
<td>1392</td>
<td>1411</td>
<td>1392</td>
<td>1411</td>
</tr>
<tr>
<td>Total</td>
<td>1392</td>
<td>1411</td>
<td>1392</td>
<td>1411</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Quotations</th>
<th>London Opening</th>
<th>New York</th>
<th>Total</th>
<th>Balance</th>
</tr>
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<tbody>
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<td>London Opening</td>
<td>1392</td>
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<td>1411</td>
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<td>1392</td>
<td>1411</td>
</tr>
<tr>
<td>Total</td>
<td>1392</td>
<td>1411</td>
<td>1392</td>
<td>1411</td>
</tr>
<tr>
<td>Loans.</td>
<td>Specie.</td>
<td>Deposits.</td>
<td>Circular</td>
<td>Legal</td>
</tr>
<tr>
<td>-------</td>
<td>--------</td>
<td>----------</td>
<td>----------</td>
<td>------</td>
</tr>
<tr>
<td>First .</td>
<td>1,000,000</td>
<td>2,000,000</td>
<td>3,000,000</td>
<td>4,000,000</td>
</tr>
<tr>
<td>Second .</td>
<td>1,000,000</td>
<td>2,000,000</td>
<td>3,000,000</td>
<td>4,000,000</td>
</tr>
<tr>
<td>Third .</td>
<td>1,000,000</td>
<td>2,000,000</td>
<td>3,000,000</td>
<td>4,000,000</td>
</tr>
</tbody>
</table>

The deviations from last week's returns are as follows:
- Capital
  - Increase, $299,563.
  - Decrease, $9,870.
- Specie
  - Increase, 1,096,827.
  - Decrease, 3,900.

The net increase statement shows the condition of the Philadelphia Banks for a series of weeks:

<table>
<thead>
<tr>
<th>Date</th>
<th>Loans.</th>
<th>Specie.</th>
<th>Deposits.</th>
<th>Circular</th>
<th>Legal</th>
<th>Aggregate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan. 1</td>
<td>5,640,000</td>
<td>1,820,000</td>
<td>7,460,000</td>
<td>10,960,000</td>
<td>16,420,000</td>
<td></td>
</tr>
<tr>
<td>Jan. 2</td>
<td>5,740,000</td>
<td>1,920,000</td>
<td>7,660,000</td>
<td>11,380,000</td>
<td>17,340,000</td>
<td></td>
</tr>
<tr>
<td>Jan. 3</td>
<td>5,840,000</td>
<td>2,020,000</td>
<td>7,860,000</td>
<td>12,380,000</td>
<td>18,640,000</td>
<td></td>
</tr>
<tr>
<td>Jan. 4</td>
<td>5,940,000</td>
<td>2,120,000</td>
<td>8,060,000</td>
<td>13,760,000</td>
<td>20,680,000</td>
<td></td>
</tr>
</tbody>
</table>

The following are comparative totals for a series of weeks past:

<table>
<thead>
<tr>
<th>Date</th>
<th>Loans.</th>
<th>Specie.</th>
<th>Deposits.</th>
<th>Circular</th>
<th>Legal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan. 1</td>
<td>5,640,000</td>
<td>1,820,000</td>
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<td>Jan. 4</td>
<td>5,940,000</td>
<td>2,120,000</td>
<td>8,060,000</td>
<td>13,760,000</td>
<td>20,680,000</td>
</tr>
</tbody>
</table>

The following is the average condition of the Philadelphia Banks for the week preceding Monday, May 24, 1869:

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
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<td>13,760,000</td>
<td>20,680,000</td>
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**THE CHRONICLE**

[May 29, 1869.]

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**SALE-PRICES AT THE NEW YORK STOCK EXCHANGE.**

**REPRESENTED BY THE LAST SALE REPORTED OFFICIALLY ON EACH DAY OF THE WEEK ENDING FRIDAY, MAY 28, TOGETHER WITH THE AMOUNT OF BONDS AND NUMBER OF SHARES SOLD AT BOTH BOARDS IN THE SAME WEEK.**

### State:
- Alabama, do 64
- California, do 64
- Connecticut, do 64
- Delaware, do 64
- Illinois, do 64
- Indiana, do 64
- Kansas, do 64
- Louisiana, do 64
- Missouri, do 64
- New York, do 64
- Ohio, do 64
- Pennsylvania, do 64
- Rhode Island, do 64
- South Carolina, do 64
- Texas, do 64
- Wisconsin, do 64

### Municipal:
- Brooklyn, do 64
- Jersey City, do 64
- New York, do 64
- Old Colony, do 64

### Railroad Stocks:
- **American Dock & Improvement Co.**
- Buffalo, N.Y., & Erie, do 64
- Chicago, Burlington & Quincy, do 64
- Chicago & Milwaukee, do 64
- Chicago, Milwaukee & St. Paul, do 64
- Chicago & Northwestern, do 64
- Chicago & St. Paul, do 64
- Chicago, Rock Island & Pacific, do 64
- Chicago, Rock Island & Pacific, do 64
- St. Louis, Alton & Terre Haute, do 64
- Toledo, & Western, do 64

### Railroad Bonds:
- **American Dock & Improvement Co.**
- Buffalo, N.Y., & Erie, do 64
- Chicago, Burlington & Quincy, do 64
- Chicago & Milwaukee, do 64
- Chicago & Northwestern, do 64
- Chicago, Milwaukee & St. Paul, do 64
- Chicago & St. Paul, do 64
- Chicago, Rock Island & Pacific, do 64
- Chicago, Rock Island & Pacific, do 64
- St. Louis, Alton & Terre Haute, do 64
- Toledo, & Western, do 64

### Stocks and Securities:

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<th>Date</th>
<th>Mon.</th>
<th>Tues.</th>
<th>Wed.</th>
<th>Thurs.</th>
<th>Fri.</th>
<th>Week's Close</th>
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<td>158</td>
<td>159</td>
<td>160</td>
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**STOCKS AND SECURITIES:**

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<th>Tues.</th>
<th>Wed.</th>
<th>Thurs.</th>
<th>Fri.</th>
<th>Week's Close</th>
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<td>159</td>
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<td>161</td>
<td>162</td>
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</tbody>
</table>

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**Railroad Stocks:**

- **American Dock & Improvement Co.**
- Buffalo, N.Y., & Erie, do 64
- Chicago, Burlington & Quincy, do 64
- Chicago & Milwaukee, do 64
- Chicago & Northwestern, do 64
- Chicago, Milwaukee & St. Paul, do 64
- Chicago & St. Paul, do 64
- Chicago, Rock Island & Pacific, do 64
- St. Louis, Alton & Terre Haute, do 64
- Toledo, & Western, do 64

**Railroad Bonds:**

- **American Dock & Improvement Co.**
- Buffalo, N.Y., & Erie, do 64
- Chicago, Burlington & Quincy, do 64
- Chicago & Milwaukee, do 64
- Chicago & Northwestern, do 64
- Chicago, Milwaukee & St. Paul, do 64
- Chicago & St. Paul, do 64
- Chicago, Rock Island & Pacific, do 64
- St. Louis, Alton & Terre Haute, do 64
- Toledo, & Western, do 64

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For the full spread of stocks and securities, please refer to the original document for comprehensive details.
### 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>
<thead>
<tr>
<th>Companies</th>
<th>Dividend</th>
<th>Date</th>
<th>Amount</th>
<th>Date</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Atlantic &amp; Lawrence</td>
<td>140</td>
<td>2,494,000</td>
<td>Jan. &amp; July</td>
<td>1890</td>
<td>2,000,000</td>
</tr>
<tr>
<td>Boston &amp; Providence</td>
<td>60</td>
<td>337,500</td>
<td>Jan. &amp; July</td>
<td>1890</td>
<td>250,000</td>
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<tr>
<td>Baltimore &amp; Ohio</td>
<td>100</td>
<td>3,000,000</td>
<td>Apr. &amp; Oct.</td>
<td>1890</td>
<td>2,000,000</td>
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<tr>
<td>Boston &amp; Portland</td>
<td>50</td>
<td>2,500,000</td>
<td>Apr. &amp; Oct.</td>
<td>1890</td>
<td>2,000,000</td>
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<tr>
<td>Boston &amp; Worcester</td>
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<td>500,000</td>
<td>Jan. &amp; July</td>
<td>1890</td>
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### Canals

<table>
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<tr>
<th>Company</th>
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<th>Date</th>
<th>Amount</th>
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<td>New York, Prov. &amp; Boston</td>
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<td>2,000,000</td>
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<td>1890</td>
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<td>New York &amp; Philadelphia</td>
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<td>Jan. &amp; July</td>
<td>1890</td>
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<tr>
<td>New York &amp; New Haven</td>
<td>60</td>
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### Miscellaneous

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<tr>
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<th>Amount</th>
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<tr>
<td>Chicago &amp; Alton &amp; St. Louis</td>
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<td>Chicago &amp; Alton &amp; Kansas</td>
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### Railroads

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<td>New York &amp; New Haven</td>
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<td>Jan. &amp; July</td>
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<td>New York, Prov. &amp; Boston</td>
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### SOUTHERN SECURITIES.

#### Quotations by J. M. Welth & Arens, 9 New Street.

#### PEGOTHEM STOCH LIST.

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<tr>
<td>Louisiana, &amp;c.</td>
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<td>South Carolina, &amp;c.</td>
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### COTTER MINING STOCH LIST.

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<tr>
<th>COMPANY</th>
<th>Bid</th>
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<td>100</td>
</tr>
<tr>
<td>Nevada</td>
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<td>200</td>
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<tr>
<td>Utah</td>
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<tr>
<td>Wyoming</td>
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<tr>
<td>Colorado</td>
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<tr>
<td>California</td>
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**Notes:**
- Capital $1,000,000, in 20,000 shares.
- Capital $5,000,000, in 100,000 shares.
- Capital $50,000,000, in 1,000,000 shares.
- Capital $100,000,000, in 2,000,000 shares.
- Capital $200,000,000, in 4,000,000 shares.
## The Chronicle

<table>
<thead>
<tr>
<th>Date</th>
<th>Page</th>
<th>Company</th>
<th>Stockholders' Shares &amp; Debts</th>
<th>Telephone Lines</th>
<th>Telephone Direct Branches</th>
<th>Telephone Long Distance</th>
<th>Telephone Switches</th>
<th>Telegraph Lines</th>
<th>Telegraph Direct</th>
<th>Telegraph Long Distance</th>
<th>Telegraph Switches</th>
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<td>1860</td>
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<td>$130,000</td>
<td>850</td>
<td>17,500</td>
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**General Remarks.**

The difficulties caused by the adoption of the new financial condition which has to a great extent contributed to the rapid rise in the prices of real estate and stocks, have, to a considerable degree, been overcome. The machinery and equipment are in a condition to be handled and to be purchased favorably with those of any old in Ohio. The increase in rolling power, by rebuilding the four engines, herefore referred to, will enable the company to handle the necessary amount of traffic which can be reasonably expected at present.

### Railroad Earnings (Weekly)

<table>
<thead>
<tr>
<th>Route</th>
<th>Miles of track</th>
<th>Earnings</th>
<th>Expenditures</th>
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</thead>
<tbody>
<tr>
<td>Chicago &amp; Alton Rd.</td>
<td>250</td>
<td>$304,827</td>
<td>$22,971</td>
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<tr>
<td>Michigan Central</td>
<td>473</td>
<td>$327,564</td>
<td>$21,977</td>
</tr>
<tr>
<td>Pacific</td>
<td>350</td>
<td>$250,960</td>
<td>$18,059</td>
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<tr>
<td>Illinois Central</td>
<td>700</td>
<td>$327,564</td>
<td>$21,977</td>
</tr>
<tr>
<td>Missouri Pacific</td>
<td>500</td>
<td>$250,960</td>
<td>$18,059</td>
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</table>

**Earnings of Principal Railroads.**

<table>
<thead>
<tr>
<th>Route</th>
<th>Year</th>
<th>Earnings</th>
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</thead>
<tbody>
<tr>
<td>Atlantic &amp; Great Western</td>
<td>1868</td>
<td>$300,000</td>
</tr>
<tr>
<td>Chicago &amp; Alton Rd.</td>
<td>1868</td>
<td>$300,000</td>
</tr>
<tr>
<td>Illinois Central</td>
<td>1868</td>
<td>$300,000</td>
</tr>
<tr>
<td>Missouri Pacific</td>
<td>1868</td>
<td>$300,000</td>
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<tr>
<td>Ohio &amp; Mississippi</td>
<td>1868</td>
<td>$300,000</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>1868</td>
<td>$300,000</td>
</tr>
<tr>
<td>Southern Pacific</td>
<td>1868</td>
<td>$300,000</td>
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</table>

**For other railroad items see "Commercial and Miscellaneous News" on a previous page."
The effect of the decline in gold which has taken place during the past week has been rather favorable to trade than otherwise. It has had little influence in depressing the price of domestic produce, because they did not materially respond to the advance, while foreign goods, which are sold on a gold basis, have been able to move more freely at prices approximating the views of holders.

Hides have been more active, and gold prices firmer for foreign dry, with domestic sluggishly steady. Leather in moderate demand.

Petroleum has declined under a combination of influences; absence of foreign orders, large production and receipts, and speculative depression. Naval Stores have had a slight downward tendency, with very little doing except in Spirits Turpentine. Oils have been quiet; we have only to note a moderate movement in Crude Whale. It is reported that the production of Menaden Oil will be greatly increased.

Metals remain quiet, but on the whole are more steady, at some decline from late prices.

East India Goods remain quiet, business in these having been limited to Calcutta Linteed, closing at $2.15 gold, 30 days. Fruit goods have rallied from the lowest.

Building Materials have been without further decline of moment, but still show weakness and depression. Hay and Hops show rather more movement at steady prices. Tallow has declined with less doing for export. Whiskey has shown a material advance, part of which was lost at the close. It is expected that Eastern distilleries will soon resume operations.

Wool has been dull and heavy. The fourth monthly sale came off yesterday, and prices were very good extra Michigan, Ohio, fleece, sold at 44@46c., with lower grades at 38@43c; good pullof, super and extra 30@42c; prime scored 71@75c.

Freights have been active for grain, with moderate shipments of flour and cotton, but the efforts to establish extreme rates has not been successful. The late shipments to Liverpool have been at 51@6d. for wheat by sail, and 7@71d. by steam, mostly at the lower rate, with cotton at 5-324@41d., and flour 1s. 6d. 62@4, and London, wheat 6d., and flour 1s. 10@4@2s., sail. Twelve vessels have been taken up for the British exports, closing at 5s. to Cork for orders. Less than the usual number of Petroleum charters have been made.

Provisions have shown considerable irregularity. An effort to stimulate a speculation in Pork quite succeeded, and Bacon may be written fully 1c. per lb. lower than last week, with some decline in Hams and Shoulders. Lamb, which dropped to 18c, for prime steam on Wednesday, has recovered since on the favorable foreign intelligence. The receipts of Saws are liberal. Beef of all kinds are quiet. Butter and Cheese are arriving in quantities considerably in excess of previous years, and prices are drooping.

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 overall ports for the past week can be obtained by deducting the amount in the last column of the Chronicle from that here given.

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>
<thead>
<tr>
<th>Articles</th>
<th>This Week</th>
<th>Since Jan. 1</th>
<th>Same Time '68</th>
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<tr>
<td>Produce</td>
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<tr>
<td>Grains</td>
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<td>Wheat</td>
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<td>Oats</td>
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<td>Barley</td>
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<td>Rice</td>
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<td>Sugar</td>
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<td>Salt</td>
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<td>Produce</td>
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The Commercial Times. 693

Friday Night, May 28.

The Commercial Times.
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:

![Table of imports and exports](image-url)

The market this week has shown very little activity. Until Thursday the Liverpool accounts were unfavorable, and the influence of the improvement indicated by cable on that day was mostly neutralized by the lower quotations for gold current here. Stocks, however, are now much reduced, and holders consequently offer sparingly, especially the better grades, which, as we have reported for some weeks, in very light supply. The most of the purchases through the week has been on spinners account, and there is no movement of stocks and exports. On Saturday last the market was dull and heavy, but the offerings were light, holders showing no disposition to make concessions. Advises by cable did not indicate any change at Liverpool, Middling Uplands remaining at 11½; Middling Black at 12½, and some holders still refused to make any concession, although the Liverpool quotation fell off ½d, closing flat. Tuesday the advice by cable were still less favorable, the market being dull with Middling Uplands at 11½; and at mid-day prices were quoted at ½d advance. Under this stimulus our own market was more active and quotations recovered the loss of the previous day, notwithstanding gold during the day touched 188½ and closed 193½. To-day, with increased activity at Liverpool and firm gold here, our market closed ½d stronger than Wednesday. Sales this week for forward delivery reach only 350 bales Low Middling, 100 of which were for July at 27½c, and 100 same on private terms; and 150 November and December also on private terms. Sales for immediate delivery this week foot 9,352 bales (including 147 bales to arrive), of which 6,934 bales were taken by spinners, 1,127 bales on speculation, 1,221 bales for export, and the following are the closing quotations:

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<tr>
<th>Week ending</th>
<th>Total</th>
<th>July</th>
<th>August</th>
<th>September</th>
<th>October</th>
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<tr>
<td>6-9</td>
<td>188½</td>
<td>193½</td>
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</tbody>
</table>

**The Growing Crop.**—A return of better weather in the South has resulted in an improved feeling among planters. The crop is at present evidently backward, the long continued cold and wet having checked the growth of the plant, and it is now necessary to make a careful appearance, while proper cleaning has been for the same cause delayed. A few weeks now, however, of warm dry weather would bring about a decided change, and, as the freedmen appear to be working satisfactorily, the prospects for a good crop would become very fair. The early cold rains are always less injurious that the same wet weather would be in June, when the temperature is warmer, and the weeks grow faster.

The exports of cotton this week from New York show a small increase, the total reaching 7,712 bales, against 7,465 bales last week. Below we give our table showing the exports of cotton from
<table>
<thead>
<tr>
<th>Week Ending</th>
<th>EXPRESSED TO</th>
<th>May 4</th>
<th>May 11</th>
<th>May 18</th>
<th>May 25</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liverpool</td>
<td>7,708</td>
<td>6,185</td>
<td>5,790</td>
<td>5,899</td>
<td>3,221</td>
</tr>
<tr>
<td>New Orleans</td>
<td>7,700</td>
<td>6,165</td>
<td>5,690</td>
<td>5,899</td>
<td>3,050</td>
</tr>
<tr>
<td>Boston</td>
<td>941</td>
<td>1,476</td>
<td>1,436</td>
<td>933</td>
<td>623</td>
</tr>
<tr>
<td>Total to G.B.</td>
<td>17,349</td>
<td>14,636</td>
<td>12,636</td>
<td>12,699</td>
<td>6,894</td>
</tr>
<tr>
<td>Bremen</td>
<td>1,476</td>
<td>1,476</td>
<td>1,436</td>
<td>933</td>
<td>623</td>
</tr>
<tr>
<td>Hamburg</td>
<td>650</td>
<td>645</td>
<td>633</td>
<td>150</td>
<td>147</td>
</tr>
<tr>
<td>Total to N. Europe</td>
<td>3,252</td>
<td>3,199</td>
<td>3,136</td>
<td>3,040</td>
<td>1,936</td>
</tr>
<tr>
<td>Spön, Oporto and Gibraltar</td>
<td>107</td>
<td>205</td>
<td>107</td>
<td>110</td>
<td>110</td>
</tr>
<tr>
<td>Total Spain</td>
<td>3,848</td>
<td>3,590</td>
<td>3,240</td>
<td>3,150</td>
<td>2,050</td>
</tr>
<tr>
<td>Grand Total</td>
<td>16,091</td>
<td>13,866</td>
<td>12,940</td>
<td>12,899</td>
<td>6,944</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>RECEIPTS PER WEEK</th>
<th>NEW YORK</th>
<th>BOSTON</th>
<th>PHILADELPHIA</th>
<th>BALTIMORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 4, 11, 18</td>
<td>7,700</td>
<td>6,150</td>
<td>5,789</td>
<td>3,221</td>
</tr>
<tr>
<td>May 11, 18</td>
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<td>5,690</td>
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<td>6,165</td>
<td>5,690</td>
<td>3,221</td>
</tr>
</tbody>
</table>

Shipping News.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 44,460 bales. So far this year, 43,100 bales, are considered a very satisfactory showing, and the receipts for the 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:

Ships from New York—Leaving New York, leas steamers City of Cairo, 287 bales; Texas, 450; Nevada, 1,400; Mississippi, 1,200; Louisiana, 900; East Indiaman, 700; Louisiana, 450; St. Louis, 200; St. Louis, 200; Iona, 100.

Ships from Boston—Leaving Boston, 1,200 bales.

Ships from Philadelphia—Leaving Philadelphia, 1,000 bales.

Ships from Baltimore—Leaving Baltimore, 1,000 bales.

Total exports of cotton from the United States this week were 44,460 bales.

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

<table>
<thead>
<tr>
<th>Week Ending</th>
<th>EXPRESSED TO</th>
<th>May 4</th>
<th>May 11</th>
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<tr>
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<td>6,165</td>
<td>5,690</td>
<td>5,899</td>
<td>3,050</td>
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<tr>
<td>Grand Total</td>
<td>16,091</td>
<td>13,866</td>
<td>12,940</td>
<td>12,899</td>
<td>6,944</td>
</tr>
</tbody>
</table>

THE CHRONICLE.
Tobacco market has been active the past week for Kentucky Leaf and prices better for low grades, but other Tobaccos are quiet.

The following are revised quotations furnished by M. Rader & Son in advance of their monthly Circular:

<table>
<thead>
<tr>
<th>Leaf</th>
<th>Light</th>
<th>Heavy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Large.</td>
<td>75c.</td>
<td>90c.</td>
</tr>
<tr>
<td>sound</td>
<td>85c.</td>
<td>100c.</td>
</tr>
<tr>
<td>weak</td>
<td>65c.</td>
<td>80c.</td>
</tr>
</tbody>
</table>

Seed Leaf has been quiet. There has been nothing of moment offering suitable for export, and prices are generally held above the views of shippers. The demand for consumption has been light. Sales embrace 50 cases of case fillers, 9, 123 cases of Ohio fillers, 3, 174 cases New London, Connecticut, crop of 1865, part, 12@16c; 45 cases New London, Connecticut, 22c.

Spanish Tobacco has been quiet but firm; 200 bales Havana sold at 12c.

Manufactured Tobacco rules quiet, but a better business is now expected in a short time, when full supplies will come upon the market.

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

<table>
<thead>
<tr>
<th>Export of Tobacco from New York.*</th>
<th>Lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hbds., Cases, Bales.</td>
<td>1,081</td>
</tr>
<tr>
<td>Liverpool</td>
<td>68</td>
</tr>
<tr>
<td>London</td>
<td>130</td>
</tr>
<tr>
<td>Berlin</td>
<td>24</td>
</tr>
<tr>
<td>Manchester</td>
<td>30</td>
</tr>
<tr>
<td>Hamburgh</td>
<td>34</td>
</tr>
<tr>
<td>Brussels</td>
<td>383</td>
</tr>
<tr>
<td>Antwerp</td>
<td>500</td>
</tr>
<tr>
<td>Hanover</td>
<td>100</td>
</tr>
<tr>
<td>British Guiana</td>
<td>100</td>
</tr>
<tr>
<td>Constantinople</td>
<td>200</td>
</tr>
<tr>
<td>New Brunswick</td>
<td>100</td>
</tr>
<tr>
<td>Naples, &amp;c.</td>
<td>500</td>
</tr>
<tr>
<td>Egypt</td>
<td>1,000</td>
</tr>
</tbody>
</table>

* 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 Liverpool, 15 bales.
- From Bremen, 290 bales.
- From Boston—To Oriental: 267 cases...To British Provinces & cases, 9 boxes, 9 half boxes.
- From New Orleans—To Liverpool, 54 cases...To Havre, 68 do...To Gozo, 20 bales.
- From Philadelphia—To Peru, 42 cases, 2,925 lbs manufactured.
- From San Francisco—To Honolulu, 22 cases.

**BREADSTUFFS.**

The unsettled state of the market for breadstuffs, noted last week, has been continued during this week, but the close is indicative of more steadiness.

Flour has arrived in large quantities, which have been pressed upon the market under adverse influences, which have resulted in an average decline of 25c per bbl. The export demand has been but moderate, and orders rendered difficult to execute by the depression of the foreign and consolidation of the manufacturers, with great difficulty in negotiating bills, and by the scarcity and advancing rates of ocean freight. An advance of a shilling a barrel in Liverpool had the effect to barely check the decline. Trade and family brands have been exceedingly slow of sale. Flour and corn have also declined, with great dulness in trade. It is to be noticed that, whereas the receipts of wheat at the Western markets since 1st April show a falling off as compared with last year, the receipts of flour have considerably increased, while there has seldom been more difficulty in closing out, mixed or little known brands. The business for Great Britain has
May 29, 1869 | THE CHRONICLE | 697

amounted to about 10,000 brls, at $6 00½@ 25 for Extra State.

Wheat has arrived but modestly, and much of the
arrivals were sold previously, so that no great quantities have
come upon the market; but advancing ocean freights, low
and declining rates for sterage exchange, with dull public
accounts, may have an influence. The market has, however,
been left a steady decline till yesterday, with sales of No. 2 Spring at $4 40½@ 4 1½, with
freights to Liverpool 5½d by sail and 7½d by steam, and
exchange 1½d. To-day, with an advance of 2½d per cent in
Liverpool and exchange higher, with freights stationary, there
was an advance of only 1d. No. 1 Close at $4 41½@ 4 4½, and although the offerings were unusually large the
market was well cleared. Winter wheats have been doing better in
the past few days. Western is becoming scarce, but
California is still a large stock on selling at $1 65½@ 7½, and

Corn continues to arrive in very bad condition, and prime
qualities have done better, while the inferior grades still feel
the absence of a distinct demand. There has, consequently,
been a very wide range of prices—from 50c to 90c per bushel for new.
Oats declined to 74c on Wednesday, with some recovery since, but
mainly of a speculative nature. Rye is very unsettled. The sales of the week include Calif. and,
barley, at $1 05@ 10. Canada peas have declined, with sales of small
quantity of export at $1 20, in bond. Barley is out of market, and barley meal has a very slow sale.

The following are closing quotations:

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Arrival</th>
<th>Market</th>
<th>Price</th>
<th>Brackets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flour</td>
<td>1867.</td>
<td>Red Wheat</td>
<td>$1 99 3/4@ 2 1/4</td>
<td>1 82 1/4@ 2 1/8</td>
</tr>
<tr>
<td>Flour</td>
<td>1867.</td>
<td>White Wheat</td>
<td>$1 11@ 1 1/8</td>
<td>1 60@ 1 3/8</td>
</tr>
<tr>
<td>Flour</td>
<td>1867.</td>
<td>Rye</td>
<td>$1 99@ 2 1/8</td>
<td>1 82 1/4@ 2 1/8</td>
</tr>
<tr>
<td>Rye</td>
<td>1867.</td>
<td>Barley</td>
<td>$1 60@ 1 3/8</td>
<td>1 55@ 1 3/8</td>
</tr>
</tbody>
</table>

The movements in breakage at this market has been as follows:

<table>
<thead>
<tr>
<th>Week</th>
<th>Arrival</th>
<th>Market</th>
<th>Price</th>
<th>Brackets</th>
</tr>
</thead>
<tbody>
<tr>
<td>For the week ending April 19, 1869</td>
<td>Flour, bbls.</td>
<td>4,130@ 12 1/8</td>
<td>3,950@ 12 1/8</td>
<td></td>
</tr>
<tr>
<td>For the week ending April 26, 1869</td>
<td>Flour, bbls.</td>
<td>3,900@ 12 1/8</td>
<td>3,750@ 12 1/8</td>
<td></td>
</tr>
</tbody>
</table>

5.98 25c

EXPORT FROM NEW YORK FOR THE WEEK ENDING JAN. 1.

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Arrival</th>
<th>Market</th>
<th>Price</th>
<th>Brackets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flour, bbls.</td>
<td>1869.</td>
<td>260,000</td>
<td>$2 40@ 2 1/2</td>
<td>2 35@ 2 1/2</td>
</tr>
<tr>
<td>Flour, bbls.</td>
<td>1869.</td>
<td>260,000</td>
<td>$2 40@ 2 1/2</td>
<td>2 35@ 2 1/2</td>
</tr>
</tbody>
</table>

I. S. O. I. | 1869. | 260,000 | $2 40@ 2 1/2 | 2 35@ 2 1/2 |

References to last week:

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Arrival</th>
<th>Market</th>
<th>Price</th>
<th>Brackets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheat</td>
<td>1869.</td>
<td>bushe</td>
<td>705@ 1/2</td>
<td>650@ 1/2</td>
</tr>
<tr>
<td>Corn</td>
<td>1869.</td>
<td>bush</td>
<td>420@ 1/2</td>
<td>375@ 1/2</td>
</tr>
<tr>
<td>Oats</td>
<td>1869.</td>
<td>bush</td>
<td>325@ 1/2</td>
<td>275@ 1/2</td>
</tr>
<tr>
<td>Barley</td>
<td>1869.</td>
<td>bush</td>
<td>325@ 1/2</td>
<td>275@ 1/2</td>
</tr>
<tr>
<td>Rye</td>
<td>1869.</td>
<td>bush</td>
<td>325@ 1/2</td>
<td>275@ 1/2</td>
</tr>
<tr>
<td>Flour</td>
<td>1867.</td>
<td>bush</td>
<td>705@ 1/2</td>
<td>650@ 1/2</td>
</tr>
</tbody>
</table>

TEA

There has been a more confident tone in the trade generally this week, and the market has gradually moved forward to a position of somewhat more strength and greater activity. Inquiry has been good
for all descriptions, and the transactions, which are fairly distributed among the different kinds, evidence some improvement in the scale of prices. The movement in Japan has been noticeably large, embracing
two cargoes—one here and one to arrive—taken, it is said, at fair prices.

There have been no arrivals of tea ships from China during the week, and a few but insignificant indications of European steamers. Dates from Hong Kong, Shanghai, and Japan show no departure of
Japan—Japan's share to the United States to date $39,372,650 lbs against 31,748,077 lbs for last year, showing an excess of this year about of
Japan—Japan's share to the United States to date $39,372,650 lbs against 31,748,077 lbs for last year, showing an excess of this year about of

The following table shows the shipments of Tea from China and Japan to the United States from June 1, 1866, to April 1, 1869, the latter date of latest advices by mail; and imports into the United States (not
including San Francisco), from Jan. 1 to date, in 1868 and 1869.

<table>
<thead>
<tr>
<th>Year</th>
<th>Total in China</th>
<th>Total in Japan</th>
<th>Total in U.S.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1866</td>
<td>25,000,000 lbs</td>
<td>2,000,000 lbs</td>
<td>27,000,000 lbs</td>
</tr>
<tr>
<td>1867</td>
<td>35,000,000 lbs</td>
<td>5,000,000 lbs</td>
<td>40,000,000 lbs</td>
</tr>
<tr>
<td>1868</td>
<td>45,000,000 lbs</td>
<td>8,000,000 lbs</td>
<td>53,000,000 lbs</td>
</tr>
<tr>
<td>1869</td>
<td>55,000,000 lbs</td>
<td>10,000,000 lbs</td>
<td>65,000,000 lbs</td>
</tr>
</tbody>
</table>

The red importations since Jan. 1 now reach $14,642,600 against $14,265 last year.

COFFEE

There has been but little activity for Rio Coffee since our last.

During the earlier part of the week the importers reported as with
drawn from stocks some 2,400 bags, but with this exception the market has been undisturbed by any transactions until yesterday, when
**SPICES.**

There has been about the same quiet business in these as has prevailed for some time past. Small lots are in demand at very steady prices. We change our quotations in the one item of Sumatra pepper, which rules a fraction lower.

**FRUITS.**

The market for foreign dried fruit has been as little affected by the lower rates for gold prevailingly, as it was by its advance. The arrivals of Turkish prunes have been liberal, and very little more in the way of receiving them than is expected. Sales during the past week have shown an increase, which, with the slowly increasing consumption of this fruit, seems reasonable to look for a steady market and better rates, as soon as a fair distributive trade begins. There has been to day a speculative movement in seedless raisins, 1,000 f. its of which have changed hands at an advance. There in domestic dried there has been but little done, the arrivals of fresh fruit reneging the demand for all descriptions almost nominal. Foreign green fruit from the Mediterranean has been put upon the market by auction to some extent during the week, but it has been generally in poor order. West Indian is in fair supply; Havana pineapples selling at $93:12. Matonas do at $14; Bahama do at $12:14; linanas bring $2:40 per hundred, and Caracas coconuts $50 per M.  

**The DRY GOODS TRADE.**

FRIDAY, P.M., MAY 25, 1869.

There is a decided improvement in the tone of the market, although the amount of business to be reported is scarcely greater than last week. The improvement in tone seems to arise from several influences which we have previously noticed as bearing upon the market, and the natural effect of which is now beginning to appear; the chief of these are—the increased confidence that the raw material will not greatly decline from its present price, and s concomitantly, the decrease in production of certain goods and the consequent diminishing of stocks in the city. Another cause also tending to strengthen the market in certain branches is the rise in the price of gold from 130 to 140 in the past two months, which increases the cost to us of foreign goods and also strengthens the cotton market. Under these several causes, there has been shown an indication by some few parties to purchase standard cotton goods quite heavily, to hold on speculation or as stocks for the
We annex a few particulars of leading articles of domestic manufacture, our prices quoted being those of the leading jobbers:

Brown Sheetings and Sheetings have been very much at, and in some branches have been as high as, flax. Concessions are to be obtained, in very high quality and fine goods.

Ginghams, 2«, do 12$, 13$, and 14$. A large demand, but limited price, 80 26$, 36 45$, with limited demand, and since the last, not much accumulation, rather than a mere rumor.

For boys and again and ell Greene XX, 12$, do 12$, 13$, and 14$. A large demand, but limited price, 80 26$, 36 45$, with limited demand, and since the last, not much accumulation, rather than a mere rumor.

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

<table>
<thead>
<tr>
<th>From New York</th>
<th>From Boston</th>
</tr>
</thead>
<tbody>
<tr>
<td>Export to</td>
<td>Export to</td>
</tr>
<tr>
<td>pgs. Value</td>
<td>pgs. Value</td>
</tr>
<tr>
<td>R. N. &amp; C. Illnois.</td>
<td>7</td>
</tr>
<tr>
<td>British West.</td>
<td>1 79</td>
</tr>
<tr>
<td>New York</td>
<td>1 256</td>
</tr>
<tr>
<td>Florida</td>
<td>36 115</td>
</tr>
<tr>
<td>New England</td>
<td>45 28</td>
</tr>
<tr>
<td>Liverpool</td>
<td>105</td>
</tr>
<tr>
<td>British Provinces.</td>
<td>36</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>59</td>
</tr>
<tr>
<td>New England</td>
<td>100</td>
</tr>
<tr>
<td>New York</td>
<td>260</td>
</tr>
<tr>
<td>Total this week</td>
<td>362 1110.18</td>
</tr>
</tbody>
</table>

The prices of dry goods have been nearly as high as for the same time last year.
American Silks.
MANUFACTURED BY
Cheney Brothers.

Machine Twist, Soutache Silk,
Tissues and Organizes,
Silk Handkerchiefs, Silk Wool Poplins,
Silk Dress Goods,
Silks for Special Purposes to Order.

AGENTS:
EDWARD H. ARNOLD & CO.,
10 Franklin Street, New York.

HUNLEY & MILLIKEN,
408 Exchange Place, New York.

LEONARD BAKER & CO.,
206 Broadway, New York.

CHANCE, STEWART & CO.,
4 and 12 German Street, Baltimore.

THE CHRONICLE.

May 29, 1869.

[New York]

American Silks, the best quality of
Black Gros Grain
Manufactured in this country, offered for sale by
C. A. Auffmordt & Co.,
33 & 35 Duane Street.

John S. & Eben Wright & Co.,
92 & 94 Franklin Street, New York,
12 Devonshire Street, Boston.

Agents for the
Old mills, Columbia Mill, Graceland Mills,
Wadsworth Mills, Pennsylvania Mills,
Cord Mills, Upper Hopper Mills,
Cord Mills, Orr's Mills, Holmes Mills,
Arlington Mills, Providence Mills,
First Crossing Mills, Bantam Mills,
14 Goodale Street Mills, Bindle Mills,
Old Hopper Mills, Edward's Mills,

John Goodale, Gros Grain Works.

THOMAS H. GOOD.

Saleratus, 700

Theodore Polhemus & Co.,
Manufacurers and Dealers in
Cotton Sail Duck

Geo. J. Byrd & Co.,
Manufacurers of
Umbrellas and Parasols,
Nov. 12 & 14 Warren Street New York.

C. B. & J. F. Mitchell,
Commission Merchants,
St. 59 & 61 Leonard Street, New York.

Agents for
Joseph Green's Checks.

Barbour Brothers,
99 Chambers Street, Cooper Church Street, New York

W. H. Bate & Co.,
Manufacturers of
Dilled-Eyed Needles,
Fish Books and Fishing Tackle.

W. Wagstaff Craig,
Commercial Broker.

Real Estate Agent,
59 Wall Street, Room 19.

John Dwight & Co.,
Manufacturers of
Kalerus,
Super Carr, Soda, & Co.,
No. 11 Old Slip, New York.

Gano, Wright & Co.,
Commission Merchants, Cotton, Flour, Grains and Seeds.
No. 27 Main Street, Cincinnati O.

Henry Lawrence & Sons,
Manufacturers of
Silk Suits, Woolen & Linen Garments, and Photograph Goods.

Scovill Mfg. Company, Manufacturers of
Sheets, Blouses, Covered, and Not Covered, for Uniforms of
Kerosene Oil Burners.

John T. Daly,
President of the New York Burleigh Drill Company.

John S., Eben Wright & Co.,
92 & 94 Franklin Street, New York,
12 Devonshire Street, Boston.

Agents for the
Old mills, Columbia Mill, Graceland Mills,
Wadsworth Mills, Pennsylvania Mills,
Cord Mills, Upper Hopper Mills,
Cord Mills, Orr's Mills, Holmes Mills,
Arlington Mills, Providence Mills,
First Crossing Mills, Bantam Mills,
14 Goodale Street Mills, Bindle Mills,
Old Hopper Mills, Edward's Mills,

John Goodale, Gros Grain Works.

THOMAS H. GOOD.

Saleratus, 700

Theodore Polhemus & Co.,
Manufacurers and Dealers in
Cotton Sail Duck

Geo. J. Byrd & Co.,
Manufacurers of
Umbrellas and Parasols,
Nov. 12 & 14 Warren Street New York.

C. B. & J. F. Mitchell,
Commission Merchants,
St. 59 & 61 Leonard Street, New York.

Agents for
Joseph Green's Checks.

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59 Wall Street, Room 19.

John Dwight & Co.,
Manufacturers of
Kalerus,
Super Carr, Soda, & Co.,
No. 11 Old Slip, New York.
No risks have been taken upon Time or upon Hulls of Vessels.

Premiums marked for June, July, and August, for the period from June 1st, 1868, to August 31st, 1868, are due, during the same period, $284,051.41

Before Premiums:

Total amount of Marine Premiums............. $243,879.92

The Company has the following assets:

Cash on hand (bold)............. $31,346.92

The Company's Total assets are: $3,134,692.40

Six Per Cent. Interest, on the outstanding certificates of Proskis will be paid to the holders thereof, on or before the 20th day of June, 1868, and May 20th, 1869, at the time and places named in such certificates.

In order of the Board,

J. K. Myers, Treasurer:

WILLIAM LEGEON, Vice-President.

HANOVER FIRE INSURANCE COMPANY.
OFFICE 40 BROADWAY, NEW YORK.

Cash Capital........................................ $1,060,060

Assets........................................... $1,115,713.75

Premiums.................. $184,397.

The Company has the following assets:

Cash on hand.................. $2,122.75

The Company's Total assets are: $1,117,836.50

The outstanding certificates of the Company for the year ending December 31st, 1868, will be redeemed and paid to the holders thereof, or their legal representatives, on or before the 20th day of January, 1869.

In order of the Board,

J. H. CHAPMAN, Secretary.

BENGAL CHUTNY

The finest of all East Indian Condiments.

A SAUCE BEYOND COMPARIISON.

Thwaites & Bradshaw's.

BUNGING BROKERS IN METALS.

112 JOHN STREET.
COOPER, TIN, EAD SPELCHEN, RAILROAD IRON, PIQ
IRON OIL AC 4.

Sun Mutual Insurance Company.

INSURANCE BUREAU 49 WALL STREET, New York.

Incorporated 1841.

Cash Capital........................................ $1,614,450.

Assets........................................... $1,614,450.

This Company is composed of a great number of active and experienced agents, who are well known in the insurance business, and have done a great deal of business.

The Company has the following assets:

Cash on hand.................. $24,457.

The Company's Total assets are: $1,638,907.

In order of the Board,

J. D. Jones, President.

Charles Dennis, Vice-President.

Harvey Cole, Secretary.

BUNTING BROTHERS.

The firm of Bunting Brothers is well known in the business, and has done a great deal of business.

The Company has the following assets:

Cash on hand.................. $140,000.

The Company's Total assets are: $180,000.

In order of the Board,

J. D. HILL, President.

Charles Dennis, Vice-President.

W. H. Moore, 2d Vice-President.

J. D. HEWLETT, 3d Vice-President.

THE ATLANTIC INSURANCE COMPANY.
OFFICE 111 BROADWAY, BRANCH OFFICE COOPER INSTITUTE, THIRD AVENUE.
INCORPORATED 1832.

Cash Capital........................................ $5,000,000.

Surplus........................................ 24,511.93

Cash Capital and Surplus, July 1st, 1868, $5,024,511.93.

Total amount of marine premiums............. $2,340,707.

No policies have been issued upon life risks: nor upon fire risks dis¬

The Trustee, in conformity to the Charter of the Company, shall give the following statement of the affairs on the 1st day of August, 1868.

Premiums received on Marine Risks, and from January 1st, 1868, $2,340,707.

Premiums on Policies not marked of the 1st day of August, 1868, $2,340,707.

Total amount of marine premiums............. $2,340,707.

No policies have been issued upon life risks: nor upon fire risks dis¬

The Company has the following assets:

United States and State of New York

in stock, at a time of stocks and other investments, $7,254,622.

Interest and sundry notes and claims due the Company, estimated at $745,911.

Premiums marked for June, July, and August, for the period from June 1st, 1868, to August 31st, 1868, are due, during the same period, $244,854.92

The Company has the following assets:

Cash on hand (bold)............. $2,457,344.

The Company's Total assets are: $2,457,344

The outstanding certificates of the Company for the year ending December 31st, 1868, will be redeemed and paid to the holders thereof, or their legal representatives, on or before the 20th day of January, 1869.

In order of the Board,

J. H. CHAPMAN, Secretary.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums for the year ending 31st December, 1868, for which certificates will be issued on and after Tuesday, the 6th of April next.

In order of the Board,

J. H. CHAPMAN, Secretary.

J. D. Jones, President.

Charles Dennis, Vice-President.

W. H. Moore, 2d Vice-President.

J. D. HEWLETT, 3d Vice-President.

THE CHRONICLE.


OFFICE 111 BROADWAY.
BRANCH OFFICE COOPER INSTITUTE, THIRD AVENUE.

INCORPORATED 1832.

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Surplus........................................ 24,511.93

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J. H. CHAPMAN, Secretary.

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In order of the Board,

J. H. CHAPMAN, Secretary.
Drugs and Dyes—Duty, Alcohol, 50 c per gallon; Acid, 10 c. per lb; Argon, 1 cent per lb; Arsenic, 5 cents per lb; Ammonia and Ammonium, 1 cent per lb; Balsam, 15 c. per lb; Benzal, 1 cent per lb; Benzoin, 15 c. per lb; Bichromate of Potash, 1 cent per lb; Bismuth, 1 cent per lb; Bitter Almonds, 10 c. per lb; Calomel, 1 cent per lb; Cardamoms, 1 cent per lb; Carnations, 1 cent per lb; Castor Oil, 1 dollar per gallon; Chromate of Potash, 1 cent per lb; Cinchona Bark, 1 cent per lb; Cocaine, 1 cent per lb; Coriander, 1 cent per lb; Coriander Seed, 1 cent per lb; Coriandric Oil, 1 cent per lb; Copper, 1 cent per lb; Copper Sulphate, 1 cent per lb; Coral, 1 cent per lb; Cress, 1 cent per lb; Crystaline Flowers, 1 cent per lb; Dextrine, 1 cent per lb; Alcoholic, 1 cent per lb; Extract, 3 cents per lb; Extracted Cod Liver Oil, 1 cent per lb; Extracts of most rare and valuable Herbs, 1 cent per lb; Extracts of Flowers, 1 cent per lb; Extracts of Fruits, 1 cent per lb; Extracts of Nuts, 1 cent per lb; Extracts of Roots, 1 cent per lb; Extracts of Spices, 1 cent per lb; Extracts of Vegetable Oils, 1 cent per lb; Extracts of Resins, 1 cent per lb; Extracts of Herbs, 1 cent per lb; Extracts of Spices, 1 cent per lb; Extracts of Resins, 1 cent per lb; Extracts of Herbs, 1 cent per lb; Extracts of Spices, 1 cent per lb; Extracts of Resins, 1 cent per lb; Extracts of Herbs, 1 cent per lb; Extracts of Spices, 1 cent per lb; Extracts of Resins, 1 cent per lb; Extracts of Herbs, 1 cent per lb; Extracts of Spices, 1 cent per lb; Extracts of Resins, 1 cent per lb; Extracts of Herbs, 1 cent per lb; Extracts of Spices, 1 cent per lb; Extracts of Resins, 1 cent per lb; Extracts of Herbs, 1 cent per lb; Extracts of Spices, 1 cent per lb; Extracts of Resins, 1 cent per lb; Extracts of Herbs, 1 cent per lb; Extracts of Spices, 1 cent per lb; Extracts of Resins, 1 cent per lb; Extracts of Herbs, 1 cent per lb; Extracts of Spices, 1 cent per lb; Extracts of Resins, 1 cent per lb; Extracts of Herbs, 1 cent per lb; 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N. B. FALCONER & CO.
Importers of Staple and Fancy British Dress Goods, VELVETS, VELVETSHOTS, Umbrella Alpacas and Ginghams, &c.,
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Between Walker and Lispenard.

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118 Duane Street.

Irish & Scotch Linen Goods, in full assortment for the Jobbing and Clothing Trade.
Agents for the sale of WILLIAM GIHON & SONS' WHITE LINENS, &c., BURLAPS, BAGGING, FLAXSNAIL DUCK, &c.

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White Sulphur Springs, Madison Co., N. Y.
Route via New York Central Railroad to Chittenango Station, then stage to Springs.
FIRST-CLASS HOTEL accommodations, ready for guests, June 15th.
SINGLE ROOMS, SUITS for families, or BARBER COACHES secured by early application, with healthful diet, many, from fishing, pique recreations, telegraph, golf, croquet, tennis, &c.

FOSTER "**" 20.
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AM. MILLS.
K. J. SHAFF.

MILLS & SHIPMAN.
WOOL BROKERS.
No. 50 BROADWAY, NEW YORK.
We are prepared to make cash advances upon Wool, on the spot or in transit.

Thomas J. Pope & Bro.

METALS.
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NEW YORK.

Insurance.

The Liverpool & London & Globe Ins. Co.
Assets Gold, $17,690,390
Assets in the U. States 2,000,000
145 William St.

THE CHRONICLE.

Iron and Railroad Materials.

NAYLOR & CO.,
NEW YORK, BOSTON, PHILA.,
99 John Street, 90 State street, 298 So. 4th street.

CAST STEEL RAILS.
CAST STEEL TYRES.

CAST STEEL FROGS, and all other steel Material for Railway Use.

MANUFACTURED IN LONDON.
NAYLOR, BENZON & CO., 31 Old Broad Street,
who give special attention to orders for Railroad Iron, as well as Old Rails, Scrap Iron and Metals.

Burlington.

Another.

BURLINGTON, VT.

COTTON secured daily mails, etc.

BURLAPS, BAGGING,
New York.

Bigelow & Johnston.

BURLINGTON.

IRON, NEW AND OLD RAILS.
FISH BARS, HOLES & NUTS,
CHAIRS & SPIKES,
CAR WHEELS & AXLES,
PIG & SCRAP IRON, &c.,
31 State street, New York.

Dana & Litchfield.

Dana & Litchfield,
18 William Street, New York.
Railroad Iron, Street Rails and Light T Rails for Mines.

OLD RAILS AND SCRAP PURCHASE.
ED AND SOLD.
AGENTS FOR THE CELEBRATED
BJURDON SPIKES.

Morris, Tasker & Co.,
Pascal Iron Works, Philadelphia.
Manufacturers of Wrought Iron Tubs, Lap Welded Boiler Flues, Gus Works Castings and Street Mains, Artisan Well Pipes and Tools, Gas and Steam Fitting's Tools, &c.

OFFICE AND WORKROOMS.
15 GOLD STREET, NEW YORK.

Baldwin Locomotive Works.

M. Baird & Co.,
PHILADELPHIA.

All work accurately fitted to gauge and thorough, by interchangable plan, Material, Workmanship, Finish, and Efficiency fully guaranteed.

M. Baird, Geo. Biron, Chas. T. Farrow.

Evans & Co.,
150 Pearl street.
Iron and Metals.

Iron.

Iron.

Wm. D. McGowan,
Iron Broker.

73 Water St., Pittsburgh, Pa.

Iron Cotton Ties.
The undersigned, Rale Agents in New York, for the sale and distribution of the

Iron Wire and Self-Pasting Wrought Iron Nuckle Ties.

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

Svenson, Perkins & Co.,
36 Beaver Street.

Iron and Railroad Materials.

Newry and Swedes Iron

William Jessop & Sons, Importers of Newry and Swedes Iron, including L. ER, DE, SF, and other brands, which they offer for sale at 90 and 91 John street, New York, and 135 Federal street, Boston.
They have also in stock their usual supply of every description of bar and sheet Steel.

Gilead A. Smith,

LONDON, N. C.

Railroad Iron, Old Rails, Bessener Rails, &c.
U. S. Bonds and American Railway Securities negotiated.

Correspondents in America:

Scotch Pig Iron.

All the approved Brands of No. 1 Scotch Pig Iron, IN YARD, ON.Dock, AND TO ARRIVE.
In lots to suit purchasers. Apply to
HUNDESON BROTHERS,
No. 6 Bowling Green, New York.

S. W. Hopkins & Co.,
58 Old Broad Street, London, and
69 & 71 Broadway, New York, that in Europe and America every description of
TOWN, COUNTY, CITY, STATE, and
Railroad Bonds.
For Railroad Companies and Contractors in connection with the purchase and sale of both Foreign and American

Railroad Iron and Equipments.

To Railroad Companies.

WE beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior qualities for constructing and taking care of all descriptions of both American and Foreign

Railroad Iron.

We are always in a position to furnish all sorts, qualities and weights of iron for both local and foreign

Railway Use.

In either or Sterling currency for America, and in either or foreign currency for Canada.

In the highest and most approved grades of Iron, our orders for Foreign Rail will be handled with the Speed and thoroughness of either for British or United States Railways, taking care.

Old Rails in Trade for New

furnished, receiving the difference in cash, and allowing the cost of transportation for delivery at the port of

the party sending the order.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Messrs. through the following

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10 OLD BROAD STREET.

FOR execution at a fixed price in London or on comprehension at the current market price abroad when the

usance is required, or in either event, if necessary, at any time for the best possible rates of freight.

S. W. Hopkins & Co.,
69 & 71 Broadway, New York.